

**AUSTLIFT**<sup>®</sup>

Wholesale of Lifting, Rigging, Load Restraint  
& Height Safety products

# MAXIBINDER USER MANUAL

202705 (8mm), 202707 (10mm)



# Australian Lifting Centre Load Restraint Innovator

## MAXIBINDER

Maxibinder is a modern cargo tie down equipment. It was launched in year 2000 and it has been chosen by many transport companies as their preferred cargo tie down equipment.

The binder is designed with safety orientated concept, the market reports shows work place accident has been reduced in ponderable rates after the lever load binder be replaced by Maxibinder.

Ergonomically operating is another outstanding feature, large rubber handle is easier for you to grip, enclosed locking mechanism is designed to preventing lose tensioning during transportation. It is light in weight, easy to handle which made the binder to be a very popular product in transportation industry.

As to market requirement, 10mm Maxibinder is launched at August 2019.

✓ **Safer**

✓ **Quicker**

✓ **Easier**

## FEATURES

- Ergonomically designed.
- Safer, quicker and easier to use.
- 1/8 chain link length adjustment.
- Alloy steel, heat treated for durability.
- Multiple purposes.
- Designed for a higher pre-tensioning strength.
- Designed and manufactured to AS/NZS 4344.

CODE	LASHING CAPACITY	DESTRUCTIVE TEST	CHAIN TRAVELLING
202705 (8mm)	3800kg	7,600kg	305mm
202707 (10mm)	6000kg	12,000kg	305mm

CODE	CHAIN		HOOK			Wt. (kg)
202705 (8mm)	8mm	0.55M	G70	8mm	Grab Hook	5.4
202707 (10mm)	9mm	0.6M	G70	10mm	Grab Hook	6.4

## INSPECT MAXIBINDER BEFORE USE

- Make sure there is no dirt or soil in the mechanism to avoid jamming.
- Move the handle down to free wheel position and pull the back chain in both direction to confirm the chain wheel is working.
- Lift control plate, move the handle up to make sure ratchet mechanism, springs and stop plate are working properly.
- Be aware the handle has a built in safety lock mechanism, this can lock the pawl in while handle is sitting in finished (stowing) position this prevents the pawl from releasing due to shacking or vibration.

## WARNING



**DO NOT USE MAXIBINDER FOR LIFTING PURPOSE**

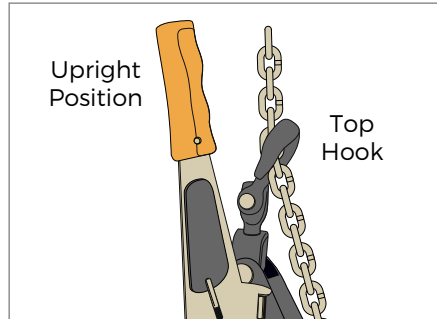
# HOW TO TENSION

## STEP 1

Position the Maxibinder with handle in the upright finished (stowing) position.

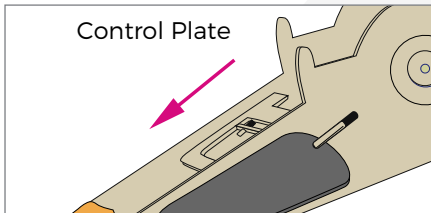
## STEP 2

Connect the top hook of the Maxibinder to binding chain, ensure the binding chain is not twisted.



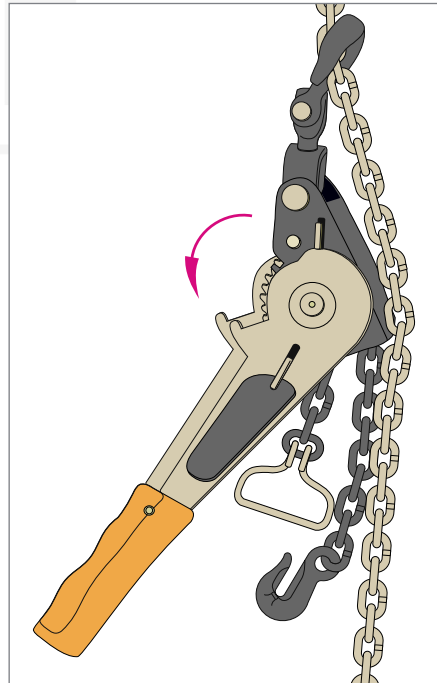
## STEP 3

Once the top hook is connected, pull out the control plate.



## STEP 4

Push the handle all the way down to the end, the handle will be locked into the free wheel position.



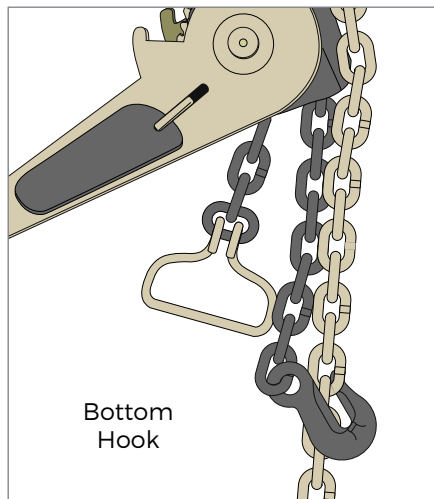
## ATTENTION



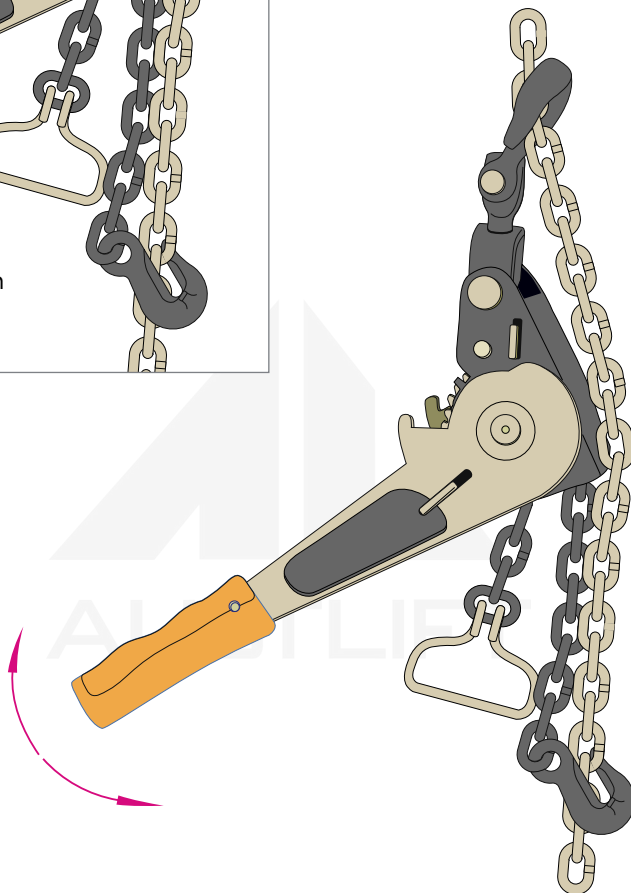
To maximize the lashing capacity, you should pull the bottom hook all the way out, check there is no twist on chain before you connect it to the binding chain.

**STEP 5**

Connect the bottom hook to your binding chain.

**STEP 6**

Pull the control plate again and move handle up to the middle section, release the control plate then start tensioning by moving the handle up and down. The bottom hook will begin to tension.

**STEP 7**

You only need 50kg on handle to achieve approximately 750kg force between the hooks. This is higher than Australian Standard requirement which has been requested by BlueScope and other Australian Companies.

**NOTE:** For your safety, you must stand on firm, flat, non-slip ground when using the Maxibinder.

## HOW TO TENSION

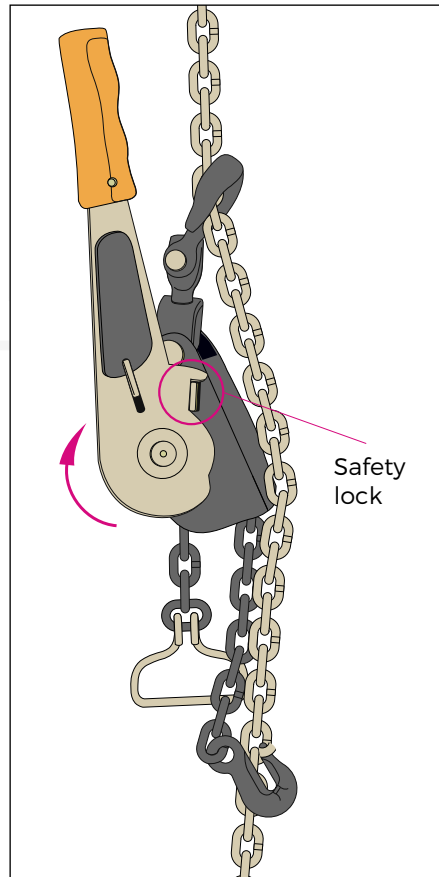
### STEP 8

The standard chain movement of the Maxibinder is 300mm, If you see the bottom hook is closing to the body and your load still lose, you should check and redo it by the following:

- Assort the slack on your binding chain then do it again.
- Check for any squashing on your load while binding, if noted retention load.
- If you are carrying loose goods, like mesh sheet, the chain length can be made into a longer one to suit to your job. Adding to the chain length can only be done by an authorised AUSTLIFT staff member, otherwise, warranty will be waved.

### STEP 9

When ratcheting is finished, ensure the handle is stowed in upright position and check the safety lock is fully engaged.



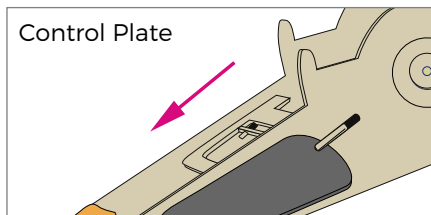
### ATTENTION

During transport, regular checks are required to ensure the load is secured.

## HOW TO RELEASE

### STEP 1

Pull the control plate back and move the handle downward.

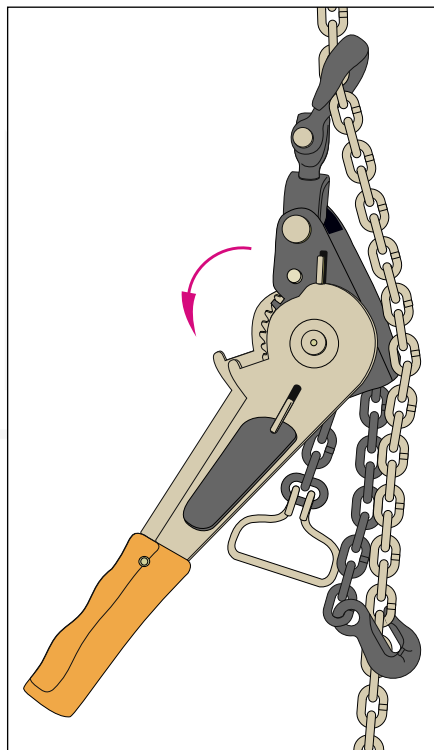


### STEP 2

By pushing the handle downwards you will feel the tension increase and the pawl will push out.

### STEP 3

Further downward pressure will cause the Maxibinder to create a "BIG BANG" the handle will now be in freewheel position and the tension released.



### STEP 4

Take hooks off your binding chain and stow the handle in upright position, cleaning it, put it back to your tool box.

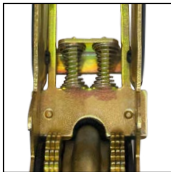
## CHECK LIST

- Check Springs, there are two sets of springs, one on the handle and one on the pawl. Please replace if you see the spring is weakened or malfunctioning.
- Check control plat, ratchet gear, central pin and all other moving parts for signs of wear and make sure they are functioning properly.

## MAINTENANCE

- Ensure the unit is kept clean and free from dirt.
- Use high pressure air or water to flush out is permitted.
- Regularly apply lubricant all moving parts with spray lithium grease is required.

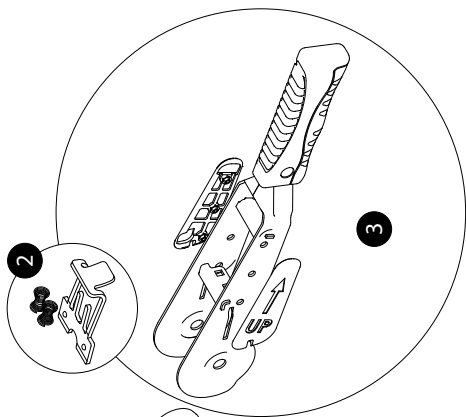
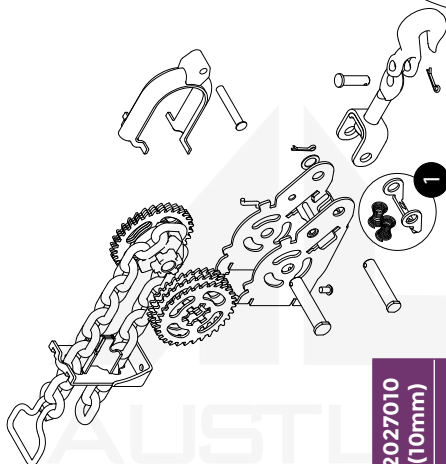
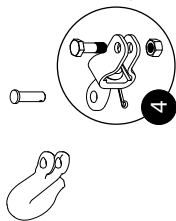
### LITHIUM GREASE



The MaxiBinder is a mechanical devise, and require regularly inspection and maintenance .



# SPARE PARTS



SPARE PARTS FOR MAXIBINDER		202705 (8mm)	2027010 (10mm)
NO.	Name	CODE	CODE
1	Paw & Paw Spring	050011SP	050021SP
2	Control Plate	050012SP	050022SP
3	Main Handle Assembly (Include Control Plate)	050013SP	050023SP
4	Tail Swivel	050016SP	050026SP

# Zeroharm atWork

no harm to anyone,  
any time while at work

## Toll Global Logistics Project: 'No Dogs'



Load restraint is one of the high-risk activities associated with road transport, particularly within steel transport.

Over-centre load binders (commonly called 'dogs') and pipes used as extension handles (commonly called 'cheater bars') have been a known source of injuries within the transport industry for many years. Major injuries have been caused and continue to be caused by the quick snap release of the dog. They are also a known cause of sprains and strains through over tensioning.

Toll Global Logistics' approach to BlueScope Steel's requirement of having 'no dogs' on their loads was one that was taken seriously, yet cautiously, by both employees and management.

Following a development and trial period to determine appropriate binders to replace 'dogs' and 'cheater bars', it became clear that the real challenge was a cultural change.

### Initiative to improve workplace health and safety

The elimination of 'dogs' and 'cheater bars' required trialling new binders to find a viable alternative to the existing workplace practice. This, in conjunction with a comprehensive change management plan and giving ownership of the project to its drivers, Toll Global Logistics was able to achieve its objective of 'No Dogs'.

Toll Global Logistics' management of the change process included:

- Giving drivers and employees the opportunity to adjust to change.
  - The team was given 18 months to be 100 per cent compliant with 'No Dogs'. This goal was achieved eight months ahead of schedule.
- Encourage a change in workplace thinking about how things have always been done, from "why eliminate dogs?" to "how do we find a safer alternative?"
- Keeping the conversation going with drivers.
  - This included addressing issues and discussing solutions as they arose at the 'training trailer'.
- Giving drivers and employees a choice when selecting alternative binders throughout trials.
  - The training trailer was set up with a range of alternative commercially available binders.
- Getting feedback from drivers during trials.
  - This included follow-up and review of alternative and commercially viable binders with staff.

- Implementing risk assessments and consultation with occupational health and safety personnel and employees on the use of new equipment.
- Conducting classroom training for all staff and management.
  - This training was provided by an occupational therapist.
- Provision of safe manual handling training by the binder suppliers.
- Deployment of a standard operating procedure for safe use of equipment to all staff.
- Review of reported faults with binders assessed by Toll occupational health and safety committee and implementation of a process of improvement to binders in conjunction with suppliers.

## Role of senior management

- Fostered cultural change by keeping the 'conversation' going between management and workers.
  - Management actively engaged workers in the 'No Dogs' project by encouraging their input in the process, the development of training programs and the availability of an occupational therapist, implementation and review.
- Developed a comprehensive review document on all binder types including 'dogs'.
  - Document included risk assessment feedback forms, injury statistics and recommendations. The document became the foundation for the implementation plan.
- Communicated the implementation plan widely.
- Set up "management of change" systems to encourage and support cultural change.
- Adopted a flexible approach.
  - Drivers and employees were given time to adjust to 'No Dogs', the opportunity to compare dogs and binders and the means to report their feedback about 'No Dogs'.

## Outcomes and benefits

As a result of the comprehensive change management process and giving ownership of the project to the drivers, Toll Global Logistics was able to achieve significant cultural change within the workplace.

The drivers eventually embraced the change for 'No Dogs' and, through the process, became aware of how to identify risk and implement controls to reduce risk.

Feedback from the drivers about the elimination of 'dogs' included:

- *"...Should have been using them 20 years ago..."*
- *"... I will never use a dog again..."*
- *"...What took so long to get rid of dogs...?"*

The project took eighteen months and had a number of setbacks. In the end, it resulted in a change to longstanding workplace practice and it achieved the goal of a safer working environment.

## How could this innovation or action help industry?

The process undertaken by Toll Global Logistics demonstrated a change management process that was not only effective, but also an example for others within the industry. Toll Global Logistics provide a lead for other transport operators in managing a significant change in their business to provide a safe practice for securing loads.

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