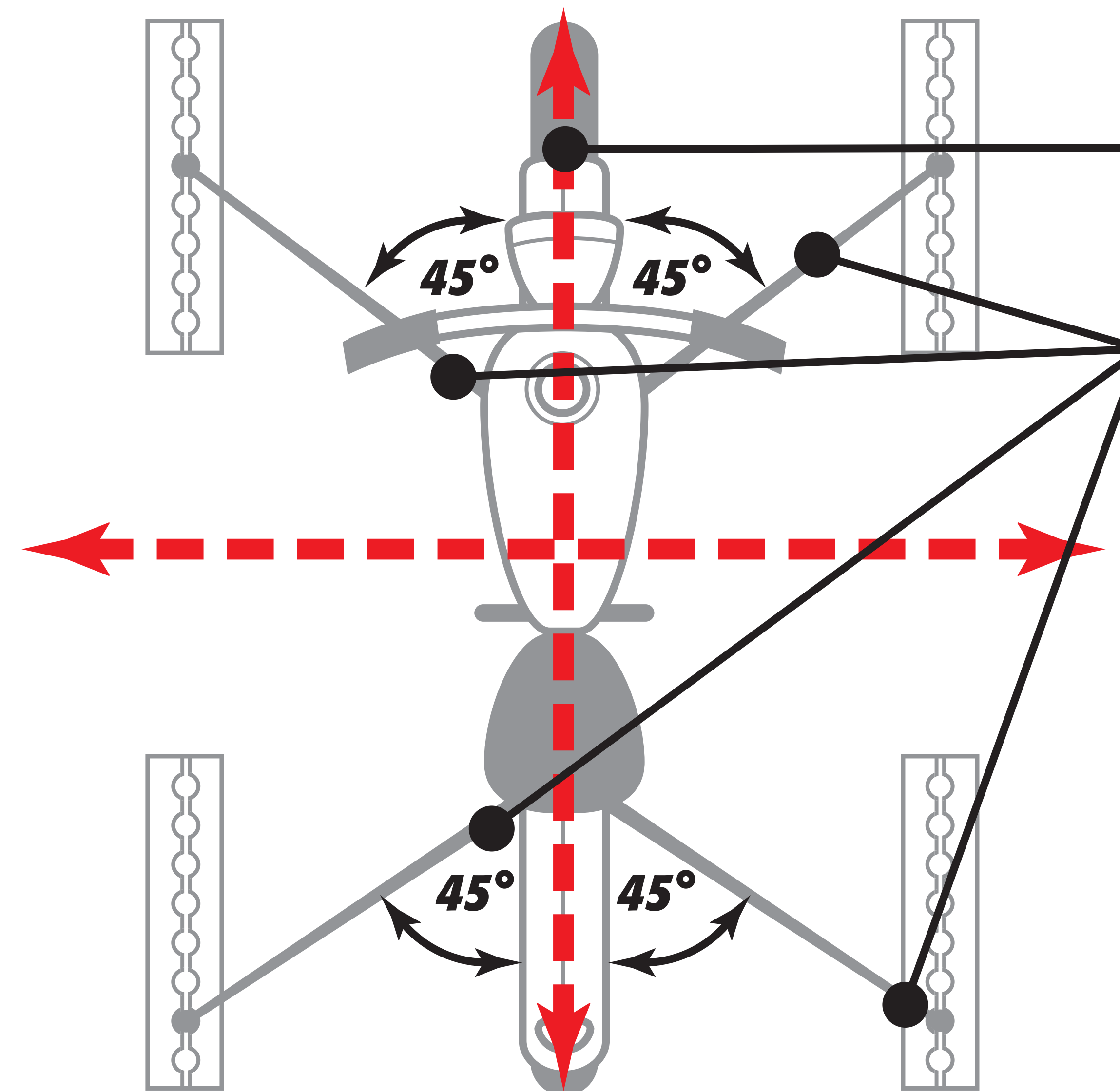


# TEXTBOOK SECUREMENT: OUR 4 x 45° RULE EXPLAINED

## THE 4



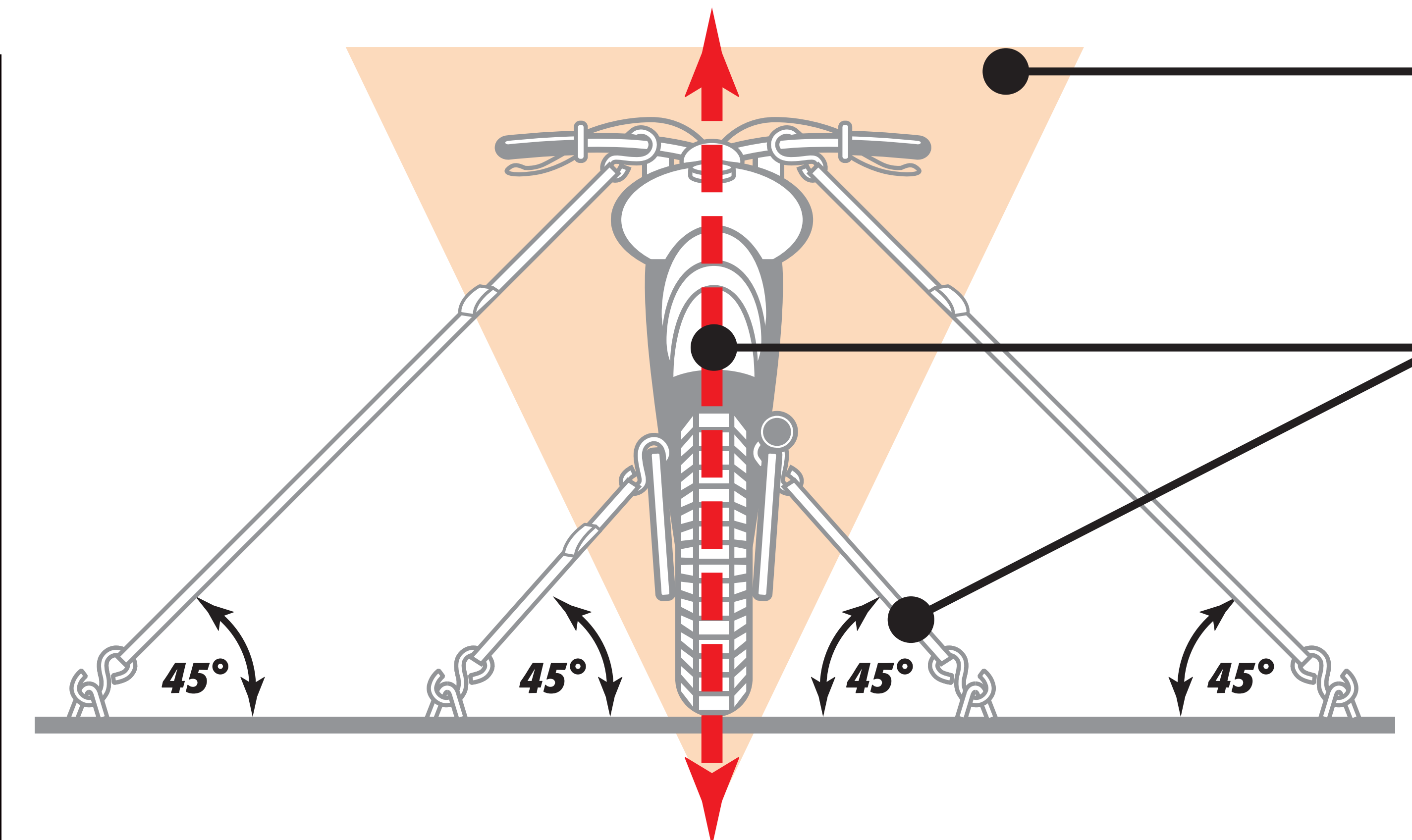
## THE 45°



The objective in this diagram is to show how to prevent your vehicle from shifting side to side and back to front.

4 securement points is the minimum required by law. 2 in the front and 2 in the rear, each at a 45° angle to the bike.

Prevention of movement from side to side and back to front is achieved with Tie-Downs in 4 opposite corners creating equal tension and balance. It's easy to remember, we call it The Steadymate X. Prevention of movement up and down in transit is the final step. This is explained at right.



A bike is a unique Tie-Down challenge because of its shape. It's like securing a triangle on its point.

Proper securement is a 45° angle from the bike to the floor at all 4 securement points. With this, you have now completed the task of securing your vehicle from the forces of all 3 directions; side to side, front to back and up and down.

Now that you know all the angles, a quick word about ratings. It is important to stay away from low-rated Tie-Downs. We recommend that all of the 4 straps used, be rated to the full weight of your vehicle. This is because during sharp turns, one Tie-Down will be called upon to restrain the total force of your cargo at any one point of the turn. It's the basic physics of inertia: weight is shifted in opposing directions when turning or stopping.

**Why do we over-engineer our Tie-Downs? Because we know how much you value your vehicle. Remember, proper Tie-Down technique is just as important as the quality of the product.**