§ 1918.105 Other protective measures.

(a) Protective clothing. (1) The employer shall provide and shall require the wearing of special protective clothing for each employee engaged in work where protective clothing is necessary.

(2) When necessary, protective clothing shall be cleaned and disinfected before reissuance.

(b) Personal flotation devices (PFDs). (1) The employer shall provide and shall require the wearing of PFDs for each employee engaged in work in which the employee might fall into the water.

(2) PFDs (life preservers, life jackets, or work vests) worn by each affected employee must be United States Coast Guard (USCG) approved pursuant to 46 CFR part 160 (Type I, II, III, or V PFD) and marked for use as a work vest, for commercial use, or for use on vessels.

(3) Personal flotation devices shall be maintained in safe condition and shall be considered unserviceable when damaged in a manner that affects buoyancy or fastening capability.

§ 1918.106 Payment for protective equipment.

(a) Except as provided by paragraphs (b) through (f) of this section, the protective equipment, including personal protective equipment (PPE), used to comply with this part, shall be provided by the employer at no cost to employees.

(b) The employer is not required to pay for non-specialty safety-toe protective footwear (including steel-toe shoes or steel-toe boots) and non-specialty prescription safety eyewear, provided that the employer permits such items to be worn off the job-site.

(c) When the employer provides metatarsal guards and allows the employee, at his or her request, to use shoes or boots with built-in metatarsal protection, the employer is not required to reimburse the employee for the shoes or boots.

(d) The employer is not required to pay for:

(1) Everyday clothing, such as long-sleeve shirts, long pants, street shoes, and normal work boots; or

(2) Ordinary clothing, skin creams, or other items, used solely for protection from weather, such as winter coats, jackets, gloves, parkas, rubber boots, hats, raincoats, ordinary sunglasses, and sunscreen.

(e) The employer must pay for replacement PPE, except when the employee has lost or intentionally damaged the PPE.

(f) Where an employee provides adequate protective equipment he or she owns, the employer may allow the employee to use it and is not required to reimburse the employee for that equipment. The employer shall not require an employee to provide or pay for his or her own PPE, unless the PPE is excepted by paragraphs (b) through (e).

(g) This section shall become effective on February 13, 2008. Employers must implement the PPE payment requirements no later than May 15, 2008.

NOTE TO § 1918.106: When the provisions of another OSHA standard specify whether or not the employer must pay for specific equipment, the payment provisions of that standard shall prevail.

[72 FR 64429, Nov. 15, 2007]

APPENDIX I TO PART 1918—CARGO GEAR REGISTER AND CERTIFICATES (NON-MANDATORY)

Note: This appendix is non-mandatory and provides guidance to part 1918 to assist employers and employees in complying with the requirements of this standard, as well as to provide other helpful information. Nothing in this appendix adds or detracts from any of the requirements of this standard. The language in this appendix is taken directly from the recommended ILO document.

Form No. 1

IDENTITY OF NATIONAL AUTHORITY OR COMPETENT ORGANIZATION REGISTER OF SHIPS’ LIFTING APPLIANCES AND CARGO HANDLING GEAR

Name of Ship

Official Number

Call Sign

Port of Registry

Name of Owner

Register Number
### Occupational Safety and Health Admin., Labor  
**Pt. 1918, App. I**

**Date of Issue**  
Issued by  
Signature and Stamp

**NOTE:** This register is the standard international form as recommended by the International Labour Office in accordance with the ILO Convention No. 152.

**GENERAL**

The tests, examinations and inspections indicated in this register are based on the requirements of ILO Convention No. 152 and Recommendation 160. They are intended to ensure that ships having lifting appliances are initially certified by a competent person, and to establish periodically that they continue to be in safe working order to the satisfaction of a competent person acceptable to a competent authority. A Register of lifting appliances and items of loose gear shall be kept in a form prescribed by the competent authority, account being taken of this model recommended by the International Labour Office. This Register and related certificates shall be kept available to any person authorized by the competent authority. The Register and certificates for gear currently aboard the ship shall be preserved for at least five years after the date of the last entry.

**INSTRUCTION**

1. **Initial Examination and Certification**

1.1. Every lifting appliance shall be certified by a competent person before being taken into use for the first time to ensure that it is of good design and construction and of adequate strength for the purpose for which it is intended.

1.2. Before being taken into use for the first time, a competent person shall supervise and witness testing, and shall thoroughly examine every lifting appliance.

1.3. Every item of loose gear shall, before being taken into use for the first time, shall be tested, thoroughly examined and certified by a competent person, in accordance with national law or regulations.

1.4. Upon satisfactory completion of the procedures indicated above, the competent person shall complete and issue the Register of lifting appliances and attach the appropriate certificates. An entry shall be made in part I of the Register.

1.5. A rigging plan showing the arrangement of lifting appliances shall be provided. In the case of derricks and derrick cranes, the rigging should show at least the following information:

- (a) The position of guys;
- (b) The resultant force on blocks, guys, wire ropes and booms;
- (c) The position of blocks;
- (d) The identification mark of individual items; and
- (e) Arrangements and working range of union purchase.

2. **Periodic Examination and Re-testing**

2.1. All lifting appliances and every item of loose gear shall be thoroughly examined by a competent person at least once in every twelve months. The particulars of these thorough examinations shall be entered in part I of the Register.

2.2. Re-testing and thorough examination of all lifting appliances and every item of loose gear is to be carried out:

- (a) after any substantial alteration or renewal, or after repair to any stress bearing part, and
- (b) in the case of lifting appliances, at least once in every five years.

2.3. The retesting referred to in paragraph 2.2(a) may be omitted provided the part which has been renewed or repaired is subjected by separate test, to the same stress as would be imposed on it if it had been tested in-situ during the testing of the lifting appliance.

2.4. The thorough examinations and tests referred to in paragraph 2.2 are to be entered in part I of the Register.

2.5. No new item of loose gear shall be manufactured of wrought iron. Heat treatment of any existing wrought iron components should be carried out to the satisfaction of the competent person. No heat treatment should be applied to any item of loose gear unless the treatment is in accordance with the manufacturer's instruction; and to the satisfaction of the competent person. Any heat treatment and the associated examination are to be recorded by the competent person in part I of the Register.

3. **Inspections**

3.1. Regular visual inspections of every item of loose gear shall be carried out by a responsible person before use. A record of these regular inspections is to be entered in part II of the Register, but entries need only be made when the inspection has indicated a defect in the item.

4. **Certificates**

4.1. The certification forms to be used in conjunction with this Register (Form No. 1) are as follows:

- (Form No. 2)—Certificate of test and thorough examination of lifting appliance.
- (Form No. 2(U))—Certificate of test and thorough examination of derricks used in union purchase.
- (Form No. 3)—Certificate of test and thorough examination of loose gear.
- (Form No. 4)—Certificate of test and thorough examination of wire rope.

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DEFINITIONS

(a) The term “competent authority” means a minister, government department, or other authority empowered to issue regulations, orders or other instructions having the force of law.

(b) The term “competent person” means a person appointed by the master of the ship or the owner of the gear to be responsible for the performance of inspections and who has sufficient knowledge and experience to undertake such inspections.

(c) The term “thorough examination” means a detailed visual examination by a competent person, supplemented if necessary by other suitable means or measures in order to arrive at a reliable conclusion as to the safety of the lifting appliance or item of loose gear examined.

(d) The term “lifting appliance” covers all stationary or mobile cargo handling appliances used on board ship for suspending, raising or lowering loads or moving them from one position to another while suspended or supported.

(e) The term “loose gear” covers any gear by means of which a load can be attached to a lifting appliance, but which does not form an integral part of the appliance or load.

THE FOLLOWING ARE SAMPLE FORMS OF CERTIFICATES AS RECOMMENDED BY THE ILO

[Part I—Thorough Examination of Lifting Appliances and Loose Gear]

<table>
<thead>
<tr>
<th>Situation and description of lifting appliances and loose gear (with distinguishing numbers or marks, if any) which have been thoroughly examined. (See note 1)</th>
<th>Certificate No. (2)</th>
<th>Examination performed (see note 2) (3)</th>
<th>I certify that on the date to which I have appended my signature, the lifting appliance shown in col. (1) was thoroughly examined and showed no defects affecting its safe working condition other than those shown in col. (5) (4)</th>
<th>Remarks (to be dated and signed) (5)</th>
</tr>
</thead>
<tbody>
<tr>
<td>.................................................................</td>
<td>.................................................................</td>
<td>.................................................................</td>
<td>.................................................................</td>
<td>.................................................................</td>
</tr>
</tbody>
</table>

NOTE 1: If all the lifting appliances are thoroughly examined on the same date it will be sufficient to enter in Col. (1) “All lifting appliances and loose gear.” If not, the parts that have been thoroughly examined on the dates stated must be clearly indicated.

NOTE 2: The thorough examinations to be indicated in Col. (3) include:
(a) Initial.
(b) 12 monthly.
(c) 5 yearly.
(d) Repair/Damage.
(e) Other thorough examinations.

[Part II—Regular Inspections of Loose Gear]

<table>
<thead>
<tr>
<th>Situation and description of loose gear (with distinguishing numbers or marks, if any) that has been inspected. (See note 1)</th>
<th>Signature and date of the responsible person carrying out the inspection</th>
<th>Remarks (to be dated and signed)</th>
</tr>
</thead>
<tbody>
<tr>
<td>.................................................................</td>
<td>.................................................................</td>
<td>.................................................................</td>
</tr>
</tbody>
</table>

NOTE 1: All loose gear should be inspected before use. However, entries need only be made when the inspection discloses a defect.

Form No. 2

Identity of National Authority or Competent Organization Certificate of Test and Thorough Examination of Lifting Appliances

Name of Ship

Certificate No.

Situation and description of lifting appliances (with distinguishing numbers or marks, if any) which have been tested and thoroughly examined (1) | Angle to the horizontal or radius at which test load applied (2) | Test load (tonnes) (3) | Safe working load at angle or radius shown in col. 2 (tonnes) (4) |
<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>.................................................................</td>
<td>.................................................................</td>
<td>.................................................................</td>
<td>.................................................................</td>
</tr>
<tr>
<td>Situation and description of lifting appliances (with distinguishing numbers or marks, if any) which have been tested and thoroughly examined</td>
<td>Angle to the horizontal or radius at which test load applied (2)</td>
<td>Test load (tonnes) (3)</td>
<td>Safe working load at angle or radius shown in col. 2 (tonnes) (4)</td>
</tr>
<tr>
<td>---</td>
<td>---</td>
<td>---</td>
<td>---</td>
</tr>
</tbody>
</table>

Name and address of the firm or competent person who witnessed testing and carried out thorough examination.

I certify that on the date to which I have appended my signature, the gear shown in Col. (1) was tested and thoroughly examined and no defects or permanent deformation was found and that the safe working load is as shown.

Date:
Place:
Signature:

NOTE: This certificate is the standard international form as recommended by the International Labor Office in accordance with ILO Convention No. 152.

Reverse of Form No. 2

INSTRUCTIONS

1. Every lifting appliance shall be tested with a test load which shall exceed the Safe Working Load (SWL) as follows:

<table>
<thead>
<tr>
<th>SWL</th>
<th>Test load</th>
</tr>
</thead>
<tbody>
<tr>
<td>Up to 20 tonnes</td>
<td>25 percent in excess.</td>
</tr>
<tr>
<td>20 to 50 tonnes</td>
<td>5 tonnes in excess.</td>
</tr>
<tr>
<td>Over 50 tonnes</td>
<td>10 percent in excess.</td>
</tr>
</tbody>
</table>

2. In the case of derrick systems, the test load shall be lifted with the ship’s normal tackle with the derrick at the minimum angle to the horizontal for which the derrick system was designed (generally 15 degrees), or at such greater angle as may be agreed. The angle at which the test was made should be stated in the certificate.

3. In the case of derricks used in union purchase, the SWL (U) is to be shown on Form 2 (U).

4. In the case of crane systems, the test load is to be hoisted and luffed at slow speed. Gantry and traveling cranes together with their trolleys, where appropriate, are to be traversed and traveled over the full length of their track.

3.1. In the case of variable load-radius cranes, the tests are generally to be carried out with the appropriate test load at maximum, minimum and intermediate radii.

3.2. In the case of hydraulic cranes where limitations of pressure make it impossible to lift a test load 25 percent in excess of the safe working load, it will be sufficient to lift the greatest possible load, but in general this should not be less than 10 percent in excess of the safe working load.

4. As a general rule, tests should be carried out using test loads, and no exception should be allowed in the case of initial tests. In the case of repairs/replacement or when the periodic examination calls for re-test, consideration may be given to the use of spring or hydraulic balances provided the SWL of the lifting appliance does not exceed 15 tonnes. Where a spring or hydraulic balance is used, it shall be calibrated and accurate to within #2 percent and the indicator should remain constant for five minutes.

4.1. If the test weights are not used, this is to be indicated in Col. (3).

5. The expression “tonne” shall mean a tonne of 1000 kg.

6. The terms “competent person”, “thorough examination”, and “lifting appliance” are defined in Form No. 1.

NOTE: For recommendations on test procedures reference may be made to the ILO document “Safety and Health in Dock Work”.

Form No. 2(U)

IDENTITY OF NATIONAL AUTHORITY OR COMPETENT ORGANIZATION CERTIFICATE OF TEST AND THOROUGH EXAMINATION OF DERRICKS USED IN UNION PURCHASE

Name of Ship
Official Number
Call Sign
Port of Registry
Name of Owner
Certificate No.
Situation and description of derricks used in Union Purchase (with distinguishing numbers or marks) which have been tested and thoroughly examined

Max. height of triangle plate above hatch coaming (m) or max. angle between runners (2)  
Test load (tonnes) (3)  
Safe working load, SWL when operating in union purchase (tonnes) (4)

Position of outboard preventer guy attachments:  
(a) forward/aft * of mast—(m) and  
(b) from ship’s centerline—(m)  
Position of inboard preventer guy attachments:  
(a) forward/aft * of mast—(m) and  
(b) from ship’s centerline—(m)  
* Delete as appropriate.  
Name and address of the firm or competent person who witnessed testing and carried out thorough examination

I certify that on the date to which I have appended my signature, the gear shown in Col. (1) was tested and thoroughly examined and no defects or permanent deformation was found and that the safe working load is as shown.

Date:  
Signature:  
Place:

NOTE: This certificate is the standard international form as recommended by the International Labour Office in accordance with ILO Convention No. 152.

Reverse Form No. 2 (U)

IDENTITY OF NATIONAL AUTHORITY OR COMPETENT ORGANIZATION CERTIFICATE OF TEST AND THOROUGH EXAMINATION OF LOOSE GEAR

Name of Ship  
Official Number  
Call Sign  
Port of Registry  
Name of Owner  
Certificate No.

Distinguishing number or mark  
Description of loose gear  
Number tested  
Date of test  
Test load (tonnes)  
Safe working load (SWL) (tonnes)

NOTE: For recommendations on test procedures, reference may be made to the ILO document “Safety and Health in Dock Work”.

Form 3

IDENTITY OF NATIONAL AUTHORITY OR COMPETENT ORGANIZATION CERTIFICATE OF TEST AND THOROUGH EXAMINATION OF LOOSE GEAR

Name of Ship  
Official Number  
Call Sign  
Port of Registry  
Name of Owner  
Certificate No.

Distinguishing number or mark  
Description of loose gear  
Number tested  
Date of test  
Test load (tonnes)  
Safe working load (SWL) (tonnes)

Name and address of makers or suppliers:  
Name and address of the firm or competent person who witnessed testing and carried out thorough examination.

I certify that the above items of loose gear were tested and thoroughly examined and no defects affecting their SWL were found.

Date:
NOTE: This certificate is the standard international form as recommended by the International Labour Office in accordance with ILO Convention No. 152.

### Reverse Form No. 3

**INSTRUCTIONS**

1. Every item of loose gear is to be tested and thoroughly examined before being put into use for the first time and after any substantial alteration or repair to any part liable to affect its safety. The test loads to be applied shall be in accordance with the following table:

<table>
<thead>
<tr>
<th>Item</th>
<th>Test load (tonnes)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Single sheave blocks (See Note 1)</td>
<td>4 x SWL</td>
</tr>
<tr>
<td>Multi sheave blocks (See Note 2):</td>
<td></td>
</tr>
<tr>
<td>SWL &lt; 25 tonnes</td>
<td>2 x SWL</td>
</tr>
<tr>
<td>25 tonnes &lt; SWL ≤ 160 tonnes</td>
<td>(0.933 x SWL) + 27</td>
</tr>
<tr>
<td>SWL &gt; 160 tonnes</td>
<td>1.1 x SWL</td>
</tr>
<tr>
<td>Chains, hooks, rings, shackles, swivels, etc.:</td>
<td></td>
</tr>
<tr>
<td>SWL &lt; 25 tonnes</td>
<td>2 x SWL</td>
</tr>
<tr>
<td>SWL &gt; 25 tonnes</td>
<td>(1.1 x SWL) + 1.1</td>
</tr>
<tr>
<td>Lifting beams, spreaders, frames and similar devices:</td>
<td></td>
</tr>
<tr>
<td>SWL &lt; 10 tonnes</td>
<td>2 x SWL</td>
</tr>
<tr>
<td>10 tonnes &lt; SWL ≤ 160 tonnes</td>
<td>(1.04 x SWL) + 9.6</td>
</tr>
<tr>
<td>SWL &gt; 160 tonnes</td>
<td>1.1 x SWL</td>
</tr>
</tbody>
</table>

NOTE: 1. The SWL for a single sheave block, including single sheave blocks with becket, is to be taken as one-half of the resultant load on the head fitting.

2. The SWL of a multi-sheave block is to be taken as the resultant load on the head fitting.

3. This form may also be used for the certification of interchangeable components of lifting appliances.

4. The expression “ton” shall mean a ton of 1,000 kg.

5. The terms “competent person”, “thorough examination” and “loose gear” are defined in Form No. 1.

NOTE: For recommendations on test procedures reference may be made to the ILO document “Safety and Health in Dock Work”.

### Form No. 4

**IDENTITY OF NATIONAL AUTHORITY OR COMPETENT ORGANIZATION CERTIFICATE OF TEST AND THOROUGH EXAMINATION OF WIRE ROPE**

<table>
<thead>
<tr>
<th>Name and address of maker or supplier</th>
</tr>
</thead>
<tbody>
<tr>
<td>Nominal diameter of rope (mm)</td>
</tr>
<tr>
<td>Number of strands</td>
</tr>
<tr>
<td>Number of wires per strand</td>
</tr>
<tr>
<td>Core</td>
</tr>
<tr>
<td>Lay</td>
</tr>
<tr>
<td>Quality of wire (N/mm²)</td>
</tr>
<tr>
<td>Date of test of sample</td>
</tr>
<tr>
<td>Load at which sample broke (tonnes)</td>
</tr>
<tr>
<td>Safe working load of rope (tonnes)</td>
</tr>
<tr>
<td>Intended use</td>
</tr>
</tbody>
</table>

Name and address of the firm or competent person who witnessed testing and carried out thorough examination.

I certify that the above particulars are correct, and that the rope was tested and thoroughly examined and no defects affecting its SWL were found.

Date: ____________________________

Place: ____________________________

Signature: _________________________

NOTE: This certificate is the standard international form as recommended by the International Labour Office in accordance with ILO Convention No. 152.
INSTRUCTIONS

1. Wire rope shall be tested by sample, a piece being tested to destruction.

2. The test procedure should be in accordance with an International or recognized National standard.

3. The SWL of the rope is to be determined by dividing the load at which the sample broke, by a co-efficient of utilization, determined as follows:

<table>
<thead>
<tr>
<th>Item</th>
<th>Coefficient</th>
</tr>
</thead>
<tbody>
<tr>
<td>Wire rope forming part of a sling:</td>
<td></td>
</tr>
<tr>
<td>SWL of the sling</td>
<td>5</td>
</tr>
<tr>
<td>SWL &lt; 10 tonnes</td>
<td>10</td>
</tr>
<tr>
<td>10 tonnes &lt; SWL ≤ 160 tonnes</td>
<td>(8.85 × SWL) + 1910</td>
</tr>
<tr>
<td>SWL &gt; 160 tonnes</td>
<td>3</td>
</tr>
<tr>
<td>Wire rope as integral part of a lifting appliance:</td>
<td></td>
</tr>
<tr>
<td>SWL of lifting appliance</td>
<td>10</td>
</tr>
<tr>
<td>SWL ≤ 160 tonnes</td>
<td>(8.85 × SWL) + 1910</td>
</tr>
<tr>
<td>SWL &gt; 160 tonnes</td>
<td>3</td>
</tr>
</tbody>
</table>

These coefficients should be adopted unless other requirements are specified by a National Authority.

4. The expression “tonne” shall mean a tonne of 1000 kg.

5. The terms “competent person”, “thorough examination” and “lifting appliance” are defined in Form No. 1.

NOTE: For recommendations on test procedures reference may be made to the ILO document “Safety and Health in Dock Work”.

APPENDIX II TO PART 1918—TABLES FOR SELECTED MISCELLANEOUS AUXILIARY GEAR (MANDATORY)

NOTE: This appendix is mandatory and is to be used in the appropriate sections of part 1918 when certificates or the manufacturers’ use recommendations are not available.

TABLE 1—WIRE ROPE CLIPS

<table>
<thead>
<tr>
<th>Improved plow steel, rope (inches (cm))</th>
<th>Minimum number of clips</th>
<th>Minimum spacing (inches (cm))</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Drop forged</td>
<td>Other material</td>
</tr>
<tr>
<td>1/2 or less (1.3)</td>
<td>3</td>
<td>4</td>
</tr>
<tr>
<td>3/16 (1.6)</td>
<td>3</td>
<td>4</td>
</tr>
<tr>
<td>3/8 (1.9)</td>
<td>4</td>
<td>5</td>
</tr>
<tr>
<td>1/2 (2.2)</td>
<td>4</td>
<td>5</td>
</tr>
<tr>
<td>5/16 (2.5)</td>
<td>5</td>
<td>6</td>
</tr>
<tr>
<td>3/4 (2.9)</td>
<td>6</td>
<td>7</td>
</tr>
<tr>
<td>1/2 (3.2)</td>
<td>6</td>
<td>7</td>
</tr>
<tr>
<td>1/4 (3.8)</td>
<td>7</td>
<td>8</td>
</tr>
<tr>
<td>1/8 (4.5)</td>
<td>7</td>
<td>8</td>
</tr>
</tbody>
</table>

TABLE 2—NATURAL FIBER ROPE AND ROPE SLINGS—LOAD CAPACITY IN POUNDS (LBS.) SAFETY FACTOR=5—EYE AND EYE SLING—BASKET HITCH

<table>
<thead>
<tr>
<th>Angle of rope to vertical</th>
<th>0 deg.</th>
<th>30 deg.</th>
<th>45 deg.</th>
<th>60 deg.</th>
</tr>
</thead>
<tbody>
<tr>
<td>1/2 inch</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Vertical hitch</td>
<td>550</td>
<td>250</td>
<td>1,100</td>
<td>900</td>
</tr>
<tr>
<td>Choker hitch</td>
<td>700</td>
<td>350</td>
<td>1,400</td>
<td>1,200</td>
</tr>
<tr>
<td>3/4 inch</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Vertical hitch</td>
<td>900</td>
<td>450</td>
<td>1,800</td>
<td>1,500</td>
</tr>
<tr>
<td>Choker hitch</td>
<td>1,100</td>
<td>550</td>
<td>2,200</td>
<td>1,900</td>
</tr>
<tr>
<td>1 inch</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Vertical hitch</td>
<td>1,300</td>
<td>650</td>
<td>2,600</td>
<td>2,300</td>
</tr>
<tr>
<td>Choker hitch</td>
<td>1,500</td>
<td>750</td>
<td>3,100</td>
<td>2,700</td>
</tr>
<tr>
<td>1 1/4 inch</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Vertical hitch</td>
<td>1,600</td>
<td>900</td>
<td>3,600</td>
<td>3,100</td>
</tr>
<tr>
<td>Choker hitch</td>
<td>2,100</td>
<td>1,100</td>
<td>4,200</td>
<td>3,600</td>
</tr>
<tr>
<td>1 1/2 inch</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Vertical hitch</td>
<td>2,400</td>
<td>1,200</td>
<td>4,800</td>
<td>4,200</td>
</tr>
</tbody>
</table>