

Sling Protection
Web Slings
Round Slings
Synthetic Chain Slings
Wire Rope Slings
Chain Slings
Shackles & Turnbuckles
Hooks & Links
Lifting Points
Hoists & Blocks
Lifting Devices
Pipe & Hose Restraints
Tie Down Assemblies
Tie Down Accessories
Towing & Recovery
Rope & Cordage



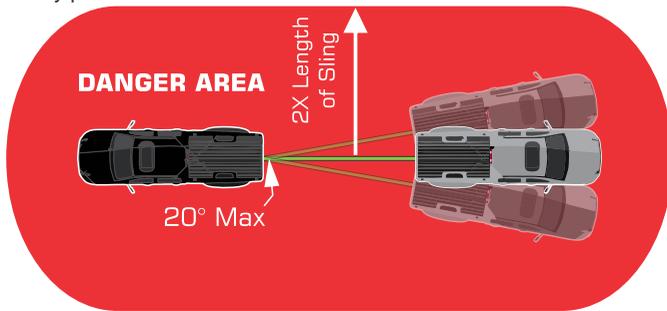
WARNING

NEVER exceed the working load limit (WLL) of any towing or recovery sling. The loading of any sling beyond its WLL can result in severe personal injury or death. The sling design factor is based on destructive, laboratory controlled testing conditions, which will not be exactly duplicated during actual loading conditions. **NEVER** use a towing or recovery sling for lifting or hoisting applications. **NEVER** use towing or recovery slings while standing near the object being moved. **NEVER** repair or modify a sling as this may affect the capacity. **NEVER** use a towing or recovery sling that has been damaged, altered or loaded beyond its recommended working load limit.

PROPER USER OF TOWING & RECOVERY SLINGS

1. Recovery slings should be at least 6 m or 20 ft in length, with eyes, and in good working condition (no cuts or broken stitches). **Super Slings does not recommend the use of metal fittings**
2. Check both vehicle weights and add the weights of any loads either vehicle is carrying. The vehicle doing the pulling must be equal to, or ideally, greater weight than the vehicle that is being pulled.
3. Ensure the tow strap has a Minimum Breaking Strength (MBS) that is 2-3 times the total weight of the stuck vehicle. If it is less, the strap may snap under high tension. If it is more, the strap will not function properly.
4. Ensure any hardware used has a rated load that exceeds the recovery sling minimum breaking strength. If the maximum load is exceeded and a failure occurs, the recovery sling should always be the weakest component
5. Move away as much mud, sand, or snow from under the vehicle and in front of the tires in the direction of the pull.
6. Position the pulling vehicle in line with the stuck vehicle - the pulling vehicle facing forward and the stuck vehicle being pulled from the front or the back. Ensure that you are within 10 degrees of a straight line - side loading can lead to serious vehicle damage.
7. Lay out the recovery sling between the two vehicles and loop the strap onto a hook bolted to the vehicle frame or put the loop on a shackle that is properly pinned to a frame mounted hitch rated for recovery. If using a threaded shackle, hand tighten the pin and then turn it back one quarter turn for ease of release later. *Never tie the strap onto the vehicle. Slip the strap over a ball hitch, or attach it to anything other than a tow hook or frame mounted hitch. *Only use one strap, never two in parallel. However, there are a few options for creating additional length with two straps if needed:

8. Drape a heavy coat or blanket over the middle of the strap to dampen any backlash if it snaps or releases.
9. Ensure all bystanders are at least 2 times the length of the tow strap to the side of the vehicles.
10. The pulling vehicle accelerates slowly to build tension in the sling and provide an even pull. Once the slack is taken up, the stuck vehicle likewise applies acceleration in low gear to assist the pulling car. Neither vehicle should spin their tires. Steady momentum is most effective. Maintain tension throughout the pull, do not allow slack to develop in the strap at any point.



Sling Removal from Service Criteria

The entire sling must be **inspected regularly** and it shall be **removed from service** if ANY of the following are detected:

- If sling identification tag is missing or not readable.
- Holes, tears, cuts, snags or embedded materials.
- Broken or worn stitches in the load bearing splices.
- Knots in any part of the sling webbing.
- Acid or alkali burns.
- Melting, charring or weld spatter on any part of the web sling.
- Excessive abrasive wear or crushed webbing.
- Signs of Ultraviolet (UV) light degradation.
- Distortion, excessive pitting, corrosion or other damage to fitting(s).
- If provided, exposed red core yarn. However if damage is present and red yarns are not exposed DO NOT USE the sling.
- Any conditions which cause doubt as to the strength of the web sling.

Table 2. Types of damage you should look and feel for in web slings