

VEVOR[®]

TOUGH TOOLS, HALF PRICE

Technical Support and E-Warranty Certificate

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TOW STRAP

We continue to be committed to provide you tools with competitive price.

"Save Half", "Half Price" or any other similar expressions used by us only represents an estimate of savings you might benefit from buying certain tools with us compared to the major top brands and does not necessarily mean to cover all categories of tools offered by us. You are kindly reminded to verify carefully when you are placing an order with us if you are actually saving half in comparison with the top major brands.

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Note: Some SKUs are not with the D rings. The actual product you receive determines its look

NEED HELP? CONTACT US!

Have product questions? Need technical support? Please feel free to contact us:

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This is the original instruction, please read all manual instructions carefully before operating. VEVOR reserves a clear interpretation of our user manual. The appearance of the product shall be subject to the product you received. Please forgive us that we won't inform you again if there are any technology or software updates on our product.

IMPORTANT SAFETY INSTRUCTIONS

	Warning - To reduce the risk of injury, user must read instructions manual carefully.
	This symbol, placed before a safety comment, indicates a kind of precaution, warning, or danger. Ignoring this warning may lead to an accident. To reduce the risk of injury, fire, or electrocution, please always follow the recommendations shown below.
	Warning- Be sure to wear eye protectors when using this product.
	Warning- Be sure to wear gloves when using this product.

1. WARNING!

Prior to using the winch rope, please read and understand all instructions and safety warnings. Improper use may result in serious injury or property damage.

1. Check the strap and its packaging for the stated Breaking Strength of this Strap.
2. It is recommended that the minimum breaking strength of the strap should be between 2 and 3 times the gross vehicle mass (GVM) of any vehicle it is used with.
3. The strap must be suited to the gross vehicle mass (GVM) of the lighter of the two vehicles used in the recovery process.
4. 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.
5. The strap must not be used for lifting or conventional towing.
6. Persons intending to use the strap must ensure that the strap is not damaged and is in usable condition.
7. The strap's strength and stretch are reduced when the strap is saturated with water.

8. 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.
9. Before attempting the vehicle recovery, passengers of the vehicles involved must:
 - (A) Exit the vehicles; and
 - (B) Stand as far away from the vehicles as possible; and
 - (C) Avoid standing in the path of the vehicle performing the recovery.
10. **WARNING** - Always follow product instructions. It is important to correctly attach the motor vehicle recovery strap to a motor vehicle. A standard tow ball or vehicle tie-down point is not designed for this purpose and may result in the strap or a vehicle component detaching from a motor vehicle and striking and seriously injuring or killing a person. Only attach the strap to a vehicle recovery point or device that is suitably rated for use with the strap. Incorrect use has previously resulted in serious injury and death,
11. **IMPORTANT**
12. Never attempt to recover a vehicle without all the necessary equipment
13. Only use equipment that is properly rated for the particular situation. If in doubt, don't use it.
14. Never exceed the Minimum Breaking Strength (MBS) of the strap or the Working Load Limit (WLL) of shackles.

SAVE THESE INSTRUCTIONS

2. Product Description

This product is the tension in the strap that creates a 'snatching' effect that can pull a stranded vehicle free from being bogged or unable to move under its own power.

3. Main parameter

Items	Model	Width (inch)	Length (ft)	Break strength (lbs)	Safe load capacity (lbs)	With Hook	D- Rings	Bag
1	LC-TP01	2	20	17000	5667	Y	N	Y
2	LC-TR02	3	8	36000	12000	N	N	Y
3	LC-RK01	3	20	36000	12000	N	Y	Y
4	LC-RK02	3.35	30	36000	12000	N	Y	Y
5	LC-RL03	3	30	36000	12000	N	Y	Y
6	LC-TR03	4	30	46500	15500	N	N	Y

4.CONNECTING THE Tow STRAP

1. Carefully inspect the Recovery Strap to determine that it is in good condition. If the strap is wet, dirty, cut, or chafed, it will not perform properly. A wet strap maybe 20% under strength, and a damaged strap may break. Do not allow the strap to contact hot surfaces or sharp edges.
2. Roll the strap out between the vehicles and leave about 2-3 meters slack between them. The joining of straps should be avoided wherever possible. Retailers may carry varying lengths of straps. NEVER USE A METAL OBJECT to join straps - if the strap breaks, it can become a missile and cause damage or injury.
3. Check your vehicle handbook for recovery point locations or use correctly rated and fitted aftermarket recovery points. DO NOT CONNECT TO A TOW BALL TIEDOWN POINT OR TOW point requiring the use of a shackle to attach the strap; use only load-rated shackles.
4. To correctly tighten shackle pins, screw the pin until it seats, then back off about 2 to 1 turn. Over-tightening may lead to seized pins, due to the force exerted during recovery operations. To reduce the risk of vehicle damage and personal injury, hang a suitable recovery damper, heavy bag, or blanket over the Recovery Strap approximately midway to restrict the whipping action of a strap should it break.

5. Last thing - Check all connections and ask all passengers to exit the vehicle, and bystanders to stand as far away from the vehicle as possible and avoid standing in the path of the vehicle performing the recovery.

5.MAKING THE RECOVERY

1.Before the recovery operation,drivers must agree on the point to which the stranded vehicle is to be recovered and the signal (radio,hand signal or home blast)when that point is reached.

2.With communications maintained between both vehicles,and Recovery Strap secure,the recovery vehicle should gently accelerate,taking up the slack and proceeding at no faster than 10-12kph.For best results the stranded vehicle should be in 1st gear (or 2nd Low),and the driver should assist the recovery by trying to drive out approximately 3 seconds from when the recovery vehicle moves off.

3.If the vehicle is not recovered on the first attempt,check under the stranded vehicle again for obstacles.Inspect Recovery Strap for any damage,reset the slack in the Recovery Strap, and try a little more speed by the recovery vehicle.

NOTE:Excessive speed or continual jerking action whilst using a Recovery Strap may result in damage to the recovery point,chassis and drive line of both vehicles.Recovery Straps require rest periods between use to return to their original length and capacity.Excessive pulls over a short period of time can cause heat build-up and possible failure.

4.When the stranded vehicle reaches the agreed point,the driver should advise and the recovery vehicle should stop,then the stranded vehicle should stop.

5.Where proper use of a Recovery Strap is unsuccessful,use an appropriately sized recovery winch.

6.Do not attempt to remove the strap until both vehicles are stationary and secured.

6.GENERAL CARE AND MAINTENANCE

- Never allow your strap to rub against sharp or hot surfaces.
- Avoid twists and kinks,after washing,and when dry;always coil your strap for storage.

- Clean your strap with warm water and a mild detergent, allowing thorough drying before storage. Foreign material such as sand and grit can permanently damage the strap fibres
- Check full length of straps for nicks and cuts before and after use. If damaged, replace it.
- Never use the strap as a lifting sling.
- Inspect shackles for damage; if pins are hard to turn, shackle has been overstressed. Replace it.

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