

Safety information

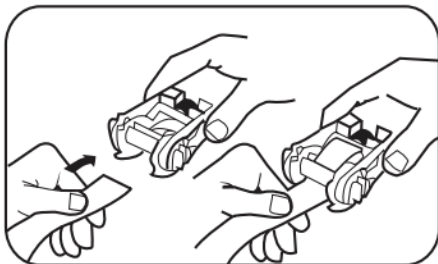
In selecting and using lashing equipment you must consider the required lashing force, the mode of use and the type of cargo to be lashed. The size, shape and weight of the cargo as well as the intended mode of use, the transport environment (vehicle suitability, lashing points) and the type of cargo determine the correct choice.

When securing the cargo, note the dynamic forces occurring when setting off, braking, cornering, etc. For correctly dimensioning the cargo securing equipment you have to know these forces and plan the use of the lashing straps accordingly.

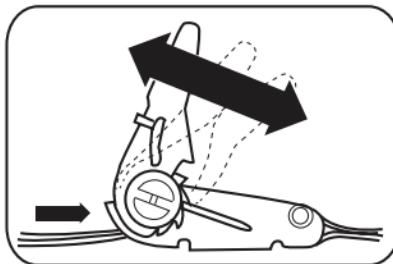
For stability reasons, at least two lashing straps must be used for lashing down and two pairs of lashing straps used for diagonal lashing, if no other measures are employed for preventing twisting or slipping of the cargo through (e.g.) positive locking. Particularly important for cargo securing is friction. The friction acts between the cargo and the loading surface and depends on the material and the surfaces. The selected lashing equipment must be strong enough for the intended purpose and have the correct length for the type of lashing. Responsible users plan cargo security in advance: they plan the attachment and removal of the lashing devices before the start of the journey. With longer trips, partial unloading must be considered.

TO SECURE: Place the strap around the load. Insert loose end of strap into the bottom of the cam buckle, push the strap up through the cam, and out through the top of the cam buckle. Remove slack by pulling loose end of the strap as tightly as possible. Ensure extra webbing will not tangle in truck/trailer wheels or interfere with moving parts.

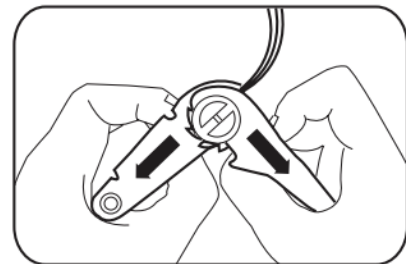
TO RELEASE: Press the release lever (cam buckle) and allow for the webbing to slip back through the buckle.



Insert loose end of strap into the bottom of the cam buckle, push strap up through the cam, and out through the top of the cam buckle.



Open the lever and remove slack by pulling loose end of the strap as tightly as possible.



Press release lever (cam) and allow the web to slip back through the buckle.

WARNING

Read carefully. Failure to do so may result in damage to this product, personal property and/or personal injury.

- Never exceed working load limit of tie-downs.
- Inspect the tie down webbing regularly for signs of wear. Replace if webbing is damaged, cut, worn or frayed or metal parts are worn, rusted, bent, deformed or damaged.
- Tie downs are consumable products and will break down after use and exposure to elements and weather. Always store tie-down in a cool, dry safe place away from direct sunlight.
- All tie-downs are only as strong as the weakest component, including point of attachment. The area of attachment on vehicle must be of sufficient strength to hold the required load.
- Sharp edges, heat and corrosive acid may damage tie downs and cause failure.
- Use only as a tie-down, never for lifting, towing or personal restraint.
- For max strength, all components must be in-line with direction of the pull.
- Never tie webbing into knots or allow webbing to become knotted.