

Industry Safety Notice

Compiled by:

This safety notice is produced by Peter, Managing Director of Atlas Wholesale Pty Ltd, manufacturers of Just Straps, The Australian Made Tie Downs and distributors of Straps2go.

Background:

This Australian own family company has been in business since 1990 and in this time we have diversified in many different areas within the core business model. From 1995 we have developed a strong and trusted brand of Australian Made Tie Downs for various applications and 4WD Recovery Straps namely our own brand **Just Straps** The Australian Made Tie Downs. This, our own brand has been the bench mark for several years now for many competitors to follow and copy.

Standards:

Load restraint:

All our **Just Straps** load restraint products (ratchet tie downs, etc) are manufactured to our specifications and comply with Australian Standards / New Zealand Standards AS/NZS 4380:2001 as required. We have fully computerised sewing machines with full operational work procedures which ensure the products conformity each and every time of manufacture. Full in house testing and inspection also ensures the product fully complies with the required specifications and standards. All products are rated and tagged according to their own specific design. The Straps2go range also complies with the same Australian / New Zealand Standard.

Four Wheel Drive Recovery:

All our **Just Straps** manufactured recovery straps fully comply with the Mandatory Safety Standards and our own Product Safety and Information Standard JSF (AUST) 2007. This identifies the Recovery Load Limit R.L.L. ® rating that may be applied to equipment in the recovery role. The Straps2go range also complies with the same. As we have realised the need for this unique Standard hence that's why the Mandatory Safety Standards stipulates the following: *It is recommended that the minimum breaking strength of the strap should be between 2 and 3 times the vehicle's gross vehicle mass (GVM): and*

The strap must be suited to the GVM of the lighter of the two vehicles used in the recovery process.

Example: A Nissan Pathfinder weights 2,750kg GVM. Multiply this by 2 = 5,500kg or multiply it by 3 = 8,250kg. This clearly shows that our Standard Snatch Strap SS609 is suited to this vehicle. R.L.L. 5,400kg or MBS 8,100kg

For simplicity, multiply the GVM by 2 = our RLL rating, or multiply the GVM by 3 = the MBS rating.

Webbings:

Polyester:

This man made fibre is the most widely used for all load restraint (ratchet tie down) applications as it has high tensile strength, minimal elongation (stretch), excellent abrasion resistance, good UV protection and is mildew and rot resistance. Also widely used for Four Wheel Drive Towing Straps, Winch Extension Straps, Tree Trunk Protectors and Equalizer Straps. **Under no circumstances should a RECOVERY SNATCH STRAP be made from**

Polyester webbing.

Nylon:

This man made fibre is a combination of polymers which naturally has a high elongation (stretch) characteristic and the capacity to stretch and rebound back. Used mainly in the Four Wheel Drive industry for Recovery Snatch Straps as it has high elongation (stretch) factor, high strength but absorbs water and is susceptible to mildew and rot.

Conclusion:

Never, Never use a Ratchet Tie Down System of any kind that is not tagged, doesn't comply to Australian Standards and is not suited for its designed purpose.

Never, Never use any 4WD straps that are not rated, tagged, not suited for their designed purpose or don't comply with Mandatory Safety Standards and NEVER use a POLYESTER webbing strap for a Four Wheel Drive Recovery Snatch Strap. These products are highly dangerous for the user and may apply additional forces on the connection points of the vehicles due to their inability to stretch and re stretch under high load.

Please be aware of imitations.

Legend:

Recovery Load Limit R.L.L.® The maximum load that may be applied to equipment used in the recovery role.

Minimum Breaking Strength. The minimum load necessary to cause equipment to fail or fracture.

Lashing Capacity L.C. The capacity to sustain in use in a straight line pull.

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