

# CARGO NETS



For more than 10 years WISTRA has been offering the WISTRA-**safeguard**-Cargo-Net. Meanwhile WISTRA is able to offer these nets in quantities from 1 to 1000 pieces.

The various models show the many purposes the nets can be used for. WISTRA-**safeguard**-Nets will be produced according to your requirements.

Mainly they are used for:

- reverse protection of goods in closed transport systems, containers and several other means of transportation
- for side protection p.e. Curtainsider
- Protection above of the goods on the ground and sidewise

There are a lot of types. To make the right choice our technical department will be grateful to assist you.

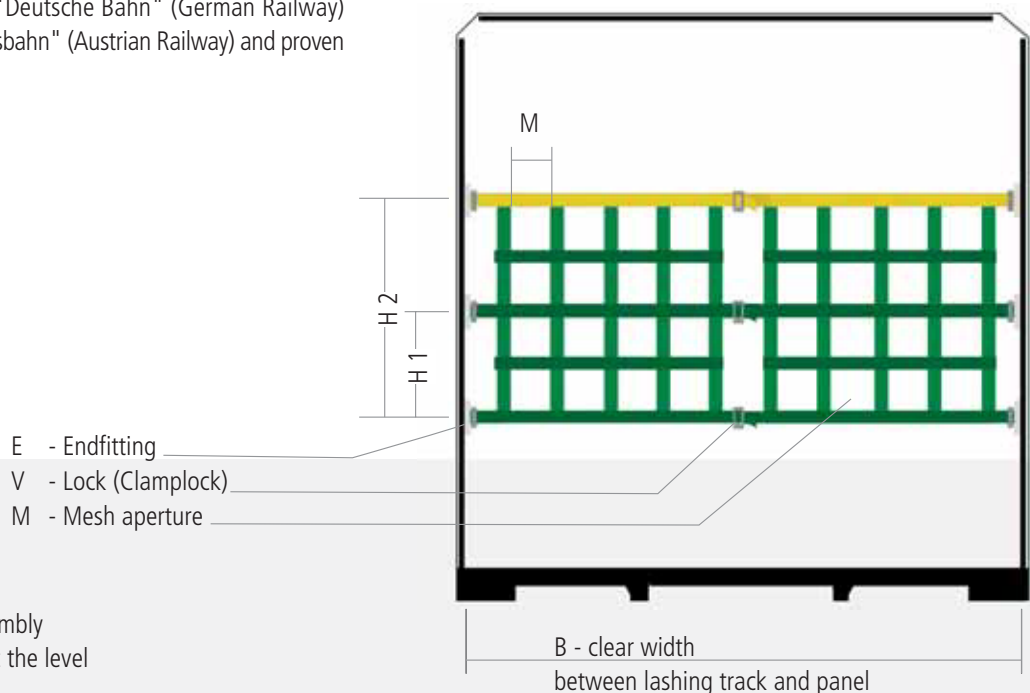
Due to our longlasting experiences we advise you also on-site. Some of the main points are:

- Purpose, handling und indications concerning the expected load
- Mesh aperture and webbing
- Quantity and kind of lashing and connecting elements
- Use of linkage
- Use of additional anti-theft-devices

WISTRA-**safeguard**-Nets have been produced for well-known customers as for example "Deutsche Bahn" (German Railway) and "Österreichische Bundesbahn" (Austrian Railway) and proven their quality Europe-wide.



Textile Protection



- without additional assembly
- Protection is possible at the level of the lashing points

# CARGO NETS

Textile Protection

Some examples of practical use:

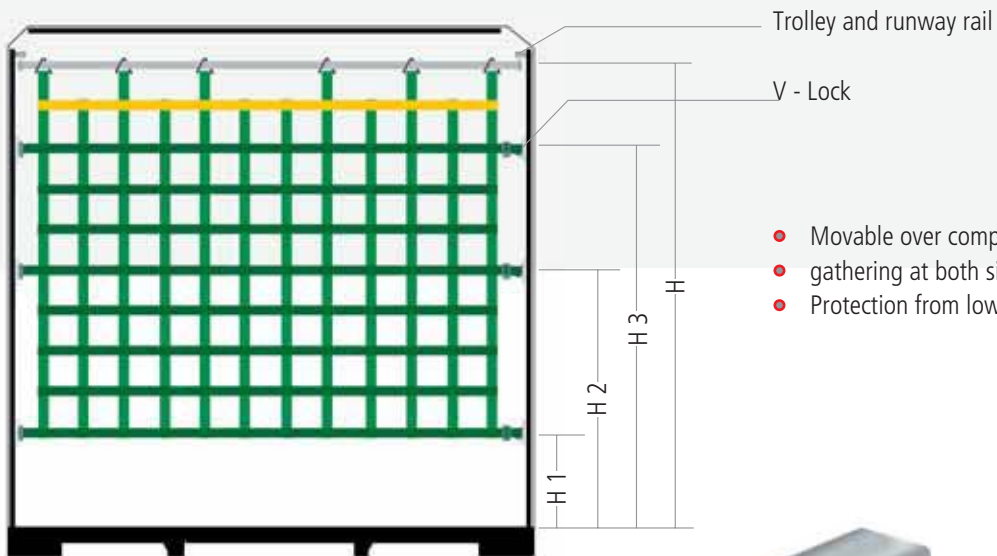


**safeguard** WISTRA Cargo-Control Safeguard cargo nets are suitable for all mostly required fixing systems.

**safeguard**  
WISTRA Cargo-Control

# ACCESSORIES

## safeGuard with Trolley



- Movable over complete inner length
- gathering at both sides possible
- Protection from lower lashing point

Assembly by welding  
or screwing



Runway rail

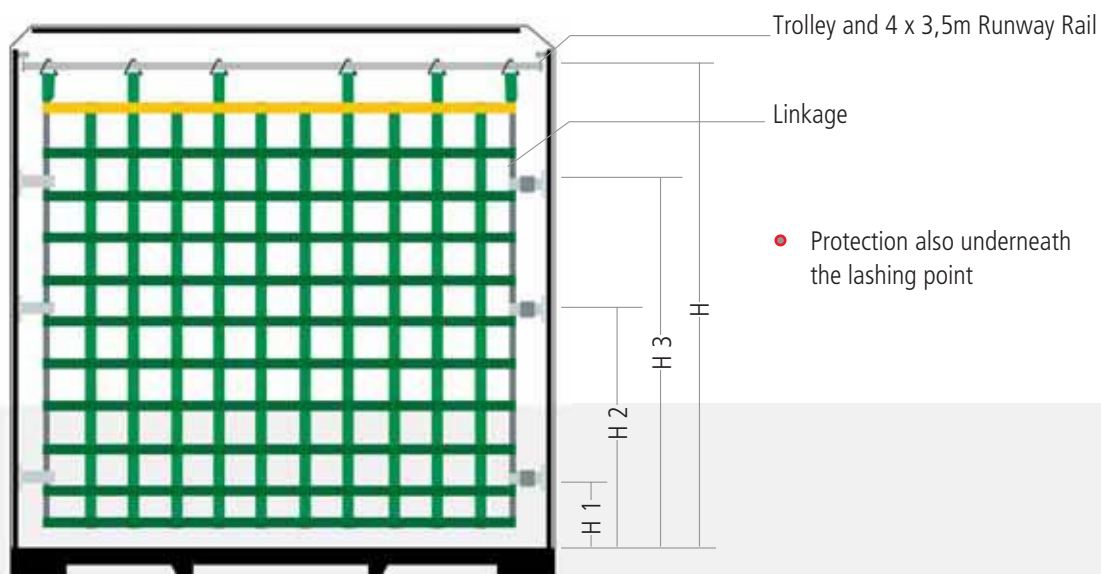
Assembly by clamp



Trolley



## safeGuard with Trolley and Linkage

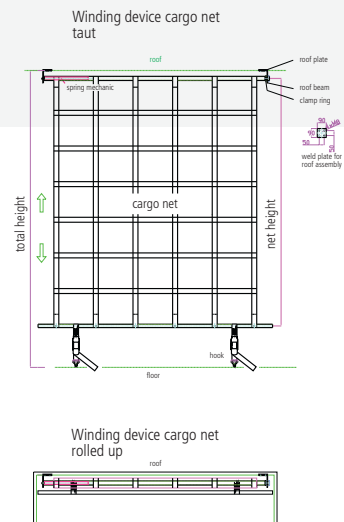
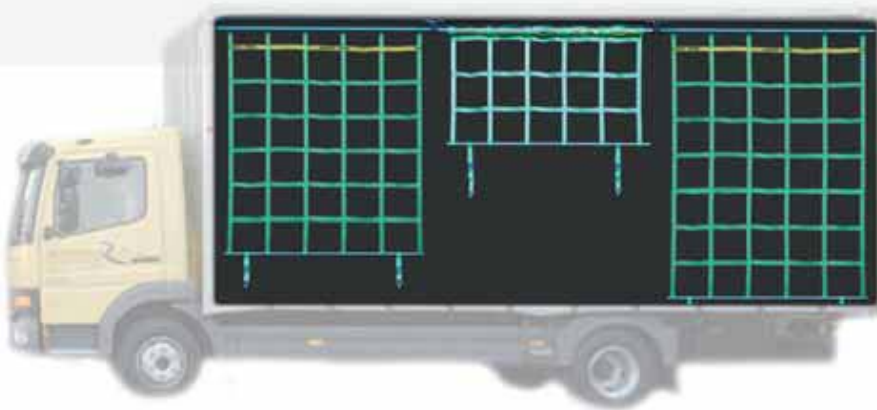


- Protection also underneath the lashing point

# CARGO NETS

**safeGuard** cargo nets  
WISTRA Cargo-Control

with winding and spring mechanics



## DESIGNS:

- **Winding shaft**

The winding shaft consists of a steel tube – diameter 42 mm where the spring mechanic is mounted. When mounted at the ceiling the shaft is held by two angles at the front while one side is equipped with a bearing.

The winding shaft is situated 80 mm from the roof so that there is enough space for the rolled-up cargo net.

The angles are fixed by thread plate mounted in the vehicle by means of 4 screws M 10 each so that an easy and quick detachment is possible.

By twisting the bearing journal the pulling strength can be adjusted for optimum operation.

- **Tension device**

Being completely rolled out the cargo net is tensioned on the floor.

Available lashing points have to be used to do so resp. suitable fixing points to be retrofitted. The tube fixed in loops underneath the net makes possible a variable tensioning by means of tensioning lock (tarpaulin fastener).

Other fastening devices are possible.

- **Possible applications and advantages**

For vehicles with sliding tarpaulins especially for beverage trucks it is very difficult to obtain lateral cargo control. The

different pallet dimensions cause an unacceptable and forbidden big hollow space. Due to the requirements when accelerating in curves at 0.5 G the cases fall into the tarpaulin. Even if reinforced tarpaulins are used there is still the risk of accident caused by falling cargo when opening the sliding tarpaulin. Bows made of wood or aluminium can be replaced by a net. The working life of a bow is rather limited due to regular falls and strikes against the floor. This does not happen when using cargo nets. The easy and quick handling gives an effective, comfortable and safe application.

When using the lateral cargo nets a tarpaulin reinforced by straps is possibly not necessary which saves costs.

### Different versions:

Reverse transport security in the vehicle industry in connection with slide rail is possible.



systems according to your requirements.

Our vast delivery programme of cargo control offers a variety of solutions for the different kinds of application in the vehicle industry. Further, we are developing