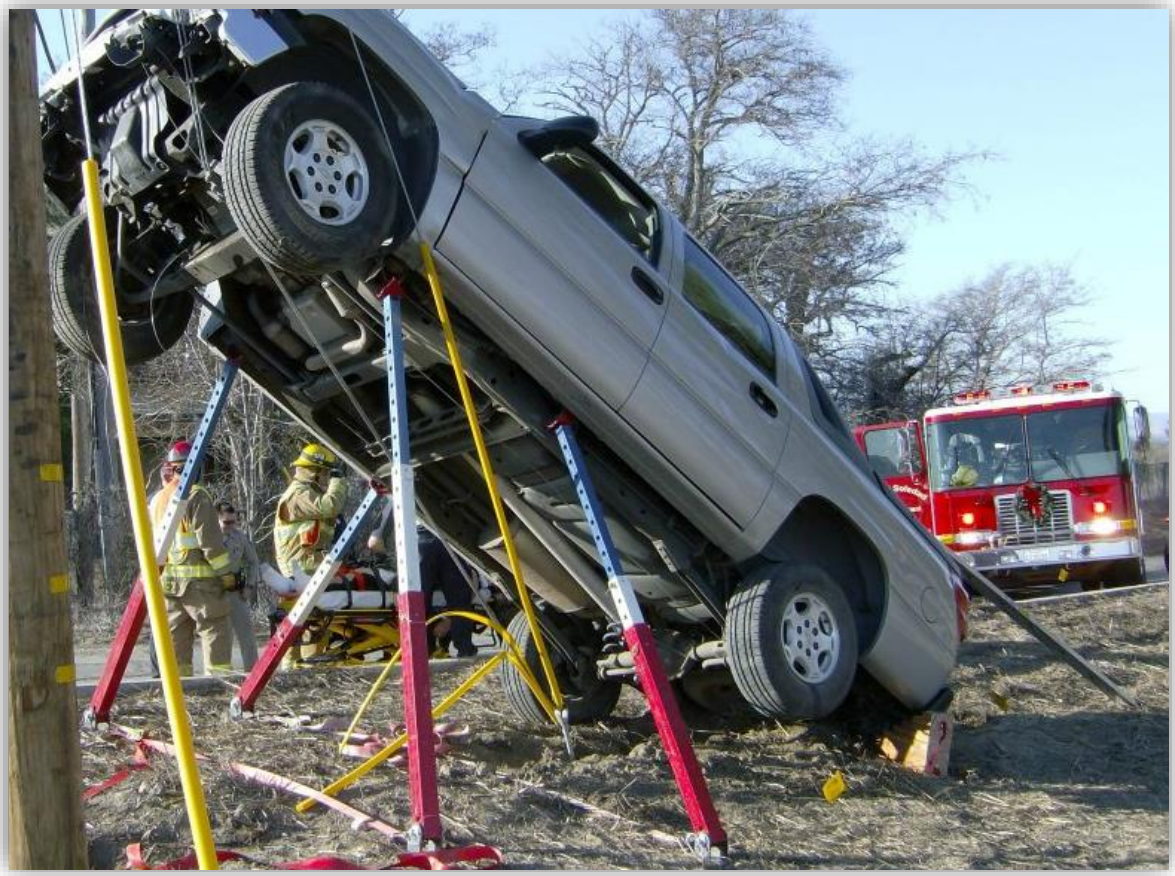
Advanced Composite TeleCrib®
Stabilization System

Owner's Manual



Note: This Manual must be used in conjunction with the Rescue 42 TeleCrib® Strut DVD.

If you do not have this DVD, please contact your local distributor or Rescue 42, Inc.

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OVERVIEW

The Advanced Composite TeleCrib® Stabilization System, infused with DuPont™ Kevlar® fiber, is an easy to use, lightweight, collapsible support system designed for the Fire / Rescue service to assist in stabilizing highway vehicles, light aircraft, light structures, and other equipment types referenced in **NFPA 1670, Chapter 6**. TeleCrib® struts are designed to provide rescuers with an extremely versatile system that solves numerous stabilization problems while increasing rescuer and victim safety. TeleCrib® Struts are manufactured of an advanced Kevlar® and Epoxy Fiber matrix under extreme heat and pressure to produce an engineered strut which is light weight, strong, and impervious to moisture and most chemicals. The Struts are electrically non-conductive to provide a layer of protection to rescuers working around power lines, energized circuits, or hybrid-electric vehicles.

READ THESE WARNINGS BEFORE PROCEEDING

WARNINGS

Failure to understand and follow the warnings listed below may lead to equipment damage, injury, or death.

- Never exceed working load ratings of struts or components
- **Never side load a strut.**
- Never use a strut that is cracked, cut, frayed, twisted, dented, bent or creased.
- Never use a strut without an end fitting (base and head).
- Never use for overhead lifting.
- Never change or modify a strut or any strut accessory.
- Never use a pin not provided by Rescue 42, Inc.
- Never use a strap not provided by Rescue 42, Inc.
- Never allow struts to be used by untrained personnel.
- Never use a strap that is cut or excessively abraded.
- Never insert fingers into pin holes.
- Never operate struts without full protective clothing including hand, head, foot (steel toe) and eye protection.
- Never allow a strut to slide in or out uncontrolled. Always control the strut with hands and pins.
- Never use a strut that is extended past the stops with overextension indicators exposed (orange strip).
- Never carry or lift a strut without a pin installed to prevent the inner tubes from sliding out.
- Never operate a strut without all pins completely inserted through the tube and locked.
- Never use for applications other than emergencies or emergency training.
- Never use where the potential load is unknown and/or may exceed the load rating of the struts.

WARRANTY AND DISCLAIMER

TeleCrib® Struts are designed to be operated by properly trained and clothed rescue personnel in emergency or emergency training applications only. Failure to maintain or operate the struts correctly may lead to equipment damage, injury, or death of victims or rescuers. Rescue 42, Inc. warrants these products (except straps and bags) for five years against defects in workmanship only and cannot be held responsible for damage or injury caused by failure to maintain or use the struts as detailed in this manual and on the instructional DVD.

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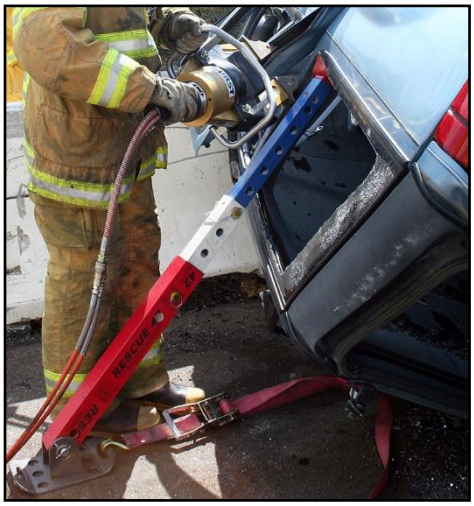
TeleCrib® Strut Basics



TeleCrib® Struts are triple telescoping advanced Kevlar® infused composite tubes with adjustment holes every three inches. The tubes have stops to prevent the tubes from being overextended and to allow the user to simply pull out as much strut as needed. The struts may be taken apart for cleaning and maintenance by removing the baseplate and sliding the tube sections out the bottom. The tube sections can only be reassembled in the correct position. Two sizes of strut are available: Shorts extending from 26” (66 cm) to 67” (170 cm), and Longs extending from 38” (97 cm) to 103” (262 cm). Struts should be carried with bases and heads installed, but may be stored in the fully collapsed position if necessary due to space restrictions. Numerous accessories enhance the performance of the struts.

TeleCrib® struts are designed to assist Fire / Rescue personnel with the rapid stabilization of highway vehicles, light aircraft, light structures, machinery, and all other equipment detailed in **NFPA 1670.**

TeleCrib® Strut System Kits	Part #
Engine Kit (1 long/1 short struts w/ accessories)	CTC-6001
Truck Kit (2 long/2 short struts w/ accessories)	CTC-6002
Rescue Kit (4 long/4 short struts w/ accessories)	CTC-6003
Truck/Tripod Kit (3 long/1 short struts w/ Truck Kit accessories & Tripod accessories	CTC-6004
Rescue/Tripod Kit (4 long/4 short struts w/ Rescue Kit accessories & Tripod accessories	CTC-6005

** For a complete list of all kit items and pricing, please visit our website at **www.RESCUE42.com***

TeleCrib® Strut System Components	Part #
Long Strut with Combi-Head, Baseplate and Pins	CTC-501
Short Strut with Combi-Head, Baseplate and Pins	CTC-502
Strut Jack	CTC-503
Ratchet Strap	CTC-504
Hook Cluster	CTC-505
Cinch Ring	CTC-506
Screw Jack Head	CTC-507
A-Frame Head	CTC-508
Spike Foot	CTC-511
Nylon Accessory Bag	CTC-512
Spare Yellow Strut Pin	CTC-515
Spare Base Pin	CTC-516
Spare Head Pin	CTC-517
Tripod Head with Tripod Base Safety Chain	CTC-518
Pickets - 1” Diameter X 4’ Long X 2¾ Head, Sold Individually	CTC-520
Chain - 3/8” X 20’, Grade 70, w/ Grab Hooks	CTC-521
Strut Mount Brackets (set of 2)	CTC-524
Upgrade Kit - CTC-6002 to CTC-6004 Tripod Kit (1 CTC-501, 1 CTC-518, 2 CTC-511)	CTC-522
Upgrade Kit - CTC-6003 to CTC-6005 Tripod Kit (1 CTC-518, 1 CTC-511)	CTC-523

WARNING

Struts must not be carried without pins. Uncontrolled tube sections may slide out with great force and cause property damage, injury or death.

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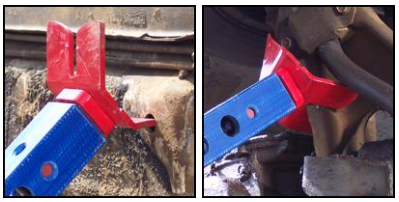
Using TeleCrib® Struts

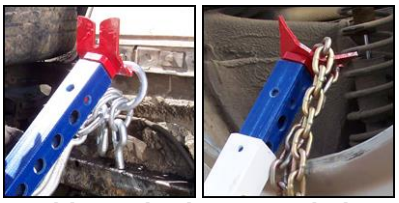
The TeleCrib® Stabilization System is very easy to use. We suggest reviewing the Instructional TeleCrib® DVD and this owners manual prior to hands on training. Most departments find that reviewing these materials combined with tool overview and hands on training are adequate to become proficient in their use.



Multi-function Combi-Head

TeleCrib® Stabilization Basics

Analyze the vehicle(s) and establish a plan for patient extrication. Select either a long or short strut and extend the strut so that it will end up between 45º and 70º to the vehicle when tightened. Place against the vehicle with the Combi-Head firmly anchored, either in the "V", with the spike driven through metal, or with the chain slot. Position a strap from the baseplate to the vehicle or to another strut baseplate and tighten slightly. Repeat the process on the other side of the vehicle, and as many times as necessary until the desired number of struts are in place. When all struts are in place, commence tightening the straps until the desired stability is achieved. Struts may be tightened into place either with a strap, pulling tool, Strut Jack or Screw Jack Head. Functionality for each component will be covered in this manual. **Be careful not to over tighten straps and move the vehicle.**



with Hook Cluster & Chain

Strap base to base

Possible scenarios:

- Vehicle on its side: Three or four struts, one or two against the bottom, one at the hood, one at the trunk.
- Vehicle on its side: One strut against the bottom, two struts under the bases of the "A" and "C" posts.
- Vehicle on its roof: Two struts under the trunk (*typically the "high side" due to motor weight*).
- Vehicle on its roof: Two struts under the trunk, two struts under the hood.
- Stacked Vehicle: Two struts front, two struts back, additional straps to prevent rotation or sliding *(try strapping the two vehicles together with a ratchet strap).*

Strap base to vehicle

Stacked Vehicle Stabilization

The possible uses for the struts are virtually limitless!

If you run into a situation where you can not or do not want to use a strap to tighten the strut, you may drive pickets through the picket holes in the baseplate to anchor it. Then attach the Screw Jack Head to the top of the strut and extend into position by twisting the mechanism (*detailed operation on page 10*).

Another base for the strut is the Spike Foot with its four aggressive spikes which can bite into concrete, metal, wood, or perch on rebar, cables, etc (*detailed operation on page 13*).

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Strut Operation

Struts may be stored with the heads and bases on or off. If possible, you should store your struts with the heads and bases installed for rapid deployment.

WARNING

Wear protective gear (helmet, gloves, eye protection, steel toed shoes or boots) when operating struts. Do not carry or lift unpinned struts off the ground. The internal sections can slide out with great force causing damage or injury!

To attach the ends of the struts start by laying the strut tubes on the ground. Pin the bottom strut hole (located 1" (*2.5 cm*) from bottom of red tube) to the holes in the baseplate ears using the 1" (*2.5 cm*) diameter steel baseplate pin. Be careful to insert the pin through the outer red strut tube only. Next push the spring button and slide the Combi-Head into the top of the smallest tube (blue) until it stops and the spring button snaps into the hole. Slide the sections back into the outer tube as far as they will go and pin with two yellow strut pins. The struts are now ready.

To extend a strut, simply remove the two yellow strut pins and gently pull out on the Combi-Head until you have extended as much strut as you need or you reach the maximum extension of the strut. The sections are interlocked so you can not pull too far. If you pull too hard or fast, the interlock on the white tube will release to protect the interlocks from damage. If this happens, simply reinsert the tube until the interlock clicks. Any overextension past an interlock will expose orange safety bars indicating an unsafe condition. Never pin a strut with the orange safety bars exposed. When you have extended as much strut as you need, pin the sections back together using the **top** hole in each section. In an emergency, the spare baseplate pins may be used as strut pins. Do not use yellow strut pins as a base pin.

Strut Pin

Base Pin

If you need to double the pins to increase load capacity, you must also double the baseplate pins. Place a second base pin through the second hole above the base plate ears. Place a second yellow strut pin at each tube-to-tube junction. *The Combi-Head does not need double pins.*

To retract the strut, remove the yellow strut pin(s) from the tubes and slide the tubes in until they stop. Reinstall the yellow strut pins in the two holes in the red strut. Your strut is ready for storage.

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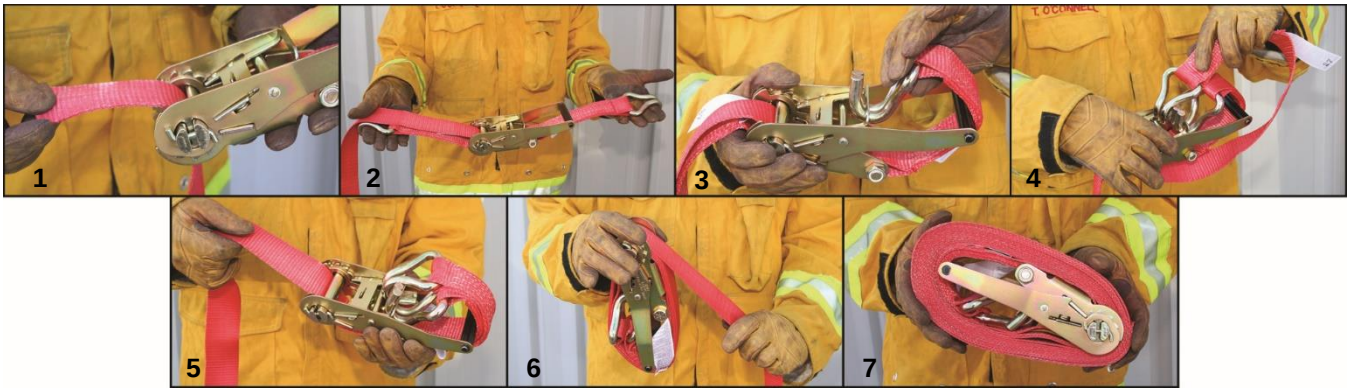
Ratchet Straps

The TeleCrib® Strut system comes with special Rescue 42 red 10,000 Lb. (4536 kg) rescue straps. Hook clusters and cinch rings are also provided to increase system versatility. Straps are supplied in 27' (*823 cm*) lengths. If you decide this is too long, you may simply cut the straps shorter and melt the ends. We recommend that you make several lengths of old fire hose slit up the side for use as edge protectors if the straps are against sharp glass or metal. Velcro may be applied on the inside edges of the hose for better operation. Straps are for use both with the struts, by themselves (example: strap two vehicles together or strap a vehicle to a fixed anchor) or in combination with the hook clusters or cinch rings.

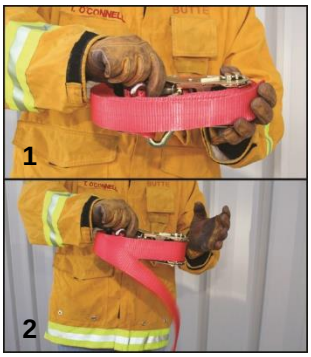
RATCHET STRAP OPERATION:

WARNING

Use gloves when handling straps. There may be broken glass embedded in straps after use on crashed cars.



Correctly stowing your straps is extremely important. Straps left loose will be hard to handle and will slow down your rescue. Correctly rolled straps will deploy easily and safely in seconds. The TeleCrib® Strut DVD shows strap operations in detail. Prepare straps for storage by **(1)** feeding the strap tail up through the drum slot and **(2)** pulling it until the hook is next to the drum. Both hooks should point down with the handle closed. **(3)** Wrap the fixed length strap around the handle and hook it through the trigger. **(4)** Wrap the adjustable strap over the handle in the same direction and hook the hook through the trigger next to the other hook. **(5)** Line up the two straps on top of each other and pull the strap tail until tight. **(6-7)** Wrap the tail tightly around the ratchet assembly and secure with a rubber band, Velcro strap, etc.



To use strap, **(1)** hold ratchet strap sideways to allow strap tail to **(2)** unwind and free the hooks from the trigger. Hook fixed length (short) strap hook to strut base plate. Hook long strap hook to vehicle or other strut's base plate. Pull out all slack. Operate handle back and forth to turn drum and roll up strap. You must rotate the drum to get at least 3 thicknesses of strap and the handle must be in the lock position to obtain the 10,000 Lb. (*4536 kg*) strength. When the strap is as tight as needed, move the handle to the lock position.

Be careful not to over tighten the straps and move the vehicle.

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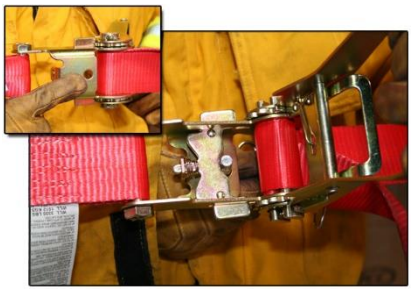
Attach strap from Baseplate to Baseplate or directly to the vehicle

The system's versatility adapts to challenging stabilization problems.

There are two ways to release the system: Drum Free and Controlled. **The drum free method will release the drum completely and suddenly.** Any load still on the strap will be released. The controlled method gives you a few clicks of controlled release before the strap loses friction and is free to pull out.

To release the strap with the drum free method, pull the trigger and rotate the handle 180º until the lock tabs can drop in the drum free slots. You may have to force the handle into this position. The drum will be free to rotate, and the strap may be pulled out. **Any load being held by the strap will be released. Use extreme caution!**



To release the load using the controlled method you will need a screw driver or strut head pin to use as an actuator. Pull the trigger and rotate the handle to the 90º position. Insert the end of the screw driver through the small round hole in the bottom of the ratchet strap assembly until the screw driver engages the detent in the drum lock slider. Using the handle, rotate the drum slightly to take the load off the drum lock slider. Push the drum lock slider back until the drum is free and then lower the handle slightly and release the slider. You can back the drum off one click at a time until the load is released or until the friction of the strap will no longer hold it in the drum.

WARNING

Load may be released completely and abruptly. Make sure any load is safely supported prior to releasing straps.

Straps should be stored away from direct sunlight, solvents, or fuels. Lightly oil metal parts as needed for smooth operations. Wash straps with soap or non-chlorine detergents, rinse thoroughly in clean water, and dry away from the sun.

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A-Frame Head

The A-Frame will provide support for odd shaped loads, loads where you are unable to get directly below the load, and for stabilizing loads from above.

To set up the A-Frame, **(1)** remove the Combi-Heads from two struts. The struts may be of different lengths to accommodate uneven surfaces, but should be sized so the tops of the inner tubes meet directly above or below the load to be stabilized. **(2)** The A-Frame head may be installed prior to strut length adjustment, or may be attached to the load first with the struts attached when everything is ready.The A-Frame head should be as level as possible, but will work at a slight angle. If used as a free-standing support, you must make sure the load is not able to shift horizontally and topple the A-Frame (other struts or straps work well for this). The A-Frame head will automatically pivot so that the tongue is pointed in the direction of the load. You may also use the A-frame sideways (try using Spike Feet) to pull car doors or metal outwards.

Pin the A-Frame to the top hole on the two struts using the 3/8" (*9.525 mm*) head pins with the lifting "tongue" pointed down. Position the struts so the A-Frame head is level and directly over or under the load. **(3)** Use the large center chain hole when supporting the load with a chain.

The A-Frame head may be attached **over** the load in several ways:
1. Rig a 3/8" (*9.525 mm or equivalent*) chain to the load and slip a link into the chain slot
2. Use a ratchet strap from the load to the rigging hole
3. Use any other lifting device to the rigging hole
4. Place a shackle in the rigging hole for cables, rope, straps, other chains, etc (*as shown below left*).

Place the head **under** a load and strap the load to the A-Frame head with a ratchet strap by attaching one strap hook to a frame eye, looping the strap around the load, attaching the second hook to the other eye, and tightening the strap.

Once the load is attached to the A-Frame head, you may apply lifting force to the load to stabilize it in two ways:

1. By operating the pulling device (ratchet strap, come-along, etc.) from the tongue to the load
2. By ratcheting the two base plates toward each other to raise the A-Frame head.

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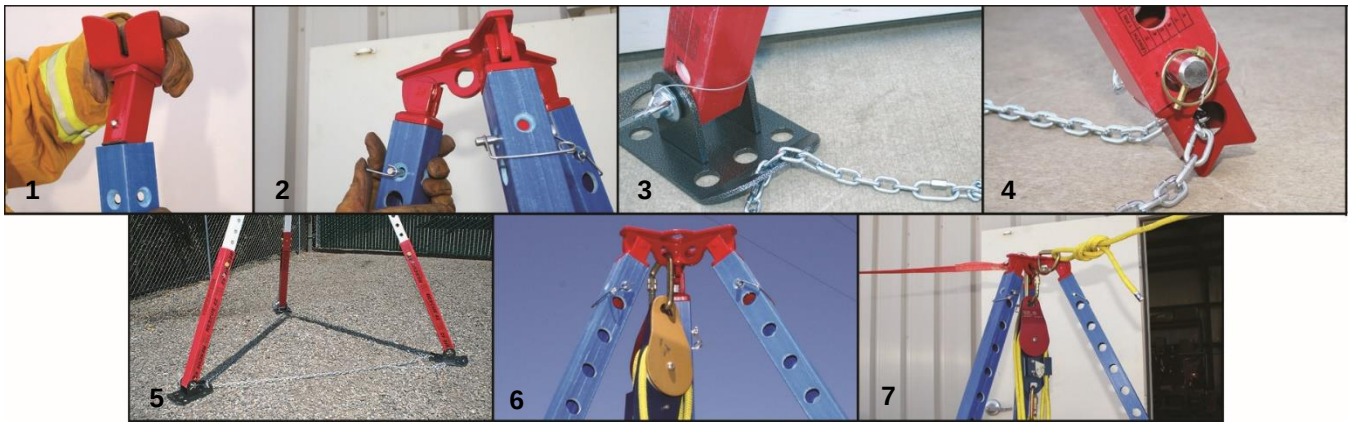
Tri-Pod Head

WARNING

Tripods are typically used in confined space rescue. Do not attempt to use a tripod unless you are trained in confined space rescue and have NFPA rated high angle rescue equipment to rig to the tripod. Never use a tripod that is not stable. Use pickets, leg tie downs, and/or supplementary lateral head stabilization as needed to secure tripod. Never use tripod without all pins installed in struts and tripod head. Never use the tripod without the safety chain threaded through the tripod feet.



To set up the tripod, first extend the blue sections from three long struts. **(1)** Remove the Combi-Heads. **(2)** Making sure that the struts are positioned so that the Baseplates are able to pivot toward the center of the tripod, slide the tripod legs into the tops of the blue tubes and pin with the tripod head pins. Simultaneously extend the three struts and place yellow pins in the top red and white section holes. Move the strut bases outward until they stop. You may replace all or some of the Baseplates with Spikefeet if needed. The struts may be of different lengths to accommodate uneven surfaces, but should be sized so the tops of the inner tubes meet directly above or below the load.

(3-4) Thread the safety chain through the three Baseplates or Spikefeet* and hook the chain link back to the chain. **(5)** Make sure the chain is tight. **(6)** Attach your high angle rescue systems to the three anchor holes under the tripod head. **(7)** Add lateral stabilization to the three holes in the tripod head top plate if needed to fully stabilize the tripod. For additional stabilization, you may drive pickets through Baseplates (shown at left) and/or use webbing to secure the Baseplates or Spikefeet.

To disassemble, reverse the set up process.

** when using spikefeet with tripod, add the included chain extender on the base safety chain*

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Screw Jack Head

To install the Screw Jack Head, simply remove the Combi-head and slide the Screw Jack Head into the top of the inner strut tube. It does not pin in place. Extend the strut as close to the load as possible, pin the strut body, then tighten into place with the Screw Jack Head. Be sure that at least 6" (*15.25 cm*) of the blue tube is visible above the white tube prior to installing the Screw Jack Head.

To operate the Screw Jack Head, simply turn the jack tube by hand to extend or retract the Screw Jack Head. The rotating top plate of the Screw Jack Head must be held or anchored into the load to retract or extend the Screw Jack Head.

Only use the Screw Jack Head to tighten struts into place for stabilization. The Screw Jack Head should **not** be used as a force tool to lift or push objects.

Screw Jack Heads work with both long and short struts. Use in place of box cribbing or cut spars to stabilize a vehicle during extrication. Use struts at an angle with straps to provide lateral stability.

Try placing a Screw Jack Head in the top of a strut, and a Spike Foot in the bottom. After rolling or lifting a dash, place the strut next to the ram or spreader and extend to hold the dash in place. You may then remove your hydraulic tool for use elsewhere. This Screw Jack Head / Spike Foot tool combination on a long or short strut solves many tough problems such as stabilization between vehicles, off of concrete highway barriers, cable, rebar, etc.

You can solve stabilization problems where a strap won't work by anchoring the Baseplate with pickets or nails and using the Screw Jack Head to stabilize the load.

Struts with Screw Jack Heads may be used as light duty Lolly (Lally) Columns.

Keep paint on the exterior of the components to stop rust. A light coating of grease on the threads will help prevent corrosion and keep the threads from galling.

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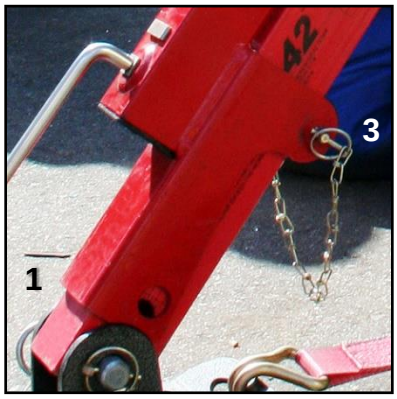
Strut Jack

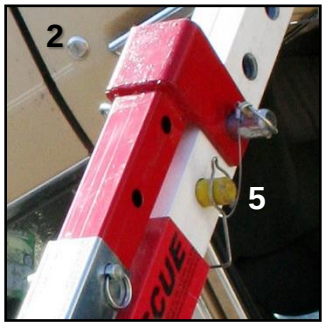
WARNING

The Strut Jack is a powerful tool for moving loads. Proper care and planning must be used to ensure that you maintain control of the load.



To extend a strut: Make sure that the jack is cranked all the way in. **(1)** Slide the base bracket over the red strut and slide it down until the bracket is resting on the baseplate ears. Check that the spring(s) on the yellow strut pins in the red strut are not going to be obstructed by the jack body.

Remove the manual adjustment pin from the jack, **(2)** extend the jack head until it is above the red section and replace the pin. **(3)** Install the safety pin in the base bracket. **(4)** Crank the jack until the hole in the jack head lines up with a hole in the strut and insert a steel strut base pin through the jack head and strut. Crank the jack handle slightly clockwise until the pressure is taken off of the yellow pin(s) in the red strut section.



Remove the yellow pin(s) from the red strut section. Crank the handle to extend the strut and move the load. If you extend the blue section to its limit, the interlock will start pulling out the white section. Place a yellow strut pin through the top hole in the white section as soon as it appears above the red section to lock the blue and white sections together, and then continue cranking. **(5)** You may place a yellow pin in the first hole above the red section for a safety pin to catch the load in the unlikely chance that the jack should have a problem.

If you are extending the white tube you must take great care not to extend the white section past the interlock (indicated by the orange safety bar appearing). This interlock may be damaged if the strut is extended too far. You should observe the small holes on the top sides of the red tube to observe the interlock button when it snaps into one of the holes at full extension.

When you have extended the strut to the desired length, reinsert a yellow strut pin into the top red tube hole, crank the jack down slightly until the pressure is released on the pin in the jack head and remove it. If you need to continue extending the strut, simply crank the jack back down, pin the jack head to another hole, and repeat the process.

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To lower (collapse) a strut, extend the jack before pinning it to the strut until it lines up with a hole, pin the head to the strut, slightly extend the strut until you can remove the yellow strut pin from the red section, and then lower. When the strut is extended or lowered and pinned at the desired position, remove the jack for use elsewhere.

The strut jack may also be used with a spike foot instead of a baseplate on the bottom of the strut. Remove the baseplate, insert the spike foot (the white and blue sections will have to be extended at least one hole to do this), and insert the steel base pin through the spike foot hole in the jack base bracket, the bottom hole on the red strut section, and the inserted spike foot.

WARNING

Only move a load the minimum amount needed to free or access the victim. Moving a load should be done slowly and methodically. Make sure that you maintain control of the load at all times. Supplementary stabilization should be added to prevent uncontrolled movement of the load. Observe the strut at all times to make sure you do not overextend the strut past the last interlock and that the middle interlock correctly pulls out the white tube. Stop operation and reverse cranking if any orange safety bar becomes visible. Never attempt to extend or collapse a strut with yellow strut pins in the red tube. Never use a yellow strut pin in the jack head.

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Spike Foot

The Spike Foot attachment slides into the bottom of a long or short strut outer tube. Pin it in place with a steel base pin.

Since the Spike Foot isn't used with a strap to tighten the strut, it is normally used with a Screw Jack Head in the top to fix the strut in place. Position the Spike Foot, extend the strut within an inch or two of the load to be stabilized, and turn the Screw Jack Head tube to tighten the strut in place.

The Spike Foot will allow the strut to anchor to concrete edges, corners, rebar, highway barrier cables or rails, wood, metal protrusions, or any other area where the standard strut base doesn't work.

A single spike will support the strut. Because of this, you can punch a hole through metal with a Halligan tool or an axe and set a single spike in the hole. This is good for stabilizing one vehicle stacked on another vehicle.

The Spike Foot will push off of O-Plate™ or O-Plate™ Junior push bars. This allows you to place a strut in next to a ram or spreader that has rolled or lifted a dash. You may then remove the hydraulic tool for use elsewhere.

For more information on O-Plates™ or O-Plate™ Junior, please visit our website at ***www.RESCUE42.com****.*

Hook Cluster and Cinch Ring

Use the Hook Cluster to attach straps where the standard strap hook doesn't work. Hook the Ratchet Strap hook to the center ring and use any other hook to make the connection. The hook cluster is a great addition to your come-alongs and winches since it will expand their connection ability. Hooks are: 8" (*20.32 cm*) Wreckers Hook, 3/8" (*9.525 mm*) Chain Grab Hook, and a "T" Hook for inserting into the tie down slots in new car chassis. You may order more of these for your other pulling tools.

The Cinch Ring is used to attach a strap around an anchor or a load. It works like a dog choker collar. Insert the Ratchet Strap hook through the ring, loop the strap around the anchor or load, and then hook the strap hook back to the cinch ring. As you pull the strap, the cinch ring will slide down the strap until the system chokes up around the anchor or load. This is very useful in attaching the strap to trees, utility poles, "A", "B", or "C" posts, or even around an entire vehicle in order to stabilize it. Remember… the 10,000 Lb. (4536 kg) strap is a great stabilization tool all by itself! The Hook Cluster and Cinch Ring make it even better.

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Storage

Struts should be stored with the heads and bases installed if possible. This allows you to “Load and Go”, grabbing the struts and immediately deploying them. The most common method of storage is to lay the long struts flat with the short struts on top. You may use a Velcro strap to hold it all together if needed. Another method is to use brackets (*available though Rescue 42, Inc.*) to hold the struts onto walls, either vertically or horizontally. You can also use hooks to hang the struts vertically by the baseplate picket holes.

To help solve the space issue, TeleCrib® Struts can be stored with the base plates and heads removed. The strut bodies should be secured with the yellow strut pins to keep the telescoped sections from separating.

Maintenance

The struts need very little maintenance. Keep everything stored in a dry compartment and dry the equipment after use. Scratches through the powder coated metal accessory parts should be painted over with a rust prohibiting paint such as Rust-Oleum®. Straps should be cleaned as necessary, and ratchet assemblies lightly oiled.

If your struts are dirty or if the tubes don’t slide smoothly you will need to take the struts apart. **Lay the strut flat on the ground**. Remove the strut base and head. Carefully slide the two inner tube sections completely out of the **bottom** of the red outer tube. Clean all components with soapy water and dry thoroughly.

If the struts don’t slide smoothly, coat the white and blue sections with a light coat of WD-40, or wax lightly with auto wax. Remove all burrs off edges with a light file. Inspect the tubes for cracks, nicks, or cuts. Call Rescue 42, Inc. if you find any penetration through to the fiber. Any damaged section should be removed from service and replaced.

Start the tube reassembly process by attaching the baseplate to the bottom hole of the strut with the steel base pin. Carefully insert the bottom of the white tube into the top of the red tube, making sure the pin holes are aligned. Slowly slide the white tube all the way into the red tube while checking that the end of the interlock spring stays in its channel and does not get bent outwards by the red tube. Repeat the process with the inner blue tube. Install the Combi-Head into the blue tube until it clicks into place. Carefully extend and collapse the strut to check for smooth operation and correct interlock function. Collapse the strut completely and insert the two yellow strut pins into the red section for storage.

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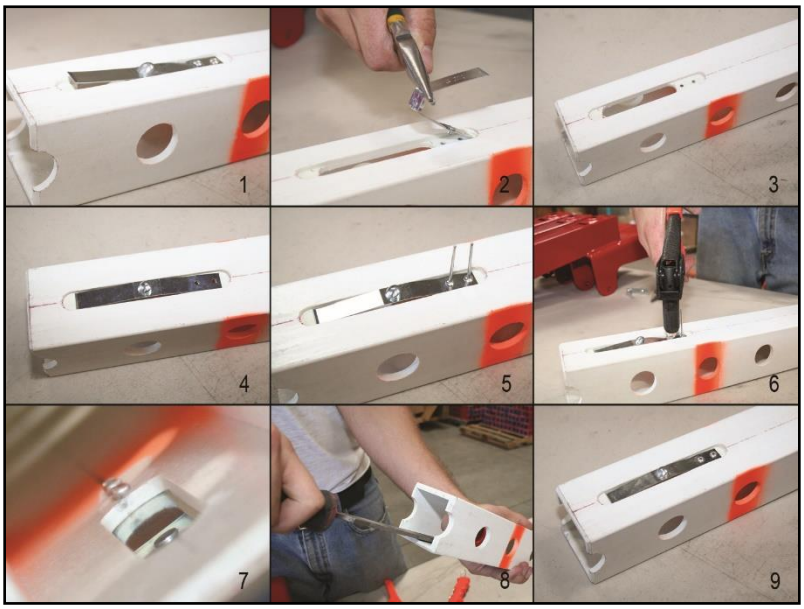
White Tube Spring Button Replacement



If you damage the white tube interlock, you will need to replace it. A spare is included with your kit.

(1) If your spring is attached with rivets, use a 7/64" drill to drill though the rivets then remove the damaged spring and follow directions below. If your spring is attached with screws, simply unscrew the two screws.

(2) Use pliers to remove the damaged spring. **(3)** Drill out the two screw holes with a 1/8" drill. **(4)** Place the new spring in the channel with the button pointed away from the strut. **(5-6)** Install the two replacement rivets with a pop rivet tool. **(7-8)** Using a flat file, carefully file down the two rivet ends that extend into the white tube until they are flush with the inside surface. **(9)** Reassemble the struts.

Ratings

WARNING: Never exceed the working load of a strut or component

TeleCrib® Strut Operating Temperature Range: -60º F to 180º F (*-51º C - 82º C*)

Ratchet Strap: 3,335 Lb Working Load -- 10,000 Lb. Test Load,
12,000 lb. Impregnated Strap. (*6048 kg / 4536 kg / 5443 kg*)
Hook Cluster: 5,000 Lb. Working Load -- 20,000 Lb. Test Load. (*2268 kg / 9072 kg*)
Cinch Ring: 5,000 Lb. Working Load -- 16,000 Lb. Test Load (*2268 kg / 7257 kg*)
Combi-Head Chain Slot: 6,600 Lb. Working Load -- 14,000 Lb. Test Load (*2993 kg / 6350 kg*)
Combi-Head Piercing Point (1" from tip): 4,000 Lb. Working Load – 8,000 Lb. Test Load (*1814 kg / 3628 kg*)
A-Frame Head: 5,000 Lb. Working Load -- 10,000 Lb. Test Load. (*2268 kg / 4536 kg*)
Screw Jack Head: 5,000 Lbs. Working Load -- 10,000 Lb. Test Load. (*2268 kg / 4536 kg*)
Strut Jack: 4,000 Lb. Working Load -- 8,000 Lb. Test Load. (*1814 kg / 3628 kg*)
Tripod Head: Meets US OSHA requirements for 2 person anchorage:
>5,000 Lb. per anchor, >10,000 Lb. Ultimate. (*2268 kg / 4536 kg*)
20' 3/8" *(609.6cm, 9.525mm)* Grade 70 Chain: 6,600 Lb. Working Load -- 26,400 Lb. Test Load (*2993 kg / 11974 kg*)

TeleCrib® Composite Strut Allowable Working Load Table		
LENGTH	1 PIN	2 PINS
3' (91 cm)	10,000 (4536)	18,000 (8165)
4' (122 cm)	10,000 (4536)	15,000 (6804)
5' (152 cm)	10,000 (4536)	11,000 (4990)
6' (183 cm)	8,000 (3629)	8,000 (3629)
7' (213 cm)	5,000 (2268)	5,000 (2268)
8' (244 cm)	4,000 (1814)	4,000 (1814)
Length is in feet (centimeters) Load is in pounds (kilograms) Safety Factor 2:1 or greater Never exceed the working load		

This tabulated load date table is located on each strut body for easy identification

Please refer to the TeleCrib® Instructional DVD for more detailed strut and accessory operations. If you have any questions regarding TeleCrib® Strut operation, warranty issues, or would like to order additional components, please call your exclusive TeleCrib® distributor or Rescue 42, Inc. directly at (888) 42-RESCUE. Additional information is also available on our website at www.RESCUE42.com.

Additional TeleCrib® Instructional DVDs and white tube spring button replacement kits may be ordered directly from Rescue 42, Inc. at (888) 42-RESCUE.

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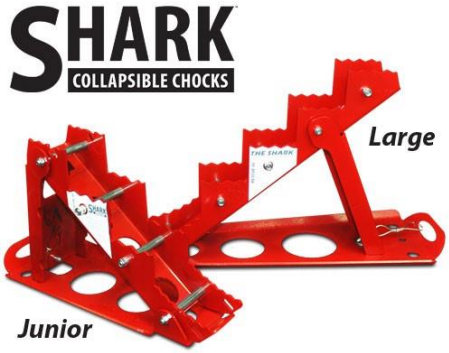
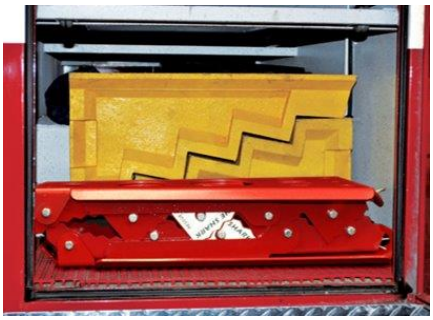
Other Quality Rescue Products

available from Rescue 42, Inc.

The Shark™ Collapsible Step Cribbing

*Order #: SRK-JR (Junior) / SRK-L2 (Large)*The Shark™ collapsible step cribbing will save critical storage space on your rig for more important equipment. Its innovative design is taller than most traditional step chocks, collapses to 5½" and provides a solid platform for vehicle stabilization.

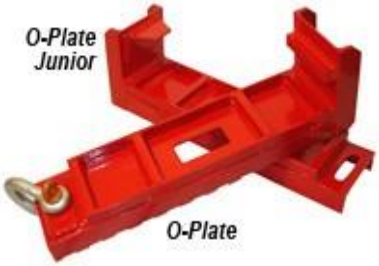




- Collapsible & stackable for compact storage
- Taller than most traditional step chocks
- Can be used up-side-down as a wedge
- Meets 2:1 height to base ratio for safety
- Accepts pickets and straps
- Easy to clean & decontaminate

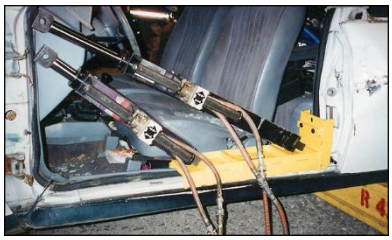
O'Connell Rescue Plate™ (O-Plate™)

Order #: OPL / OJR



The O'Connell Plates™ are multipurpose Extrication and Heavy Rescue tools which give modern day rescuers more tools for dealing with today's complex rescue environment.

When Heavy Rescue is necessary, the O-Plates™ are instantly available to anchor systems, pull up to 19,000 Lbs. (*8618 kg*) of concrete or debris (using your hydraulic extrication equipment if necessary), bridge holes or joists to anchor pushing or pulling systems and enhance the capabilities of Jacks.



Rocker Panel Ram Support

19,000 lb Anchor & Hook

Vehicle Stabilization

Steering Wheel Pull

Hi-Lift® Jack Accessory Tool

Tire Base for Winching

(Although many of our pictures show the O-Plates™ as yellow, we have recently changed the standard color to red.)

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