



KERBL 204112 Automatic Lashing Strap Instruction Manual

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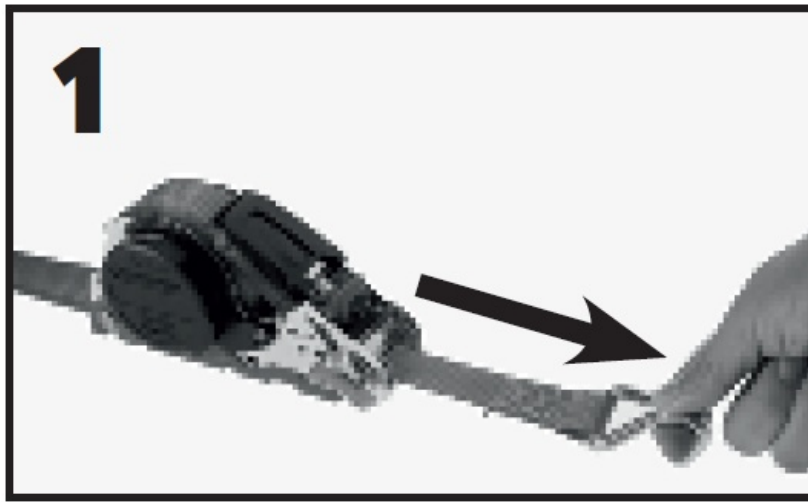


KERBL 204112 Automatic Lashing Strap

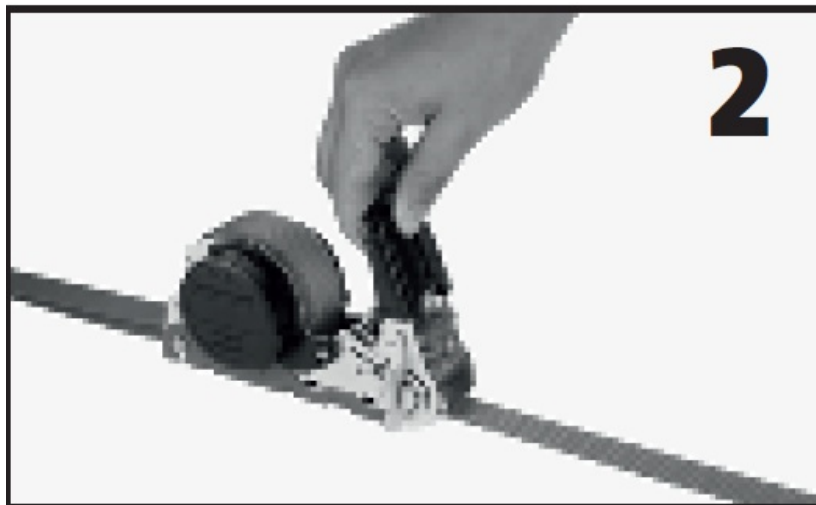


SIMPLE OPERATING INSTRUCTIONS

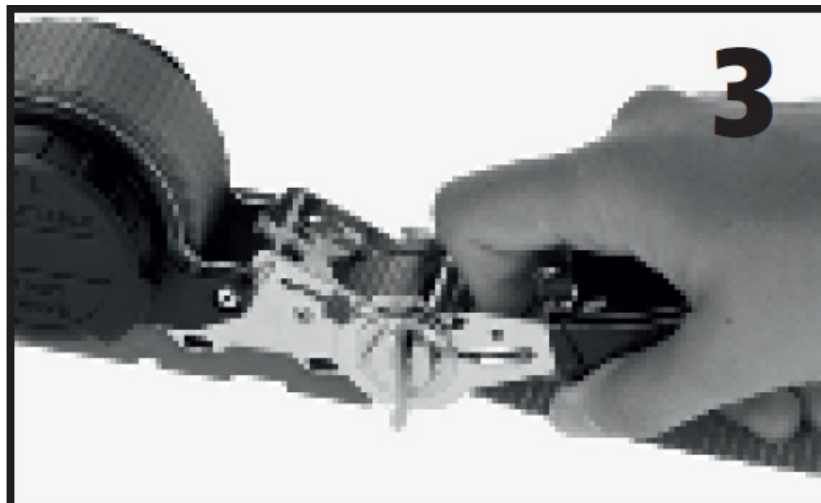
Step 1: To Hook to Cargo Put handle on release position, simply extract web by pulling out on S-hook. Fasten to appropriate attachment point on cargo to avoid damage to cargo.



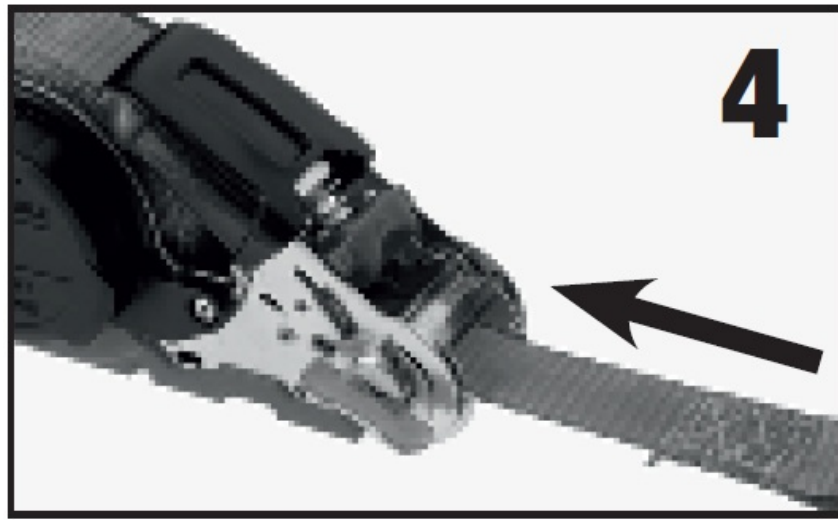
Step 2: To Tighten: Shake the handle to tighten the webbing, move the ratchet to close position Attention do not over tighten.



Step 3: Pull the release latch and open the ratchet lever by approx. 180° to the end stop and engage



Step 4: To Retract: Unfasten hook from cargo attachment point, slightly pull webbing out about 1-2cm to release “self-lock” function, then the webbing will retract gradually under suitable hand holding force until fully retract back in the webbing housing.



CAUTIONS:

The Retractable Ratchet Buckle allow webbing to retract or extend gradually and will not secure cargo until the ratchet handle is fully engaged to tighten strap. Pull on webbing to make sure strap is in a locked position. When ratcheting handle, do not over tighten. Over tightening webbing could exert too much leverage, If an extra lever is used, damage to the load, tie-down and possible injury to the user may result. Check tightness of the strap after driving a short distance (not to exceed three miles) and tighten if necessary. Check anchor points and tightness of strap every 20-30 miles and adjust as required. Care must be taken to keep webbing from coming into contact with sharp or abrasive edges that could cut or wear webbing. Periodic inspection of this tie-down must be made to ensure that the hardware is not damaged or the webbing cut or frayed. If such a condition exists, replace the tie-down at once. This tie-down should only be used for its intended purpose. Any other use can be dangerous. Do not exceed safe working load for this tie-down.

Lashing strap, Safety and usage instructions

The required lashing strength (LC), the method of usage and the type of load to be secured must be taken into account in the selection and use of lashing straps. The size, shape and weight of the load determines the right selection, and also the intended method of usage, the transport environment and the type of the load. For reasons of stability, at least two lashing straps must be used to strap the load down, and two pairs of lashing straps for diagonal lashing. The selected lashing strap must be both strong enough and long enough for the intended purpose, and have the right length for the type of lashing. The fitting and removing of the lashing straps should be planned before starting the journey. Only such lashing systems should be used that are designated on the label as being suitable for lashing down with STF. If possible, lay non-slip mats with a friction value of $\mu = \min. 0.6$ under the load to be secured. This can reduce considerably the number of straps required to secure the load, and will also increase load safety and traffic safety. Always work with the greatest height angles possible, fitting the lashing at the steepest possible angle! Due to the different properties and possible changes in length under stress, different lashings (e.g. lashing chains and lashing straps made of chemical fibres) must not be used for lashing the same load. When using additional fittings and lashing devices, ensure that these are suitable for the lashing straps. Pull the lashing tight before using the ratchet. The lashing should be wound a maximum of 3 times round the ratchet shaft. Open the lashing fastener: Before opening the fastener, ensure that the load is still secure without the lashing, and that unloading personnel are not at risk if the load falls. If necessary, any other fittings required for further transport of the load should be fitted to the load in advance to prevent it falling and/or tipping. Before starting unloading, the lashing must be loosened so that the load can be moved freely. This lashing strap is made of polyester, and is resistant to mineral acids, although not to caustic solutions. Dirty lashing straps should be taken out of use immediately, rinsed in cold water and allowed to dry in the air. This lashing strap is made of polyester (PES), and is suitable for use at temperatures from $-40\text{ }^{\circ}\text{C}$ to $+120\text{ }^{\circ}\text{C}$. Avoid exposure to very hot areas (over $120\text{ }^{\circ}\text{C}$) and caustic solutions. PES is resistant to mineral acids. A change in the ambient temperature during transport can affect the stress in the lashing strap. The lashing strength should be checked when entering warmer regions. Lashing straps must not be used if they are damaged in any way: For lashing straps: cracks, cuts, notches and breaks in load-bearing fibres and seams, deformation due to the effects of heat. For end fittings and tension elements: deformations, cracks, strong indications of wear and corrosion. Ensure that the lashing strap is not damaged by the edges of the load to which it is fitted. A regular visual check is recommended before and after use. Use only lashing straps that are clearly designated and provided with labels. Lashing straps must not be overtensioned: the maximum manual force of 50 daN (= ca. kg) must only be applied

with one hand. No mechanical aids such as bars or levers should be used. Lashing straps must not be knotted or twisted. Damage to the labels should be avoided by keeping them away from the edge of the load, and if possible also away from the load itself. Lashing straps should be protected against wear and abrasion, and damage from loads with sharp edges, by the use of protective covers or corner protectors. Lashing straps must be used only for securing loads, and not for lifting, towing or for personal safety. In order to keep ratchets in good working order under frequent use, the moving parts should be lubricated regularly. Keep these usage instructions together with your purchase receipt.

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Documents / Resources

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