

Intended use

WISTRA lashing straps are to be used for load securing only considering the data given on the label!

When selecting and using lashing straps, the required lashing force or standard tension force as well as the type of use and the type of load to be secured should be considered. The data of the load such as size, shape and the weight as well as the vehicle data determine the correct choice of the type of securing, but also the intended use, the transport environment and the type of load.

Practical advice for the use of lashing straps

- After a few kilometers of travel, check whether the lashing belts need to be retightened.
- Before opening, check whether the load is still secure even without securing and does not endanger the unloader by falling. If necessary, the load must be secured accordingly.
- If lashing straps are likely to have contact with chemicals, the application must be discussed with WISTRA in advance.
- Cleaning with high-pressure cleaners is not permitted.
- Lashing straps made of polyester (PES) are suitable for the temperature range -40 °C to 120 °C.

Handling instructions for cam buckle lashing straps

Tension:

1. Pull in the webbing from the back with the cam buckle fully depressed.
2. Tensioning of the belt is done with one hand.
3. The correct retraction as well as the retention force of the cam buckle must be checked.

Solving:

1. Press the lock of the cam buckle and the webbing is released.



Handling instruction for ratchets with double safety device

Tension:

1. Unlock and open the clamping lever.
2. Insert the webbing into the winding shaft of the ratchet and make sure that it is not twisted.
3. Pull the webbing through until it is taut.
4. Tighten the lashing strap by moving the tensioning lever up and down.
5. Lock the clamping lever in the applied state.

Solving:

1. Unlock the clamping lever.
2. Open the clamping lever by approx. 180° and then unlock it. Pay attention to possible hazards when doing so.



General use

- Only undamaged lashing straps may be used, whose marking on the label is clearly legible.
- Lashing straps must not be loaded above the maximum permissible lashing tension force LC (F perm.).
- Before use, select and check the appropriate lashing strap according to the intended type of lashing, the required lashing tension force, the surface of the load.
- Lashing straps must not be knotted.
- Lashing straps must not be pulled over sharp edges or rough surfaces unless they are provided with appropriate protection (e.g. use of protective hose, edge protection, etc.).
- Lashing straps must be evenly distributed on the load to be secured.
- Lashing straps must not be used as slings.
- Lashing straps must be attached so that they are not twisted and carry with their full width.
- To prevent damage, do not place any loads on the lashing strap (webbing, ratchet hook).
- Connecting elements, such as hooks must not be loaded on their tip.
- Clamping and connecting elements must not rest over edges so that they are not stressed in bending.
- Ratchets operating as a tensioning element according to the winch principle may be used with not less than 1.5 and not more than 3 turns of the webbing.
- No additional extensions may be applied to clamping elements to achieve a higher standard tension force unless this is expressly permitted by the corresponding operating instructions.
- Lashing points must match the connecting element (e.g. hook).

Monitoring and inspection

- Lashing straps must be visually inspected before, during and after use. If defects are found that impair safety, the lashing straps must be withdrawn from further use.
- Lashing straps must be inspected at least once a year by a qualified person.

Discard

The lashing strap must be withdrawn from use:

- in case of yarn breaks or yarn cuts, edge cuts (> 10 % of the webbing width) or other questionable damages
- in case of missing or no longer recognizable marking
- for deformation due to heat influence
- in the event of damage resulting from exposure to aggressive substances
- in case of cracks, fractures or significant corrosion of the clamping and connecting elements
- in case of widening of the hooks or other permanent deformations

Hazards

Loosening of loads or parts of the load due to improper load securing represents a direct or indirect danger to the life of persons, animals or goods in the danger zone of the vehicle.

WISTRA GmbH

Cargo Control
An der Trave 11
23923 Selmsdorf
Germany

Phone: +49 38823-258 0
Fax: +49 38823-258 23

info@wistra.eu
www.wistra.eu