

FlipTite - Frequently Asked Questions

Is FlipTite suitable for highway transport?

Yes. FlipTite secures loads using proven wrap-friction principles that resist movement during normal highway driving, including vibration, braking, and wind.

It applies tension in controlled, incremental steps and is designed to provide dependable holding power while remaining fast and simple to use.

What situations is FlipTite best suited for?

FlipTite excels in:

- Short to moderate transport distances
- Frequent loading and unloading
- Repeating use throughout a day
- Situations where speed and simplicity matter
- Delivery vans
- Jobsite clamping and assembly
- Deck building
- Framing
- On-site fabrication
- Temporary alignment

Is FlipTite easy to use?

Yes. FlipTite is designed to be intuitive, with simplified threading, no pumping, and a release sequence that is easy to remember.

Most users understand how to secure a load within seconds of first use.

Can FlipTite be over-tightened?

FlipTite is not susceptible to the release issues commonly associated with over-tightening in ratchet straps.

Traditional ratchet mechanisms contain substantial metal-to-metal contact within their structure. Under load, this friction can compound, requiring significant force to reverse the mechanism while tensioned.

FlipTite uses a simplified mechanism with fewer and smaller friction surfaces. As a result, release force remains consistent and manageable, even after load shifts.

This makes FlipTite especially well suited for frequent loading and unloading, where fast, reliable release matters.

How can I estimate load weight without a scale?

A practical approach is to estimate by material and volume. Lumber, plywood, appliances, and tools all have well-known average weights per unit. When in doubt, assume the load is heavier than it looks and build in a safety margin.

The “Known Object” Rule: A Fast Way to Estimate Weight

Most loads aren't mysterious. They're made up of things we already *sort of* understand—plywood, lumber, ladders, tools. The trick is to anchor your estimate to objects with known weights and build from there.

Here are a few reference points worth remembering:

- 4×8 sheet of $\frac{3}{4}$ " plywood: about 60–70 lbs
- 2×4 lumber:
 - 8 ft \approx **9 lbs**
 - 10 ft \approx **11 lbs**
- Standard 20-ft aluminum extension ladder: about 30–35 lbs
- Kayaks:
 - Plastic recreational kayak \approx **45–80 lbs**
 - Composite kayak \approx **35–45 lbs**
- Concrete block: about 35 lbs
- Bag of cement: about 80 lbs
- Five-gallon bucket of water: about 42 lbs

Once you know a few of these, estimating becomes much easier. You don't need exact math—just comparisons.

Quick rule of thumb:

If your load *feels* like four bags of cement, you're probably carrying **300–350 pounds**.

Does load weight change once I start driving?

The weight itself doesn't change, but its *effect* does. Acceleration, braking, wind, and road vibration amplify forces acting on the load, making a poorly estimated or poorly secured load far more dangerous once the vehicle is in motion.

For additional technical detail and design context, see our [Technical Context & Use Guidance \(PDF\)](#).