

THE RECOVERY POINT

3 rd part of the recovery train

The first two have already been discussed

The snatch strap is the 1st part

The shackle is the 2nd part

ARB is the only company I know of who are designing and making vehicle specific recovery points that are part of a recovery train using a 8000kg snatch strap and 4.7T bow shackles.

There are other companies making bolt on recovery points, generally using existing mounting holes, Outback Ideas is one I know of. Their recovery points that I have seen are rated at 10,000lbs or 4,500kg.

There are other recovery points available such as the cast hook, the ones I have seen are rated at 10,000lbs or 4,500kg.

Mounting bolts also play an important part, if not strong enough the bolts will break and the recovery point will fail.

A 12mm 8.8 grade bolt which seems to be the standard recovery mounting bolt, will permanently deform at 5,400kg and shear at 7,500kg.

On the rear of a vehicle a common method is to use the tow bar. As the tow bar is attached to both chassis rails, it acts as an equaliser and spreads the load across both chassis rails.

There are a number of different methods to attach a snatch strap to the tow bar:

Use a recovery hitch, this one is good as it allows you mount the shackle vertically or horizontally.

Straight onto the pin itself, no shackle needed.

Or a shackle through the tow ball hole

In the above cases the hitch pin is rated at 5,500kg and the shackle at 4,700kg.

Never use the tow ball itself, they are only rated at 3,500kg.