Poseidon Soft Shackle

Instructions and Warnings

POSEIDON® SHACKLE

SRS
SOFT RIGGING SOLUTIONS

The Soft Rigging Solutions Patented Poseidon® Soft Shackle is a vehicle recovery shackle made of HMPE fibre rope, which is a lightweight, synthetic fibre. It is designed to significantly reduce the potential of manual handling incidents, save time, resources and minimize downtime when recovering surface mobile equipment.

The reduced weight of up to 75% also allows for a single person to connect the recovery gear prior to extraction. This removes the requirement for complex multi-person lifts in compromised rough/wet terrain where machines become bogged or require towing.

It also allows persons who were typically physically unable to be involved in recoveries due to the heavyweight, can now take part or do the job entirely.

The following instructions explain how to safely use and care for the shackles when attaching to slings/strops, tow hitches/tow points on machines or vehicles. The care instructions are essential to maximizing the life of these crucial parts of the recovery kits.

Features

- Minimum Breaking Strength (MBS): 400,000 kg
- Core Material: Dyneema
- Cover Material: Dyneema
- Weight: 14.7 kgs
- No tools required for use

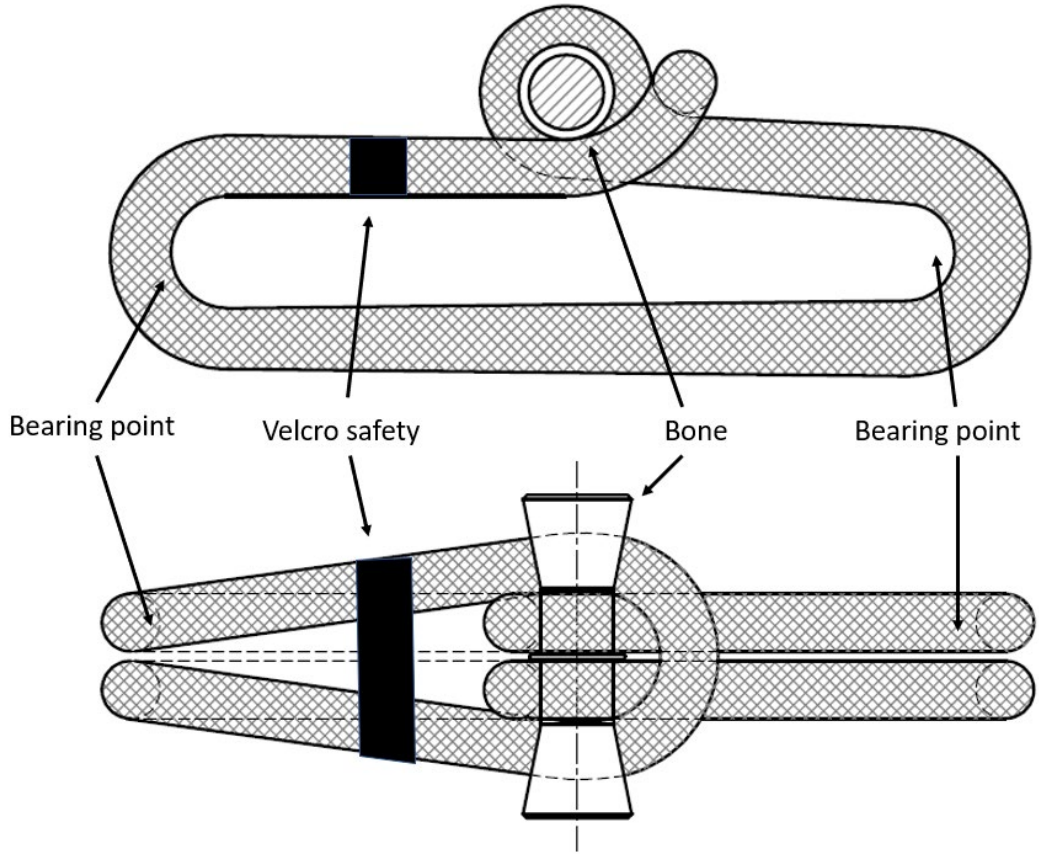
Instructions

- NEVER attach to points with sharp edges, ensuring the surface is clear and free of any burrs or sharp edges that the Poseidon® or Slings may meet.
- ALWAYS, the person intending to use the Poseidon® Shackle shall be fully trained, competent and authorized in vehicle recovery systems for the relevant industry using the soft Poseidon shackle®.
- ALWAYS remember that the breaking strength (tonnes) is the applied load at which the Poseidon® shackle/strop/sling will fail, not safe to use as a working load limit.
- ALWAYS use the dedicated OME approved vehicle recovery points.
- MUST NOT shock load the soft recovery shackle, DO NOT use a jerking, snatching action or an uneven acceleration during a recovery process. VERY IMPORTANT as the weights the Poseidon® Orion® or slings will endure during such a motion cannot be ascertained, potentially resulting in the minimum breaking strength being exceeded.

- NEVER stand or position yourself in the line of fire.
- ALWAYS ensure that the gross vehicle mass (GVM) of the smallest machine/vehicle being used in the recovery is less than 2-3 times of the minimum breaking strength (MBS) of the shackle or strop/sling being used. For example, a Caterpillar D11 dozer weighs 105tons, a Cat 797 ultra-class truck weighs 680tons loaded; If these machines were used in the recovery, the MBS for the recovery gear would have to be a minimum of 3 times stronger than the weight of the lightest machine. In this case, it would be the dozer, therefore, you would need at a minimum shackle or sling with an MBS of 315tons.

Pre-Post Recovery inspections to be carried out by competent persons,

- Check that all markings and tags are clearly visible
- Check for cuts, burns or damage to the covers
- Check for exposed core material (silver or blue Dyneema rope). If an area of more than 100mm long of exposed core is identified, place an out of service tag on the item and return to the manufacture, Soft Rigging Solutions, for repairs or replacement if deemed necessary.



To Attach Shackle

1. Identify the OEM tow points on the vehicle/machine that will be used in the recovery.

2. Open velcro safety strap.

3. Rotate bone and push down through the loop, at which point open up.

4. Take the loop and pass through the eye of the sling/strop and around the approved tow point of the machine involved in the recovery.

5. Once the Poseidon® shackle is through the sling and tow points, rotate the bone and pass back through the loop ensuring the bone is sitting tight against the loop, and perpendicular to the lengths of rope.

6. Wrap velcro tightly around two legs of the Poseidon® rope and attach.

7. Take up the slack in tow rope with tow vehicle/machines, stop machines and inspect that the soft shackle and sling/strop is in the correct position for the recovery keeping clear of the footprint of the machines.

8. Remove yourself to a safe position far away from the recovery as per your site SOP's, but not closer than two times the length of the sling/strop from the vehicles while recovery is underway.

To Detach Shackle

1. Once machine recovery is completed ensure soft shackles and strop/slings are entirely slack. Machines are parked up safely in according with your sites SHMS system, which shall mean, they are fundamentally stable.

2. Undo velcro safety strap.

3. Rotate bone and push down through the loop in the same process as opening the Soft Shackle up.

4. Pass the loop back around the tow point, taking it off the machine before passing the loop back through the eye of the sling/strop.

5. Soft shackle should now be separate from the other recovery gear, pass the bone back through the loop and ensure the bone is sitting tight and perpendicular to the lengths of rope

6. Wrap Velcro tightly around two legs of the Poseidon® rope for storage.

7. Check the shackle after each use for cuts or damaged areas, if any damage is found, have it inspected by a qualified rigger or OEM inspector before further use.

Care & Maintenance

If dirty after use, wash with fresh water and hang to dry before storing away in a clean, cool, dry and odourless place away from direct sunlight and freezing temperatures.

Mildew does not attack HMPE fibre ropes, although surface contamination may provide nutrients that permits its growth. This will not affect the strength of the soft coupling, but please take steps to ensure the slings are dry and free of mildew as it can affect the stitching and metal parts.

Poseidon Soft Shackle shall **never** pass over sharp edges and should only be used in connection with clean, smooth, and non-rusty surfaces. Rust and dirt over time can cause internal and external abrasion, which can also impair the performance of the coupling.

Sharp edges can and will cut through the protective covers and into the Dyneema core that gives the strength to the couplings, which will impair the performance and its service life. Any tear longer than 60mm to the Dyneema cover, which means you can see the silver Dyneema core (which gives the shackles their strength), will require it to be placed out of service. An inspection is then to be completed by a qualified rigger or OEM appointed inspector who will determine if the item is to be **returned** to the manufacture for either repairs or in some cases, retirement (if the core has been damaged).

If misused and these guidelines are not followed, the manufacturer take's no responsibility for the safety or effectiveness of the Poseidon® Shackle.

WARNING

INCORRECT USE MAY RESULT IN INJURY OR DEATH!

Vehicle **OCCUPANTS** and **BYSTANDERS** have been **KILLED** by flying projectiles (such as tow balls) when recovery straps have been attached incorrectly.

NEVER attach recovery straps to vehicle fittings such as tow balls, tow bars, tie-down points or tow hooks.

ONLY attach recovery straps to an **APPROVED** recovery point/device that is suitably rated for use with the strap.

BEFORE attempting a vehicle recovery all passengers must exit the vehicles and stand as far away as possible.