

# Towing



# Web V Slings

## AMY all-grip® SAYS:

*These Slings are Awesome*

Anatomy of an all-grip® "V" Sling



cut resistant webbing used on all V Slings.

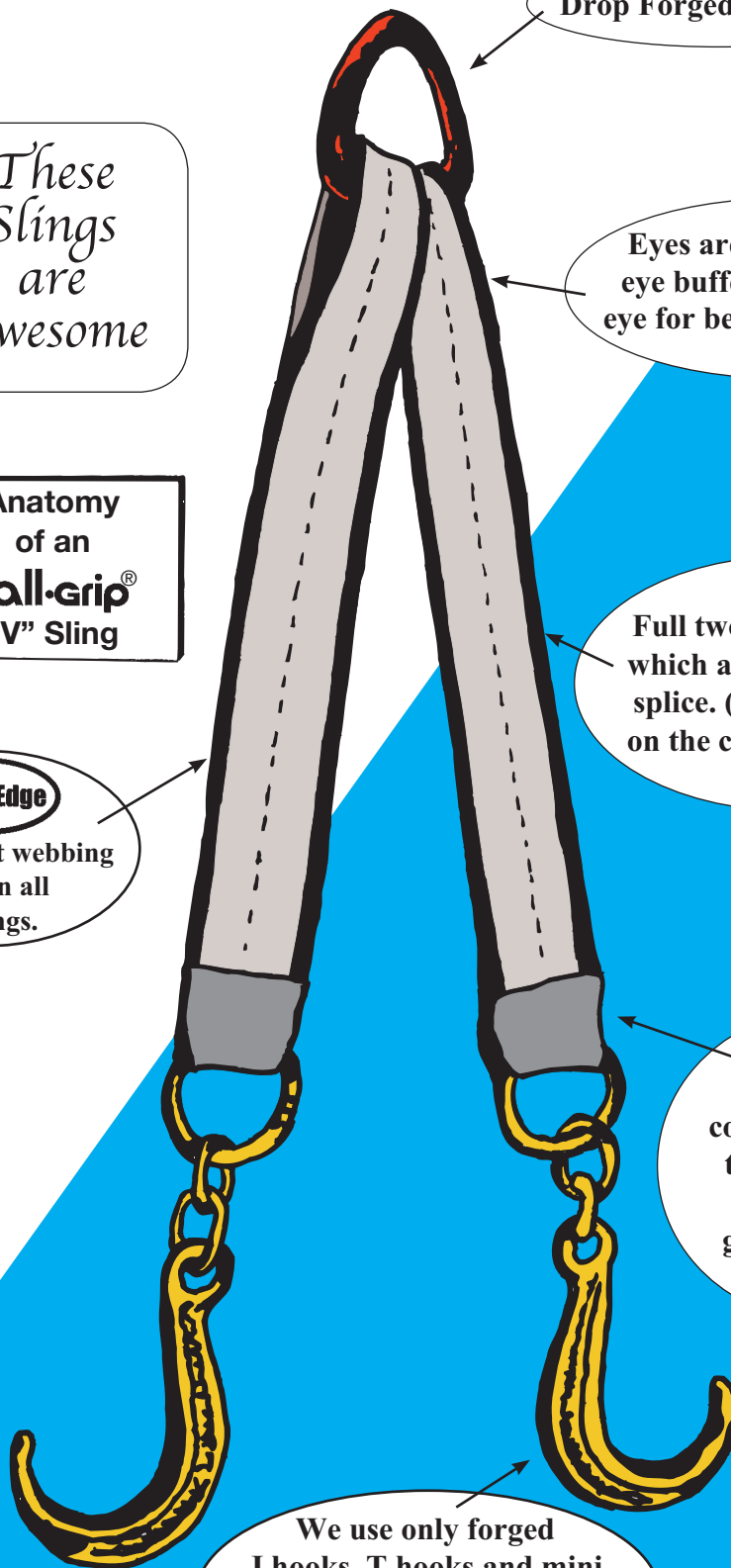
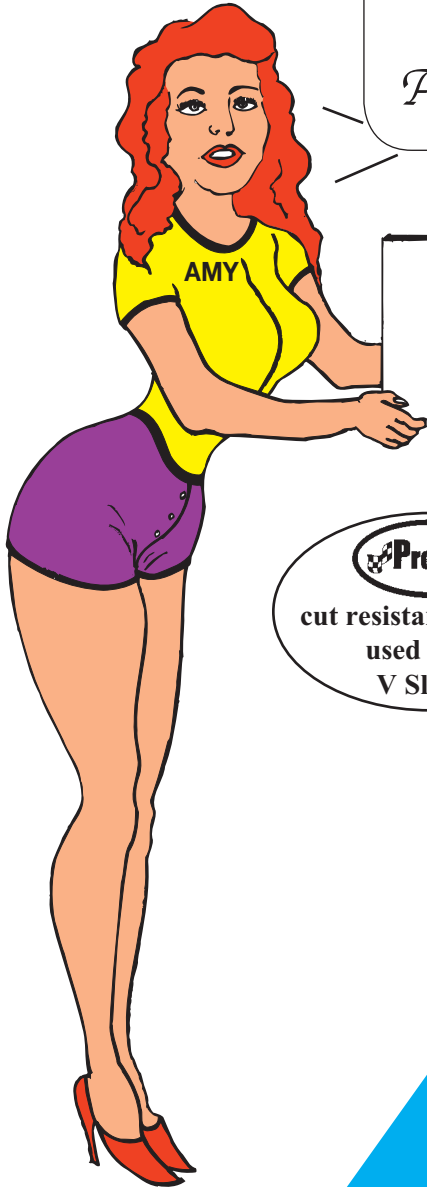
Drop Forged Pear Link

Eyes are tapered and an eye buffer is sewn in the eye for better fit and wear.

Full two-ply web bodies which allow for only one splice. (no edge to catch on the car carrier body.)

Wear resistant cordura is sewn to the outside of the eye to guard against abrasion.

We use only forged J hooks, T hooks and mini J hooks which provide for a much stronger connection.





## Web V Assemblies with Forged Hooks

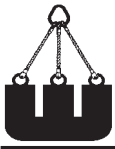
		SPECIFICATIONS			
		PART #	*LENGTH	WORKING LOAD LIMIT	WEIGHT
		NV100	24" Legs	4,200 lbs. @ 45°	12.0 lbs.
		NV100L	30" Legs	4,200 lbs. @ 45°	13.5 lbs.
	This web "V" assembly features our full length 15" forged J hooks. Two-ply material with tapered eyes at the pear link. Reinforced on outside at hook end.				
		NV300	24" Legs	4,200 lbs. @ 45°	11.75 lbs.
		NV300L	30" Legs	4,200 lbs. @ 45°	13.2 lbs.
	This combination web "V" features the sports car hook with T hooks, allowing great versatility. One of our most popular models. Two-ply material with tapered eyes at the pear link. Reinforced on outside at hook end.				
		NV410	24" Legs	4,200 lbs. @ 45°	11.8 lbs.
		NV410L	30" Legs	4,200 lbs. @ 45°	13.3 lbs.
	One of our newest "V" web bridles. It is supplied with the forged sports car hook and has our new "combo" mini J&T hook. Two ply material with tapered eyes at the pear link. Reinforced on outside at hook end.				
		NV700	24" Legs	4,200 lbs. @ 45°	10.2 lbs.
		NV700L	30" Legs	4,200 lbs. @ 45°	11.7 lbs.
	The cluster assembly provides for three types of hookups, utilizing a forged mini J, R and T hook. Two-ply material with tapered eyes at the pear link. Reinforced on outside at hook end.				
		NV750	24" Legs	4,200 lbs. @ 45°	7.8 lbs.
		NV750L	30" Legs	4,200 lbs. @ 45°	9.5 lbs.
	A great new bridle by demand with the forged combo mini J & T hooks. Very versatile in the present market. Two ply material, with tapered eyes at the pear link. Reinforced on outside at hook end.				
		NV900	24" Legs	4,200 lbs. @ 45°	14.1 lbs.
		NV900L	30" Legs	4,200 lbs. @ 45°	15.6 lbs.
	This combination web "V" features the 15" forged "J" hook with combo mini J & T hooks, allowing great versatility. Two-ply material with tapered eyes at the pear link. Reinforced on outside at hook end.				



\*Length of webbing only. Attached hardware increases overall length.

These slings are for pulling vehicles onto a car carrier, not for lifting or recovery.

Always use Corner Protectors!



# Towing



# Web V Slings

## Dickie Diaper

### “Web V Sling Protection”

**all-grip**® manufacturers the finest Web V Sling in the industry, however even the best can be cut and damaged by sharp under chassis frame members. Our experience has shown that when this type of damage occurs, it is usually located at the eye area of the hook end. Our plant superintendent, Dick Wilson brainstormed this problem and presented an idea to management for a Web V Sling protector. The result is our new “Dickie Diaper”. Simply slip the pad through the hook ring, fold over and secure the Velcro fasteners. You’ve now diapered your V Sling for added protection from sharp edges.

**PART# DD100 - Wgt - .25 lbs.**



## Nylon Web Sleeve w/Velcro

### “Web V Sling Protection”

This heavy-duty nylon web sleeve can be attached or removed at any point on the sling by utilizing the velcro closure. 3/16” thick, 12” long. Fits 3” wide web.

**PART# 980312V - Wgt - .50 lbs.**



## Axle V Straps

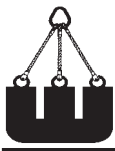


**all-grip**® Axle “V” Straps are ideal for those applications that require no metal to metal contact. They are designed to wrap the axle of the vehicle so that it may be winched upon to the carrier deck. Built in wear pad at axle area.

PART#	SIZE	W.L.L.	WEIGHT
VCCS4	2” x 4’	4,200 @ 45°	5.2 lbs.
VCCS6	2” x 6’	4,200 @ 45°	5.4 lbs.



*These slings are for pulling vehicles onto a car carrier, not for lifting or recovery*



# Operating Practices



## Web Tiedown Straps

### NYLON vs. POLYESTER

The most popular material for web tiedowns is polyester. The tough long wearing properties of polyester make it the best choice for general use. The low stretch characteristics of polyester helps to reduce load movement, maintaining load control. Polyester should never be used where alkalis are present. (see chemical data page 9)



### WARNING

- Failure to read, understand and follow these instructions may cause death or serious injury.
- Read and understand these instructions before using web tiedown straps.
- Polyester tie downs should never be used where alkalis are present. (see chemical data page 9)

### TAGS

Each **all-grip**® web tiedown has a legible tag sewn to the web body. Each tag has the date of manufacture for better accountability as well as the Working Load Limits in both pounds (lbs.) and kilograms (kgs.).

### U.V. LIGHT

Environments in which web tiedowns are continuously exposed to ultra-violet light can affect the strength of web tiedowns in varying degrees ranging from slight to total degradation. To minimize these effects, store tiedowns not being used in a cool, dry and dark place. Visual indications of ultra-violet degradation are bleaching out of the color, increased stiffness and surface abrasion at points not normally in contact with the load.



### WARNING

- Failure to read, understand and follow these instructions may cause death or serious injury.
- Read and understand these instructions before using web tiedowns.
- Determine that the weight of the load is within the working load limit of the web tiedown(s).
- Select a web tiedown having suitable characteristics for the type of load and environment.
- Damaged web tiedowns shall not be used.
- Web tiedowns shall be applied in a manner providing control over the load.
- All edges in contact with web tiedowns shall be padded.
- Web tie downs shall not be pulled from under a load when a load is resting on the tiedown.
- Web tiedowns should be stored in an area where they will not be subjected to mechanical damage.
- Twisting of tiedowns shall be avoided.
- Web tiedowns shall not be used at temperatures in excess of 180° F.
- Exposure to sunlight or ultraviolet light degrades the strength of synthetic fibers used in web tiedowns.
- Inspect web tie downs for damage and defects prior to each use.
- Snubbers or other devices which are designed to stretch with movement of the load shall not be used with web tiedowns.
- Anchorages shall have design strengths not less than those which are required of the tiedowns attached to them.
- No more than one web tiedown shall be attached to the same anchorage or tightening device.
- Web tiedowns shall be applied at an approximate 90° angle to the spindle of any ratchet or winch.
- The manufacturers name or trade mark shall be printed on the webbing in 5' or less intervals.
- Web tiedowns attachments shall have a design load rating not less than that required of the web tiedown to which they are attached.
- Web tiedowns may not be repaired.
- Web tiedowns shall not be used for lifting. (use web slings)
- Connect the towing hardware of web tiedowns only to the vehicle manufacturers approved connection points on the vehicle towed.
- Do not stand between disabled vehicle and recovery vehicle.

DATE	<p><b>all-grip</b>® Cargo Control Systems</p> <p>Working Load Limit 1,665 lbs. or 755 kgs.</p> <p>Date</p>		<h3>WARNING</h3> <p>Can fail if damaged, misused or overloaded. Use only if trained. Observe rated load. Avoid sharp edges and exposure to acid, alkali, sunlight and temperature over 180°F. Do not use for overhead lifting. Remove from service if metal fittings are cracked, worn or deformed. DEATH OR INJURY can occur from improper use or care.</p>
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# Operating Practices



## Web Tiedown Straps

### INSPECTIONS

Each day before being used, the web tiedown and all attachments shall be inspected for damage or defects by a competent person designated by the employer. Additional inspections shall be performed during web tiedown use, where service conditions warrant. Damaged or defective web tiedowns shall be immediately removed from service.

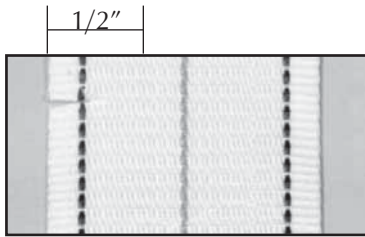
DEFECT CLASSIFICATION TABLE	
Web Size Inches	Removal From Service Range Total Defect Size (in)
4	Larger than 3/4"
3	Larger than 5/8"
2	Larger than 3/8"
1.75	Larger than 3/8"

### REMOVAL FROM SERVICE—WEB TIEDOWNS

Web tiedowns, shall be immediately removed from service if any of the following conditions are present –

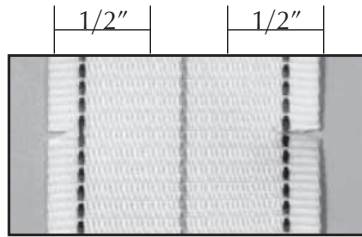
1. Cuts, burns and or holes which total more than that shown in the following Defect Classification Table
2. Separation of its load carrying stitch pattern(s).
3. Any broken, non-functioning fitting, tensioning device or hardware.
4. Any fitting, tensioning device or hardware which is obviously sprung, bent, twisted or contains visible cracks, or significant nicks or gouges.
5. Any knotted webbing, splices or other repair.
6. Any apparent defect, including but not limited to crushed areas, damaged loop ends, severe abrasion etc.

All cuts, burns, and/or holes are additive across the width of the webbing face for its entire length, but only one defect is additive for any specific width. (see below)



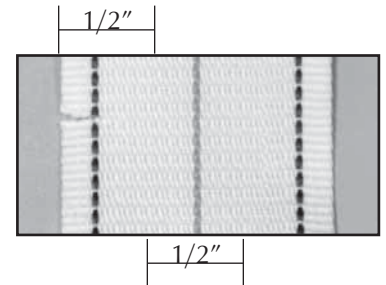
#### 4" WEB SAMPLE #1

Cuts on same edge are not additive  
Total defect size is 1/2"  
Tiedown may be used



#### 4" WEB SAMPLE #2

Cuts on opposite edges are additive.  
Total defect size is 1"  
**REMOVE FROM SERVICE**



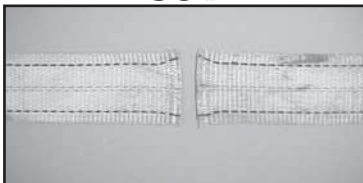
#### 4" WEB SAMPLE #3

Cuts and holes at different locations across the width are additive  
Total defect size is 1"  
**REMOVE FROM SERVICE**

## Identifying Web Damage

Not a week goes by that we do not receive a web strap from a customer who states "My Strap Broke" or "It Just Let Loose". Well, web straps don't just let loose and they seldom break. In most cases the failure is due to a cut. Web straps are essentially nothing more than heavy fabric. Fabric and edges from sheet metal, bumpers and the like do not mix well. A seemingly dull edge can become a knife when the strap is put under tension. Cuts can be identified by a clean straight severing of the web fibers similar to what a pair of scissors would make. Tensile breaks are the result of the web fibers being pulled beyond their physical strength. Tensile breaks are identified by the fibers being frayed and elongated. Sometimes web strap failures are a combination of a cut and then the remaining fibers are broken by tensile breaks. Heat from hot tailpipes, engine components and friction will melt the web, resulting in its failure. Sharp edges, overloading and hot surfaces are the web straps enemies.

### CUT



### TENSILE BREAK



### HEAT DAMAGE

