

SNATCH STRAP

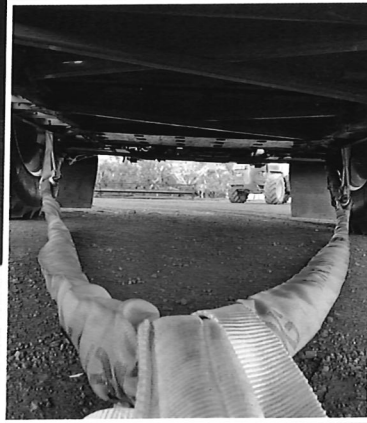
WITH ANTI RECOIL SAFETY STRAPS

100% AUSTRALIAN MADE NYLON WEBBING MANUFACTURED FOR

Length -	<input checked="" type="checkbox"/> 9m	<input type="checkbox"/> 12m	<input type="checkbox"/> 15m	<input type="checkbox"/> Other	_____
Breaking KG -	<input type="checkbox"/> 9,000	<input type="checkbox"/> 16,000	<input type="checkbox"/> 26,000	<input type="checkbox"/> 50,000	<input type="checkbox"/> 75,000
	<input checked="" type="checkbox"/> 100,000	<input type="checkbox"/> 150,000	<input type="checkbox"/> 200,000		
Date -	_____		Batch -	_____	



BEFORE



WARNING



AFTER



INCORRECT USE MAY RESULT IN INJURY OR DEATH!

Vehicle **OCCUPANTS** and **BYSTANDERS** have been **KILLED** by flying projectiles (such as tow balls) when recovery straps have been attached incorrectly.

NEVER attach recovery straps to vehicle fittings such as tow balls, tow bars, tie-down points or tow hooks.

ONLY attach recovery straps to an **APPROVED** recovery point/device that is suitably rated for use with the strap.

BEFORE attempting a vehicle recovery all passengers must exit the vehicles and stand as far away as possible.

The **Anti Recoil Safety Straps** attached at the ends of the Snatch Strap are engineered to help eliminate the recoil of the main strap should tension exceed breaking. On destruction tests, the strap breaks were the sewing ends or the eyes form. More importantly, many attachments bolted, welded, shackled etc are not adequate to the tonnage placed on them and tear away and rebound, so therefore the safety strap should be fastened to another point on the vehicle.

DANGER

**STAND CLEAR OF STRAPS UNDER TENSION
DO NOT USE IF WEBBING IS FRAYED OR DAMAGED**

'BE SAFE, NOT SORRY'



HEAVY DUTY POLYESTER PROTECTIVE SLEEVES

AVAILABLE AND RECOMMENDED

OTHER PRODUCTS AVAILABLE

SNATCH STRAPS	AXLE STRAPS
RECOVERY BRIDLES	EMERGENCY TOW STRAPS
TREE TRUNK PROTECTORS	TESTED SHACKLES
DAMPERS	HEAVY DUTY STORAGE BAGS

USING AND UPKEEP OF WEBBING STRAPS

USING YOUR RECOVERY STRAP

- 1) Position the towing vehicle as directly as possible to the bogged vehicle allowing approximately half the length of the snatch strap to lay loose between the two vehicles. Make sure there are no obstructions or sharp extrusions near the two vehicles.
- 2) Attach the snatch strap to the bogged vehicle and the recovery vehicle then attach the anti-recoil straps to a **separate location on each vehicle**. Only use certified and tested tow points and shackles.
- 3) Drivers of both vehicles select 1st gear. The towing vehicle accelerates to 3/4 speed. The sudden load placed on the snatch strap will cause the strap to stretch and release the stored (kinetic) energy. The rebound from this will cause the bogged vehicle to spring from its bogged position.

USING YOUR TREE TRUNK PROTECTOR

Place the tree trunk protector around the lowest part of the tree bringing the two eyes together with the winch extension strap to the same shackle and engage winch to pull the vehicle free.

USING YOUR RECOVERY BRIDLE

Position the towing vehicle as directly as possible to the bogged vehicle and pass one eye of the bridle through the eye of your winch strap or snatch strap then shackle the two eyes of the bridle to the axle straps or to the on either side of the bogged vehicle. You should now have formed a "Y" shape. Now use your bridle as per recovery strap instructions or winch strap as per tree trunk instructions.

CARE AND SAFETY OF YOUR WEBBING

- 1) Persons intending to use the strap should consider completing a nationally recognised four-wheel drive training course or contact a four-wheel drive club for comprehensive advice on the proper selection and use of the strap.
- 2) Strap must not be used for lifting or conventional towing.
- 3) Persons intending to use the strap must inspect the strap for damage and ensure it is in a usable condition.
(d) The snatch straps strength can be reduced up to 20% when the strap is wet
- 4) As an added safety feature to our Anti-Recoil straps, an object such as a recovery damper, heavy bag or blanket must be draped over the strap during use to reduce any unintentional rebound of the strap.
- 5) Before attempting the vehicle recovery, passengers of the vehicles involved must:
 - a) exit the vehicles
 - b) stand as far away from the vehicles as possible.
 - c) avoid standing in the path of the vehicle performing the recovery.
- 6) Breaking strength of the strap should be between 2 and 3 times the gross vehicle mass (GVM) of any vehicle it is used with.(h) The strap must be suited to the gross vehicle mass (GVM) of the lighter of the 2 vehicles used in the recovery process.
- 7) If there are sharp objects near the strap use some form of protection, towel/hessian bag.
- 8) When using shackles, use quality tested bow shackles that must conform to Australian Standard Safety
- 9) factor, 5 to 1 in GVM
- 10) Always inspect your straps prior to use for any cuts or fraying. **If in doubt do not use.** Take it to your supplier for assessment and repairs or replacement
- 11) Do not use your snatch strap as an extension to your winch as the snatch strap has too much stretch.
- 12) Only use a winch extension strap designed especially for this use
- 13) If your webbing requires cleaning, use plain water and a mild soap only.

MANUFACTURED BY COMMERCIAL SEWING PTY LTD

Maddington WA 6109

Phone - (08) 9493 1755 Email - michael@comsew.com.au Website - www.comsew.com.au

ESTABLISHED 1985 - WESTERN AUSTRALIA MADE AND OWNED