

TOW-ALL VEHICLE STRAPS

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Vehicle Recovery Straps aid in removing vehicles stranded in snow, mud, sand and ditches.

Tow-Alls stretch and elastic properties are important features that aid in the recovery of disabled vehicles.

Tow-All Features, Advantages and Benefits

Promotes Safety

- No dangerous hooks or metal parts
- Elongates 5% at Towing Capacity to help absorb the energy of sudden loading

Saves Money

- Polyester/nylon material is easy on painted and plated surfaces

Saves Time

- Lightweight, flexible, easy to use and store

WARNING

Read Definitions on page 3

Safe Operating Practices

- Do not use a damaged or defective strap - inspect before each use
- Do not exceed Towing Capacity
- Do not tie knots in strap
- Do not attach to bumpers
- Avoid dragging strap on ground
- Strap is permanently damaged when exposed to temperatures in excess of 200°F. Avoid muffler and hot exhaust systems.
- Stand clear of strap and vehicles when under load
- Always protect straps from being cut by corners and edges.
- Store in cool, dry and dark location

Note: Lift-All believes tow straps with metal end fittings are dangerous and, therefore, will not put metal hardware on *Tow-All* straps.

WEB *Tow-All* VEHICLE RECOVERY STRAPS



Web *Tow-All* Vehicle Recovery Straps are made from strong durable *Tuff-Edge II* webbing with sewn eyes, lined with premium abrasion resistant webbing, on each end. The webbing is weather resistant and will not rot or mildew. It attaches quickly to vehicle frames or towing hooks.

Part No.	Ply	Web Width	Assembly Breaking Strength* (lbs.)	Towing Capacity (lbs.)
TS1802T	1	2	16,000	5,300
TS2802T	2	2	32,000	10,700
TS1803T	1	3	24,000	8,000
TS2803T	2	3	43,000	14,300
TS1804T	1	4	32,000	10,600
TS2804T	2	4	57,500	19,100
TS1806T	1	6	48,000	16,000
TS2806T	2	6	81,500	27,100

* Assembly breaking strength when new.
Do not exceed Towing Capacity

Inspection Criteria for Web *Tow-All* Straps

Remove from service if any of the following are visible:

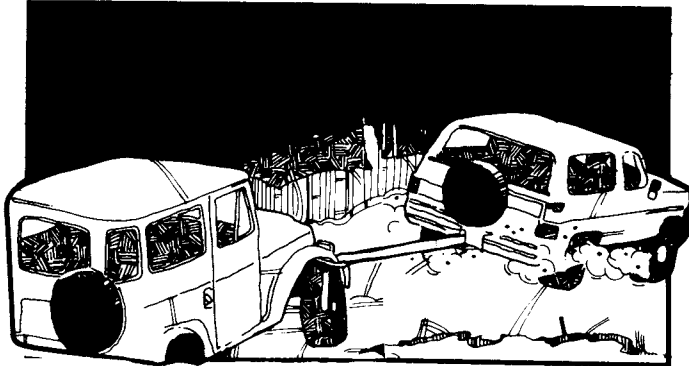
- Signs of melting, charring or chemical damage
- Cuts on the face or edge of webbing
- Holes, tears, snags or crushed web
- Signs of excessive abrasive wear
- Broken or worn threads in the stitch patterns
- Any other visible damage which causes doubt as to its strength

Refer to photographs of damaged webbing on pages 36 & 37.

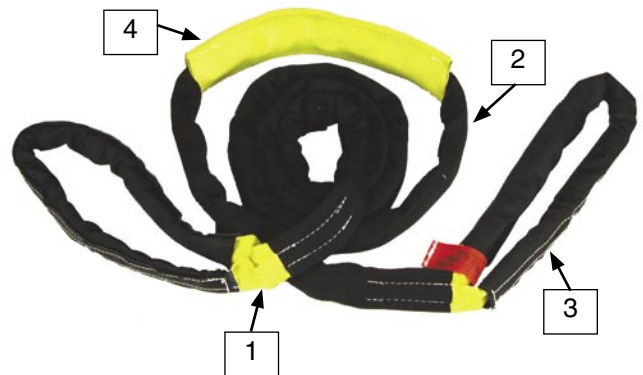
TUFLEX TOW-ALL VEHICLE STRAPS

TUFLEX Tow-All VEHICLE RECOVERY STRAPS

The heavy duty recovery straps!



In addition to the standard *Tow-All* features, *Tuflex Tow-Alls* are designed to prevent dangerous recoil if broken.



Inspection Criteria for Tuflex Tow-All Straps

Remove from service if any of the following are visible:

- Cuts to the covers that expose the internal core yarns
- Holes, snags, pulls or abrasion that exposes the internal core yarns
- Evidence of heat or chemical damage
- Knots
- Illegible or missing identification tag

Refer to photographs of damaged *Tuflex* roundslings on pages

Our *Tuflex* version of the *Tow-All* straps offers the most rugged synthetic strap on the market. We start with our standard *Tuflex* roundsling (1) and add an additional jacket of texturized, abrasion resistant nylon (2) over the body of the sling, making it into an eye & eye style. The eyes are then covered with ballistic nylon webbing (3) for additional protection. An 18" long sliding sleeve wear pad (4) provides added protection against load edges.

Part No.	Assembly Breaking Strength*	Towing Capacity (lbs.)
TSEN90	42,000	14,000
TSEN120	52,500	17,500
TSEN150	66,000	22,000
TSEN180	84,000	28,000
TSEN240	105,900	35,300
TSEN360	154,800	51,600
TSEN600	249,900	83,300
TSEN800	330,000	110,000
TSEN1000	450,000	150,000

* Assembly breaking strength when new. Do not exceed Towing Capacity.