

## WISTRA Safeguard load securing net "QuickKEP"



The innovative QuickKEP safeguard load securing net was designed for **fast** and **safe handling**.

Compared to standard vertical load securing nets, we have not mounted the double airline fitting on the net for the airline lashing track on the net.

Two hooks each are mounted on the vertical aluminium net tubes. These are suspended in the double airline end fittings 380 when inserting and shifting.

The end fittings are vertically inserted in the airline lashing tracks as required with small gaps in between and remain there.

Depending on the requirement, the safeguard load securing net is unhooked by simply lifting the tube and hooked in again at the new desired position. This procedure takes only a few seconds.

As a „door function“, the user only unhooks one net rod assembly and „parks“ this on the other side. This also ensures quick access.

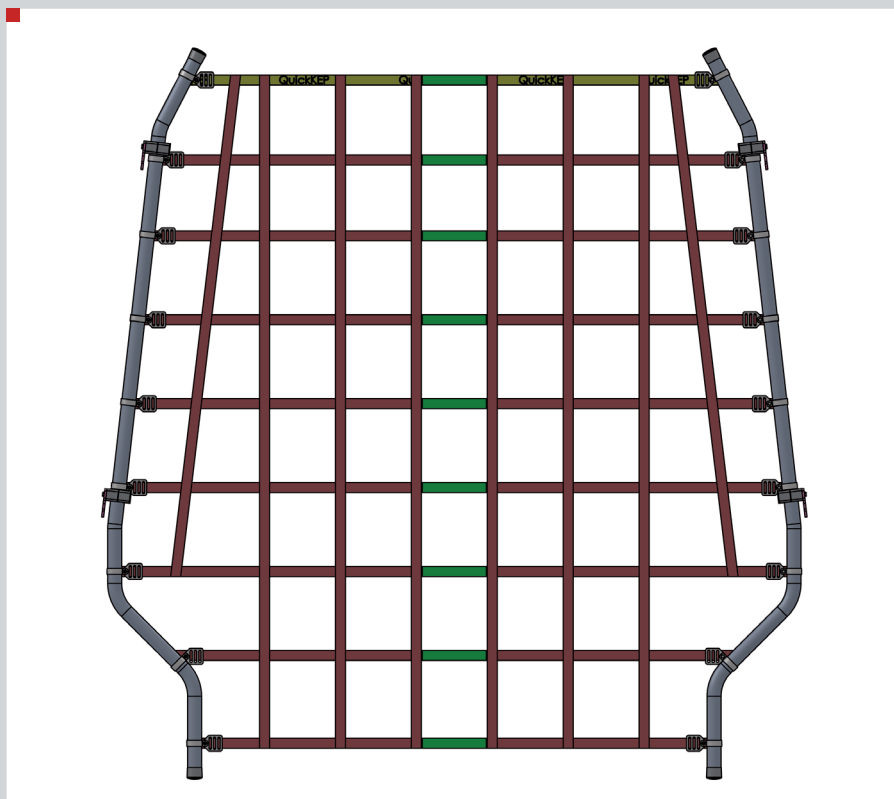
QuickKEP works with the factory-installed 2-level airline lashing track and does not require a costly installation of additional airline lashing tracks on the top and bottom section.

	Advantages		
	for the user	for the transport vehicle/the load	compared to similar products
Rapid shifting of the safeguard load securing net by unhooking and hooking the double airline end fittings located in the airline lashing tracks	X		X
High LC value of the entire net: 600 daN	X	X	X
Usable with a quick-action „door function“	X	X	X
Position of the suspension hooks slightly adjustable in height *)	X	X	X
Easy width adjustment of the net with claps on the pipe *)	X	X	X
The net does not have to be laboriously tightened every time.	X	X	X
Costly installation of additional lashing tracks on the top and bottom section is not required	X	X	X
Thanks to the shape of the tubes, the net can also be used in the wheel housing section.	X	X	X
High-quality 25 mm polyester fabric with MBL 2000 daN for heavy-duty application	X		X
Also available in other net heights and widths as well as tube shapes depending on the body structure.	X	X	X
Customised strap colours and strap imprints possible	X		X
WISTRA spare parts and repair service	X		X

\*) Not all Sprinters are fitted with airline lashing tracks in the factory. This results in deviations regarding the design and the position of the airline lashing tracks

## WISTRA Safeguard load securing net "QuickKEP"

Design for the Mercedes Sprinter H2



### Item No. 27 348 00 000 00

Vertical van safeguard load securing net  
fabric 25 mm, red, MBL 2000 daN  
mesh width approximately 165 x 165 mm  
on both sides with aluminium rod assembly  
2 attachment levels for suspension  
adapted to the contours of the Sprinter H2  
LC net attachment point 250 daN  
LC net total 600 daN

Net height approximately 1700 mm

Lateral attachment

- WIS hook-in fixture for end fitting 380
- Enclosed 16 pcs. EF 380 for airline lashing tracks

Manufactured, labelled and tested in acc. with  
VDI Directive 2700 Sheet 3.3 (as well as on the  
basis of DIN EN 12195-2).

## WISTRA form-fit calculations

### Form-fit load securing

by directly attaching the load unit for instance to the front head wall, side walls, decking beams, shoring beams, cargo bars, cargo against each other, filling of voids with intermediate constructions of other load securing aids as well as slanted / diagonal / horizontal lashings.

- $\mu D$  = dynamic sliding friction coefficient
- vertical movement of the load units may possibly require additional load securing measures!
- Observe the maximum vehicle load capacity and the allowed load distribution.
- the load units are designed for the possible pressure in the areas where the form-fit attaches!

Form-fit (with even loading) according to DIN EN 12195-1:2004/VDI 2700 ff

- calculated with acceleration coefficient 0.8 and 0.5



Blocking capacity of the form-fit	Maximum weight of the load unit/s					
	for $\mu D$ 0,2		for $\mu D$ 0,4		for $\mu D$ 0,6	
	0.8	0.5	0.8	0.5	0.8	0.5
600 daN	1,000 kg	2,000 kg	1,500 kg	6,000 kg	3,000 kg	*)

\*) The maximum load unit weight is directly related to the maximum load capacity and the allowed load distribution of the vehicle. The acceleration coefficient is smaller than the dynamic sliding friction coefficient  $\mu D$