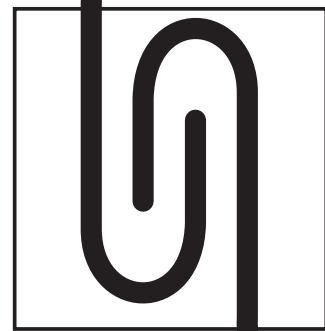
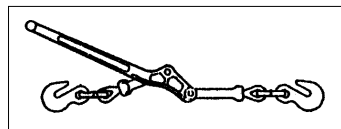
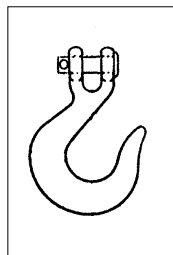
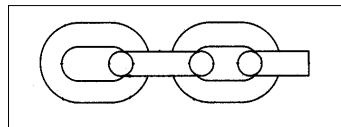
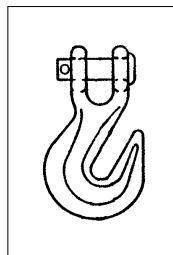
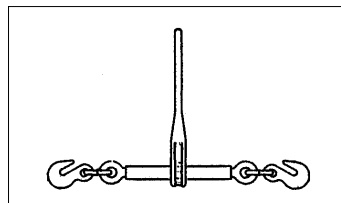


# Lashing Chains and Loadbinders

## Care & Use Instructions



Please read carefully

Do not destroy

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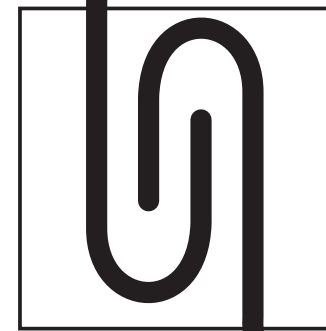
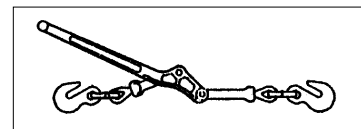
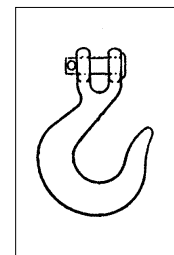
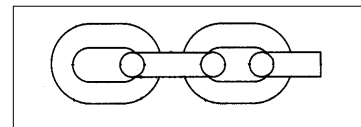
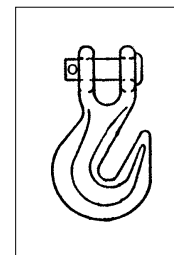
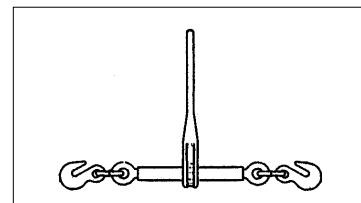
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BS EN 12195-3:2001



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## Care & Use Instructions



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Freephone: 0800-371185

**B.1** In selecting and specifying lashing chains, consideration shall be given to the required lashing capacity, taking into account the mode of use and the nature of the load to be secured. The size, shape and weight of the load, together with intended method of use (see prEN 12195-1:2000), transport environment and the nature of the load will affect the correct selection.

Lashing chains with a pitch in between 3 d and 6d, designed for timber transport only, are not allowed to be used in general lashing service.

**B.2** The selected lashing chains shall both be strong enough and of the correct length for the mode of use.

- Plan the fitting and removal operations of lashing before starting a journey;
- Keep in mind that during journeys parts of the load may have to unloaded;
- Calculate the number of lashing chains according to prEN 12195-1:2000;
- Only those lashing chains designed for frictional lashing with Stf on the label are to be used for frictional lashing;
- Avoid twisting the chain over the load;
- Tighten the lashing chains in accordance with Arinsdale Limited instructions.
- Check the tension force periodically, especially before and shortly after starting the journey;
- Specific recommendations relating to road transport concerning the number of lashings and type (including lashing chains), to be used in conjunction with other restraining devices, are given in the code of practice "Safety of loads on vehicles" published by HMSO, 1984 and lashing and securing of deck cargoes published by the Nautical Institute, 1994
- Do not use for lifting or towing. Please ask for specific equipment for these applications.
- Instruct users of lashing chains in their use and make expert advice available. Maintain records for the issue, inspection, repair, withdrawal and replacement of all lashing chains;
- Make use of anchorage points that are suitable for use with the strength and type of web lashings selected;
- Ensure that the vehicle's load space and the condition of its load platform are suitable and adequate for the type and size of load. Always ensure that the front of the load is abutted against the headboard of the vehicle or against some other fixed restraint, taking care not to overload any of the axles;
- Be aware of oil, ice, snow, rain etc that can effect your footing. Make sure your footing is secure before tensioning the lashing chain;
- Ensure the locking device (where fitted to tensioners) is securely engaged after tensioning the lashing chain;

**B.3** Due to different behaviour and elongation under load conditions, different lashing equipment (e.g. lashing chain, web lashings) shall not be used to lash the same load. Consideration shall also be given to ancillary components

and lashing devices in the lashing, which shall be compatible with the lashing chain. Usage of equal combined lashings is admissible.

**B.4** Release of the lashing: It shall be ensured that the stability of the load is independent of the lashing chain and that the release of the lashing chain shall not cause the load to fall off the vehicle, thus endangering the personnel. If necessary, attach lifting equipment for further transport to the load before releasing the tensioning device in order to prevent accidental falling.

**B.5** Before attempting unloading the lashing chains have to be released such that the load is unhampered.

**B.6** During loading and lashing, unlash and unloading attention has to be paid to low overhead power lines.

**B.7** Lashing chains shall be taken out of service or returned to the manufacturer for repair if they show any signs of damage. The following are considered to be signs of damage:

- For chains: superficial fissures, elongation exceeding 3% wear exceeding 10% of the nominal diameter, visible deformations.
- For connection components and tensioning devices: deformations, splits, pronounced signs, pronounced signs of wear, signs or corrosion.

**B.8** Care should be taken that the lashing chain is not damaged by sharp edges of the load on which it is used. A visual inspection before and after each use is recommended.

**B.9** Only legibly marked and labelled lashing chains shall be used.

**B.10** Lashing chains shall not be overloaded: Only the maximum hand force of 500 N shall be applied. Mechanical aids such as levers, bars etc. are not to be used, unless they are part of the tensioning device and are specified and supplied by Arinsdale Limited.

**B.11** Lashing chains shall never be used when knotted or connected with screws.

**B.12** Damage to tags shall be prevented by keeping them away from the corners of the load and, if possible, from the load. Do not, under any circumstances, tie knots in the lashing chains or wrap any excess chain to the load or vehicle.

**B.13** The lashing chain and the edges of the load shall be protected against abrasion and damage by using protective sleeves and/or corner protectors.

**B.14** Particular information on the individual type of lashing chain or lashing chain equipment and its intended use is available from Arinsdale Limited.

**B.15** Stow away safely when not in use and certainly before moving off. Ensure that the tensioners are handled and stored with care to prevent damage to the mechanism. Lubricate pivot and swivel points and pawl and screw threads to extend product life and reduce friction wear.

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