ARB BASE RACK INSTRUCTION

Part Number: **1780380**

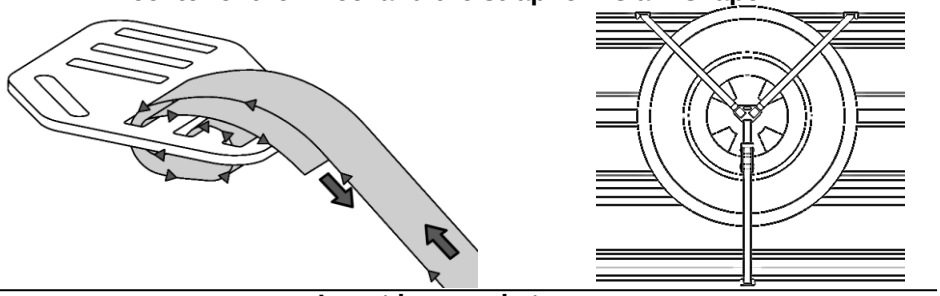
Product Description: **ARB BASE RACK SPARE WHEEL STRAP**

1. WHEEL TIE DOWN INFORMATION

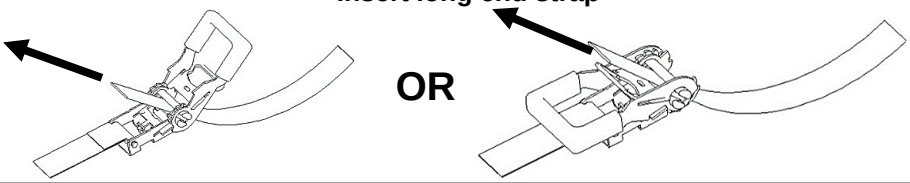
Straps and cargo restraint guidelines may vary region to region. Always refer to your local guidelines before using this product. This product is designed to mount wheels in a flat position to the ARB BASE RACK. Do not use this system to mount wheels upright. Care should be taken in positioning the strap to avoid excessive load on roof bars, ARB Base Racks are designed to hold 25kg per cross slat. Preferably place loads close to mounting/vehicle attachment points.

2. INSTRUCTIONS FOR USE

Weave the strap as shown. Repeat for second strap. Adjust the length of the straps so the plate is in the center of the wheel and the strap forms a Y shape.

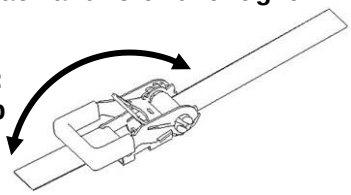


Insert long end strap

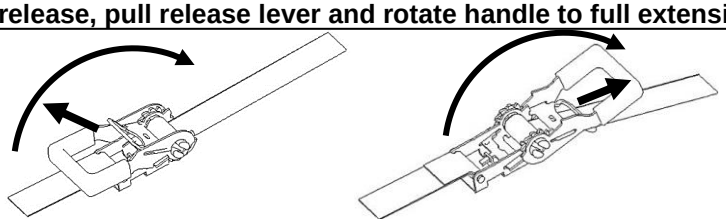


Rotate handle back and forth until tight – minimum 1.5 turns

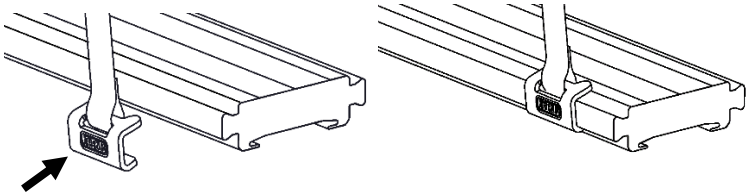
Hand tension force:
50kg / 50daN / 110lb



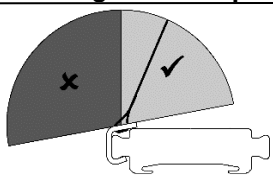
To release, pull release lever and rotate handle to full extension



Engage the end fitting to the BASE RACK channel



The end fitting must wrap over the rail



Weave the strap as shown. When installed the strap should form a Y shape
If unsure, ask in store for assistance

3. STABILITY OF LOAD

Care should be taken to ensure that the stability of the load is independent of the webbing restraint system and that the release of the webbing restraint system will not cause the load to fall off the vehicle, thus endangering personnel. If necessary, attach lifting equipment for further support to the load before releasing the tensioning device in order to prevent accidental falling.

4. MATERIALS

The materials from which webbings are manufactured have a selective resistance to chemical attack. The advice of the manufacturer or supplier should be sought if exposure to chemicals is likely. It should be noted that the effects of chemicals may increase with rising temperature. The resistance of man-made fibres to chemicals is as follows:
(a) Polyester (PES) is resistant to mineral acids but is damaged by alkalis.

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(b) If there is any contamination from chemical products, the web lashing should be removed from service and the manufacturer or supplier should be consulted. Straps may be sensitive to UV degradation, please check the quality of strap before use.

5. OPERATING TEMPERATURES

The webbing restraint systems complying with this Standard are suitable for use in the following temperature ranges:
(a) -40°C to +100°C for polyester.
These ranges may vary in a chemical environment, in which case the advice of the manufacturer or supplier should be sought. Changes in environmental temperature during transport may affect the tension force in the webbing. The tension force should be checked after entering warm areas.

OVERLOADING

Webbing restraint systems should not be overloaded. Mechanical aids such as levers or bars (cheater bars) should not be used unless they are designed for use with the webbing restraint system.

LIMIT OF TWIST

Webbing restraint system should not be used when knotted, and twisting of the webbing is prohibited; however, a half turn is allowable to prevent vibration and flapping.

6. PROTECTION

The webbing restraint system should be protected against friction, abrasion and damage from loads with edge radius less than twice the webbing material thickness, use of protective sleeves or corner protectors will assist.

7. WITHDRAWAL AND REPAIR

Webbing restraint systems should be withdrawn from service and replaced, if they show the following signs of damage (refer to Maintenance):
(a) *Webbings* Tears, cuts, nicks and abrasions in load-bearing fibres and retaining stitches exceeding 10%, and deformations resulting from exposure to heat.
(b) *End fittings and tensioning devices* Deformations, cracks and pronounced signs of wear or corrosion.
Only the manufacturer should carry out repairs on webbing restraint systems and on the webbing any identification labels should be repaired.

CARE AND MAINTENANCE OF WEBBING RESTRAINT SYSTEMS

8. EXTENDING THE USEFUL LIFE

The life of lashing webbing and components can be extended by observing the following: (Guide only) Note webbing straps will degrade over time and checking the strap before any use should be completed.

(a) *Care and maintenance*

(i) Never heat or heat-treat the lashing components.
(ii) Lightly oil the lashing components prior to prolonged storage. Sewing machine oil is best, reduce contact with the strap.
(iii) Store the lashing webbing and components in a clean dry place, inside the storage bag.
(iv) Keep the tie-down as clean as possible and the ratchet free from dirt.
(v) If contaminated with oil, fuel or acid remove with hot soapy water or discard immediately.
(vi) If contaminated with alkali, rinse thoroughly in cold water as soon as possible, do not allow the webbing to dry out before rinsing in water, or discard immediately.
(vii) If the ratchet mechanism becomes stiff in use, a small amount of lubricant applied to the moving parts will ease operation. Try to reduce contact with the strap.

(b) *Use*

(i) Ensure that the lashing webbing or components are free of any significant damage or wear.
(ii) Avoid throwing from heights or leaving on the ground where vehicles may damage the metal fittings.
(iii) Do not twist or knot the webbing.
(iv) Use the protective sleeves or other packing material to protect the webbing if it passes over sharp edges or rough surfaces. A corner is considered to be sharp when the corner radii is less than twice the thickness of the webbing.
(v) Ensure the lashing webbing is evenly loaded in use.
(vi) When the lashing webbing is tensioned ensure the force applied does not exceed the manufacturer's or supplier's recommendations.
(vii) Ensure that there is a minimum of 1½ turns of webbing on the ratchet spindle.
(viii) Do not allow modifications or repairs to the webbing to be carried out, except by the manufacturer or supplier.

9. MAINTENANCE

It is important that all components in the webbing restraint should be examined regularly by the users prior to use. If there is any doubt about serviceability of the system it should be withdrawn from use and examined by a competent person. Take note of the following for guidance:
(a) If necessary, the lashing webbing and components should be cleaned before they are inspected.
(b) Complete webbing restraint system should be individually inspected for any signs of wear, twisting or stretching.
(c) Clearly mark the defects on all webbing restraint systems and cut the strap into pieces to prevent the strap being used again, this applies to straps that have been withdrawn from service for evaluation.
(d) Any damaged webbing restraint system which cannot be repaired should be destroyed

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