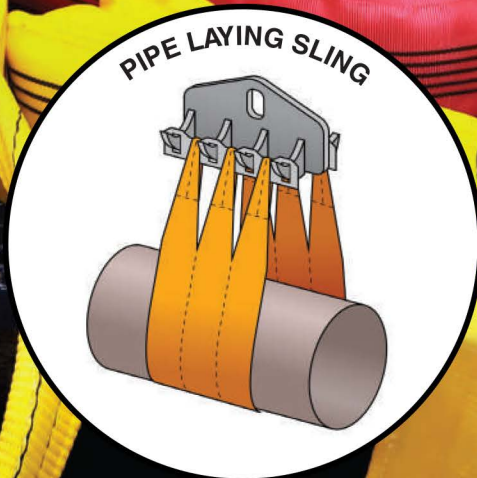
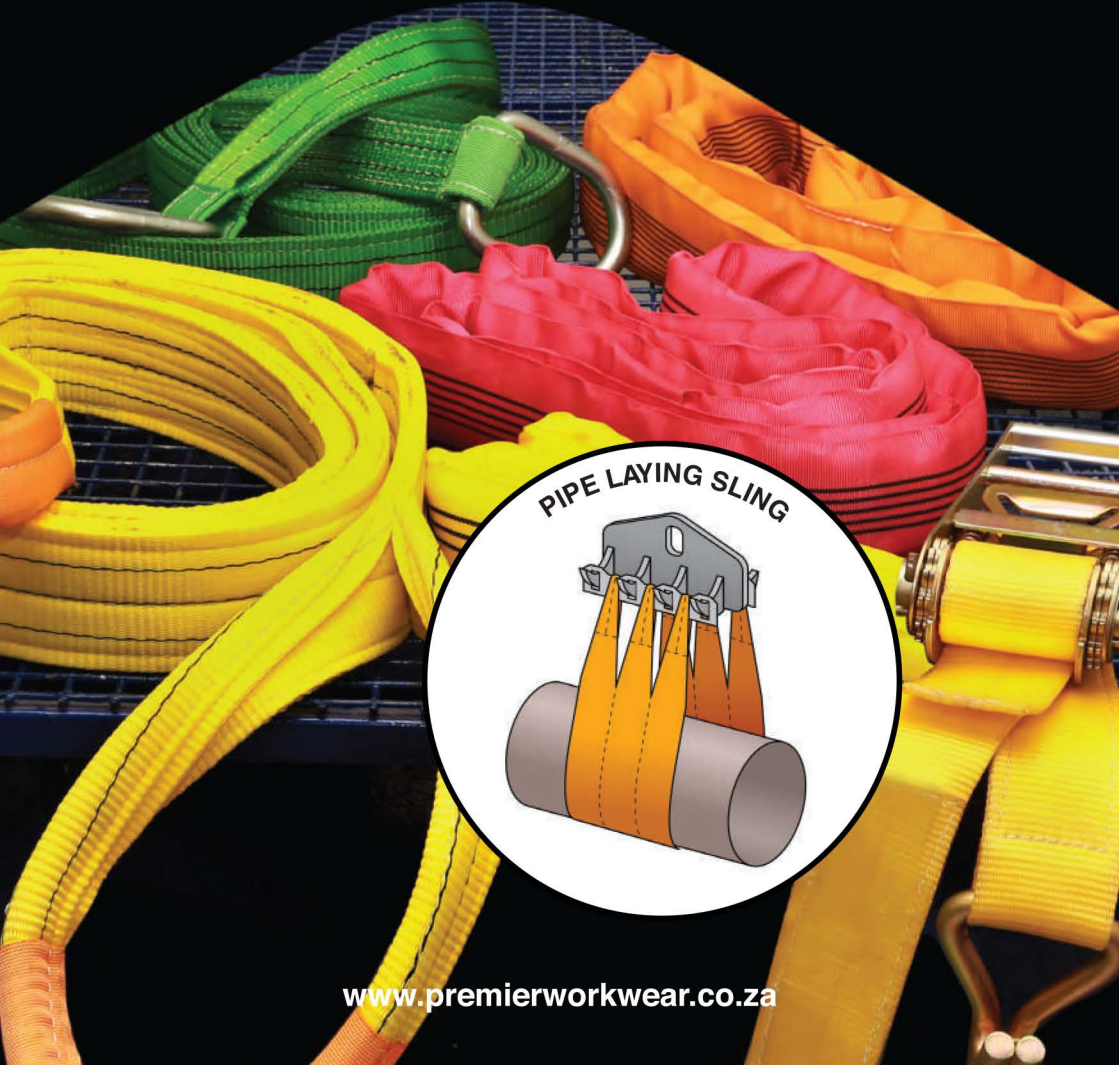




PREMIER
SAFETY PRODUCTS

LIFTING & LASHING SOLUTIONS GUIDE AND CATALOGUE



www.premierworkwear.co.za

FLAT WEBBING SLING

We manufacture flat webbing slings as per European Norm, EN1492-1 with a safety factor of 7:1. The color and the number of black lines on the webbing indicate the Safe Working Load (SWL) / Working Load Limit (WLL) of the sling.

Webbing slings are made from high tenacity 100% polyester (PES) webbing material manufactured according to EN standards. These slings have the following advantages:

- Low weight, therefore offering easy handling
- Protection against hand injuries
- Protection against cargo surface damage
- Highly flexible and adaptable to given shapes
- UV-resistant, eliminating material ageing or brittleness
- Heat resistant up to 100°C
- Water - resistant fabric, preventing frost damage (down to -40°C)
- Colour coded as per latest EN standard.
- Soft sewn eyes (Flat, Becket or Reverse eyes)
- Low elongation

Safety instructions

- **SAFETY FACTOR** The minimal value must be at least equal to:
7:1 for webbing and round slings
5:1 for accessories made of steel
- **BREAKING STRENGTH**
Webbing slings and round slings must resist to strength at least equal to 7 times their SWL.

Webbing sling ME type

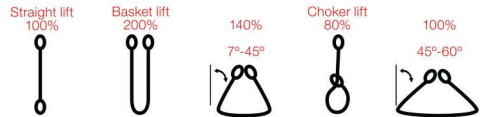
Manufactured according to EN 1492-1 standards, the width of the webbing of these slings are designated in millimeters, starting with a minimum width of 30mm and going up to 300mm. For the same tonnage you get a wider webbing and hence a larger area for the load in this type of slings. These slings are constructed in a double layer type and have black lines on the face of the webbing. The number of black lines on the webbing indicates the safe working load of the sling

- High flexibility and ease of handling
- Wider webbing for the same tonnage
- Less abrasion due to wider area of contact
- Longer life due to less wear and tear

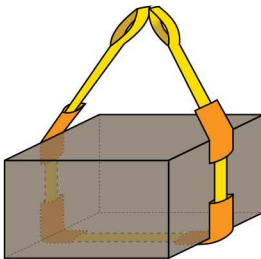
FLAT WEBBING SLINGS

Flat slings are manufactured to EN 1492-1 safety factor of 7:1

Flat polyester sling type ME
(Webbing width in mm)



REF	COLOUR	SWL/WLL	WIDTH	SWL / WLL IN KG AT DIFFERENT MODES				
ME1	VIOLET	1T	30mm	1000	2000	1400	800	1000
ME2	GREEN	2T	60mm	2000	4000	2800	1600	2000
ME3	YELLOW	3T	90mm	3000	6000	4200	2400	3000
ME4	GREY	4T	120mm	4000	8000	5600	3200	4000
ME5	RED	5T	150mm	5000	10000	7000	4000	5000
ME6	BROWN	6T	180mm	6000	12000	8400	4800	6000
ME8	BLUE	8T	240mm	8000	16000	11200	6400	8000
ME10	ORANGE	10T	300mm	10000	20000	14000	8000	10000



Polyester slings are susceptible to cuts and abrasions and should not be exposed to sharp edges.

Sleeves can be provided for all size of slings to protect the slings from sharp edges and abrasion. Using sleeves will enhance life of the sling.

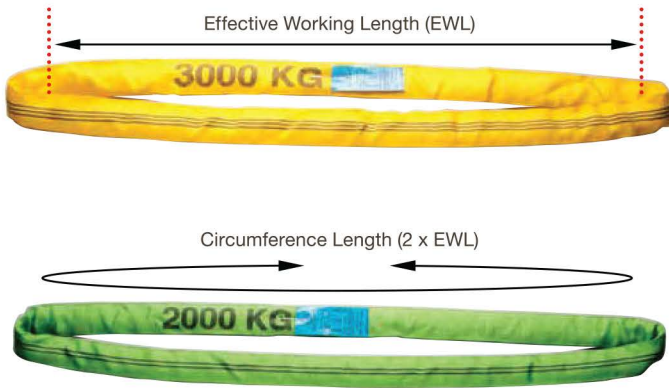


TUBULAR ROUND SLINGS

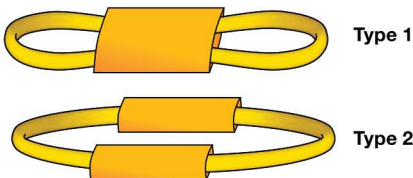
TUBULAR ROUND SLING (TRS)

Round slings are manufactured to EN1492-2 and have a safety factor of 7:1. The load bearing fibers are wound together to form an endless hank. The working load limit is determined by the number of turns in the hank.

Tubular Round Sling (TRS) are manufactured on a round sling machine. Slings made on this machine are more compact as the winding of the yarn is uniform and the tension on each yarn is constant.



1T
2T
3T
4T
5T
6T
8T
= OR > 10T



ROUND SLINGS

Round slings are manufactured to EN 1492-2 safety factor of 7:1.

Round sling
from 1T to 10T



REF	COLOUR	SWL/WLL	WIDTH	SWL / WLL IN KG AT DIFFERENT MODES				
TRS1	VIOLET	1T	44mm	1000	2000	1400	800	1000
TRS2	GREEN	2T	46mm	2000	4000	2800	1600	2000
TRS3	YELLOW	3T	60mm	3000	6000	4200	2400	3000
TRS4	GREY	4T	67mm	4000	8000	5600	3200	4000
TRS5	RED	5T	78mm	5000	10000	7000	4000	5000
TRS6	BROWN	6T	83mm	6000	12000	8400	4800	6000
TRS8	BLUE	8T	95mm	8000	16000	11200	6400	8000
TRS10	ORANGE	10T	112mm	10000	20000	14000	8000	10000

Centre-stitched Round Sling (RS)

The covers of round slings from 1 to 6 ton are provided with a centre stitch.

Side-stitched Round Sling (RS)

Round slings of all sizes can be made with a side stitched cover.

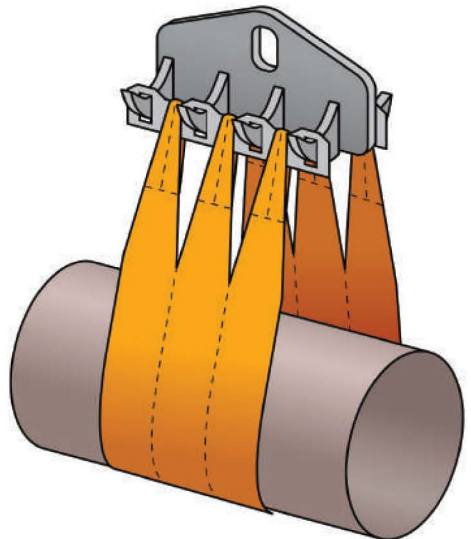


PIPE LAYING SLING

Pipe Laying Slings, also known as lowering-in belts for pipelines are manufactured according to industry standard and according to specific requirements of the customer.

These slings are used for easy laying of pipes for oil and gas industry. PLS consists of three parts – the alloy steel rams horn head fitting, the end plates and the webbing sling. The slings are manufactured using heavy duty polyester webbing for durability and strength.

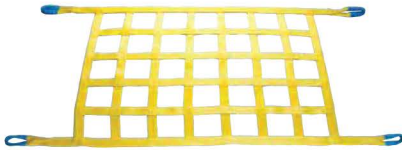
PIPE DIAMETER	CAPACITY	WIDTH	LENGTH	Nb OF HORNS	WT/SET(kg)
24"	30T	24"	2.5m	3	115
30"	40T	30"	3.0m	4	145
36"	50T	36"	4.0m	4	200
48"	50T	48"	5.0m	5	240



SPECIAL SLINGS

Cargo Net

Cargo nets made of webbing or of rope material can be manufactured to different size and specification. Maximum size of the webbing net is limited to 3m X 3m. Rope nets could be made to bigger sizes.



Reefer Lifting sling

This sling is used to lift and transport refrigerated boxes or reefers and can be manufactured according to the need of the customer.



Drum lifting sling

Drum lifting sling DLS500 is used to lift and transport drums using a crane. The SWL of this sling is 500lbs and is easy to operate



Ratchet assembly



RECOMMENDATIONS FOR USE, HOW TO ORDER

Slings have to be used with care to avoid accidents and injuries.

- The operator will have to determine the weight of the load. The weight shall be within the rated capacity of the sling.
- The operator will have to select a sling having suitable characteristics for the type of load and environment.
- Slings should not be loaded in excess of the rated capacity.
- Slings with fittings which are used in a chocker lift shall be of sufficient length to assure that the chocking action is on the webbing and never on a fitting.
- Slings must always be protected from being cut by sharp corners, sharp edges, protrusions, or abrasive surfaces with protection sufficient for the intended purposes.
- Slings shall not be dragged on the floor or over abrasive surface.
- Slings shall not be twisted or tied into knots, shortened or joined by knotting.
- Slings shall not be pulled from under loads if the load is resting on the sling.
- Slings appear to be damaged shall not be used unless inspected and accepted (Contact us to inspect your slings).
- People shall stand clear of the suspended load. During lifting, people should be alert for possible snagging.
- Blocks have to be place under the load prior to setting down the same, to allow removal of the webbing sling.
- Polyester slings shall not be used in contact with objects or at temperatures above 90 degrees C.
- Exposure to sunlight or ultra violet light degrades the strength of the slings. Slings must be store in a cool dry and dark place when they are not in use.
- Make sure slings have legible identification tags before each use.

INSPECTION CRITERIA FOR WEBBING SLINGS

Proper and timely inspection of slings plays an important role in ensuring safety during any rigging and lifting operation.

- Before the first use of the sling, ensure that the manufacturer's certificate is at hand and the identification and SWL marked on the sling correspond with the information given on the label.
- Ensure that the type of the sling is suitable for the intended lift.
- Before each use, the sling should be inspected for defects and the identification and specification are correct.
- During the period of use, it is vital that periodic inspection of the slings should be carried out:
 - for defects or damages, including damages due to soiling.
 - by a competent authority and inspection details to be recorded.
 - at frequent intervals, based on the sling use and service condition.

Examples of defects or damages likely to affect the fitness of slings for continued safe use:

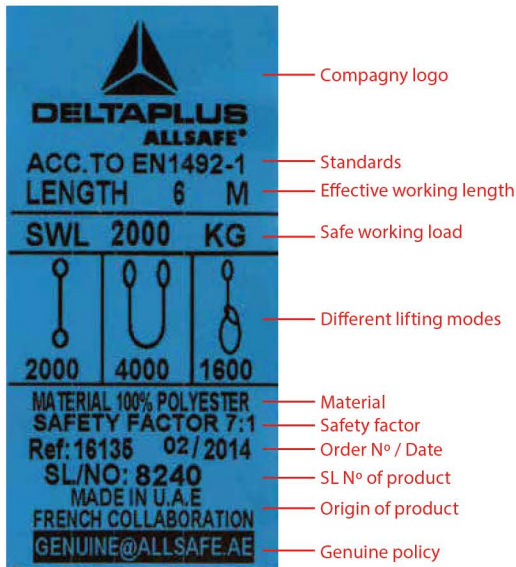
- Surface abrasion or chafe – In normal use some abrasion will occur to the surface fibres. This is normal and has little effect. Any substantial abrasion, particularly localized, is of concern and should be looked into carefully.
- Cuts – Cross or longitudinal cuts on the surface, near the eye, at the sides or on the stitches.
- Chemical attack – This results in local weakening and softening of the material.
- Heat or friction damage – This is indicated by fibres taking a glazed appearance and in some cases fusion of the fibres.
- Deformed or damaged fittings attached to the sling.

PRODUCT LIABILITY AND TRACEABILITY

All our products are manufactured under controlled conditions using innovative Enterprise Resource planning system ensuring proper maintenance of records and traceability of products and components to its origin source. Each product is identified by suitable means and has a unique identification number. All products are covered under a product liability insurance enhancing the usage of the products and boosting the confidence of the customers.

Below you will see how to read our label and understand the meaning of the markings.

If you wish to make sure that our products are authentic, you can send us an email and we will be happy to assist you.



TOW STRAP

THE TOW STRAP IS USED TO TOW CAR

A tow strap is a strap with hooks on each end allowing the user to pull a vehicle. It is made from tough polyester material. If your car breaks down in an undesirable location, you can use tow strap to move your car to a safer place.

Safety Tips:

- Look for a solid point in the rear for mounting
- Both the vehicles have to be manned
- The vehicle doing the pulling should move forward very slowly until the tow strap is taut
- All movements should remain smooth and gradual (Accelerations and decelerations)



FEATURES

- High quality, heavy duty polyester tow-straps
- Strong and light weight hooks
- Can be used for towing and recovery applications
- Breaking strength: 9000 lbs
- Width of webbing: 50mm
- Standard length: 6m
- Vehicle weight permissible: 5000 lbs



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CARGO LASHINGS

CARGO LASHING

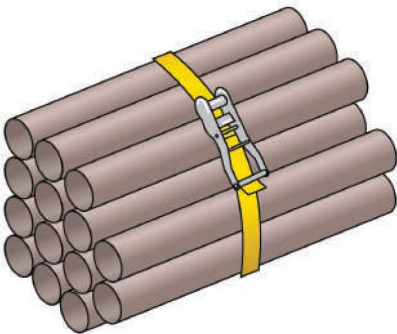
ALLSAFE manufactures a wide range of cargo lashings from 1" to 4" width and lashing capacities ranging from 400kg to 5000kg.

A two part system consists of a short part and a long part with a tensioning device provided on the short part. Variety of hooks can be provided.

Cargo lashings are manufactured according to European Norm EN12195-2.



Single Part System (Without hooks)



Can be provided in widths of 1", 1.5", 2", 3" and 4" to any length.

Safety Tips for Cargo Lashings

- Take into consideration the mode of use and the nature of the load to be secured.
- The size, shape and weight of the load, together with the intended method of use, transport environment and the nature of the load will affect the correct selection.
- For stability reasons free-standing units of load have to be secured with a minimum of one pair of web lashing for frictional lashing and two pairs of web lashing for diagonal lashing.
- Do not use different lashing equipment (e.g. lashing chain and web lashings) to lash the same load.
- Plan lifting and removal operations before starting the journey.
- Keep in mind that the load may have shifted during the journey.
- Do not use cargo lashing systems for lifting purposes.



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CARGO LASHINGS TYPE



CARGO LASHING



WIDTH 1.5", 35 mm
WEIGHT 1.8kg
BREAKING STRENGTH 3000kg
LASHING CAPACITY 1200kg
COLOUR, YELLOW, GREY

CL35JR



DOUBLE J HOOK **RATCHET**



WIDTH 3", 75 mm
WEIGHT 7.2kg
BREAKING STRENGTH 10000kg
LASHING CAPACITY 3750kg
COLOUR, YELLOW

CL03JR



DOUBLE J HOOK **RATCHET**



WIDTH 2", 50 mm
WEIGHT 2.5kg
BREAKING STRENGTH 5000kg
LASHING CAPACITY 1825kg
COLOUR, YELLOW, BLUE, ORANGE



RATCHET



WIDTH 4", 75 mm
WEIGHT 9kg
BREAKING STRENGTH 10000kg
LASHING CAPACITY 5000kg
COLOUR, GREY

CL04JR



DOUBLE J HOOK **RATCHET**



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