

# SAMPLE AIR INSTALLATION

## EXTE 'TU' MODEL AIR OPERATED AUTO-TENSIONER

### Functional description

ExTe TU auto-tensioner is a lashing tensioner, designed for securing loads on trucks or other vehicles. The device is driven by compressed air, working from the existing vehicle air system. Maximum working pressure is 8.0 bar. The auto-tensioner system should have its own primary supply line, and never connected via other air systems or components.

In some cases, secondary air tanks may be fitted (always check with vehicle manufacturer) but their connection to the primary air system should always be after a pressure protection valve.

When vehicle system pressure increases above 85 PSI, the pressure protection valve (1) begins to open, allowing air pressure to pass through to the auto-tensioner supply line.

A master on/off valve (2) is installed in a protected location on the vehicle, to isolate system components during servicing. Individual air valves are teed from the primary air line under the vehicle, to additional load binders as required.

Turning tensioner lever (3) engages and disengages the mechanical ratchet pawl inside the tensioner. In the disengaged position - the tensioner axle will be free to unwind lashings and place them over the load. In the engaged position - the tensioner axle will be mechanically locked to tightening/ratchet direction only.

After ratchet function is engaged, tensioner air valve (4) can be turned to the 'on' position to activate automatic tensioning. Air supply to the tensioner is left on whilst the vehicle is moving, providing automatic post-tensioning during transit.

When unloading at the end of the journey, air supply at tensioner valve (4) must be turned to the 'off' position *before* disengaging the ratchet mechanism via tensioner release lever (3).

#### Note:

When travelling empty lashings should be secured with ratchet function and air supply turned on, to reduce risk of lashing coming loose or entangling under the vehicle during transit.

