



Polyester Web Lashings manufactured to BS EN 12195-2:2000

Instructions for Use

Choice of Lashing

When selecting and using web lashings the user should consider the following: -

The lashing capacity, taking into account the mode and nature of the load to be secured.

The size and shape of the load

The intended method of use of the lashing transport environment e.g., road, rail or sea

As a basic guide, free standing units should be secured with a minimum of one pair of lashings for frictional lashing and two pairs of lashings for diagonal lashing.

The selected lashings should be both strong enough and of the correct length for the mode of use.

The user should follow the basic lashing rules

1. Plan the fitting and removal operations of the lashings before starting a journey.
2. Keep in mind that parts of the load may have to be unloaded part way through the journey.
3. Calculate the number of web lashings required in accordance with EN 12195-1 :2003.
4. Only web lashings designed for frictional lashing with Stf on the label are to be used for frictional lashing.
5. Check the tension force of each lashing periodically, particularly shortly after starting the journey.
6. Because of the different behaviour and elongation, only use the same type of lashing on each part of the load. i.e. do not mix web lashings with chain lashings.
7. Make sure that any ancillary equipment including the lashing points are compatible with the web lashing and are strong enough.
8. Before releasing the web lashing ensure that the stability of the load is independent from the lashing and that the release of the lashing will not cause the load to shift or fall off the vehicle, thus endangering personnel. If necessary, attach lifting equipment to the load to stabilise the load prior to release of the lashings.
9. Ensure that all lashings are clear of the vehicle before unloading commences.
10. Be aware of any overhead power lines or trees etc which may hamper loading and unloading.
11. Chemical Attack
Web lashings have a selective resistance to chemical attack. The effects of chemicals may increase with a rise in temperature. The resistance of man-made fibres to chemicals is summarised below: -

- Polyamides are immune to the effect of alkalis but have little or no resistance to acids.
- Polyester is resistant to mineral acids but is attacked by alkalis.
- Polypropylene is little affected by acids and alkalis and is suitable for applications where high resistance to chemicals (other than certain organic solvents) is required. Solutions of acids or alkalis which are harmless may become sufficiently concentrated by evaporation to cause damage. Take contaminated webbings out of service immediately.



12. These web lashings are suitable for use in the following temperature range.

Polyester (PES), -40 degrees C to + 120 degrees C

These temperature ranges may vary in a chemical environment. Changes in the temperature during transport may affect the tension in the web lashing. Check the tension force after entering a warm area.

13. Do not use webbing lashings if:

They show any sign of damage e.g., tears, cuts, breaks in the stitching. Show any sign of chemical attack, this is normally discolouration or powdering of the webbing.

The end fittings or tensioner show signs of deformation or corrosion. The end fittings or tensioner are not complete.

14. Care must be taken when passing the web lashing over the load. Ensure that no other personnel are near the vehicle.

15. Ratchet Operation

The free end of the long part of the web lashing should be threaded through the 2 rotating 'moon shaped' bars of the ratchet and pulled hand tight. Operate the ratchet handle to tension the webbing. After the webbing has been pulled hand tight the bars have to be rotated at least 2 and 1/2 times to ensure that there is adequate webbing 'wrapped' around the bars to give sufficient friction. Always make sure that the ratchet is in the "locked" position after tensioning to prevent accidental release.

16. Never use the triangular part of the hook as a dee link. This could cause the two 'points' of the hook to separate, even if the hook is welded, and the lashing to become free of its anchorage point.

17. When using hooks manufactured from flat steel, ensure that the complete width of the hook is used.