

TORO® VEHICLE TOW / RECOVERY CABLES

LIGHT. STRONG. SAFE. FAST.

When heavy equipment becomes stuck, productivity suffers. Recovering a disabled vehicle can be difficult, time-consuming, and hazardous. Traditional tow lines made from steel wire rope are heavy, inflexible, difficult to rig, and can recoil dangerously if they fail.

Toro® Vehicle Tow / Recovery Cables from Cortland are engineered to replace steel wire rope. Constructed with high-modulus synthetic fibers in a torque-free braided design, Toro cables deliver the same strength and elongation characteristics as steel wire rope at just one-seventh the weight. Lightweight and easy to handle, they can be quickly attached to both towing equipment and mired vehicles—helping operators perform safe, efficient recoveries in the toughest conditions.

Cortland's Toro UHMWPE synthetic fiber can successfully replacing steel wire rope in lifting and towing applications. Unlike wire rope, Toro cables will not rust or corrode and offer superior bend and tension-tension fatigue resistance, helping extend service life and improve reliability in demanding environments.

Toro® Vehicle Tow / Recovery Cables continue to gain popularity for their ease of use, performance, safety, and durability.

Features & Benefits

- Steel wire rope towing strength without the weight
- Lightweight, flexible construction for safer, faster rigging and installation
- Low lash-back / recoil if parted
- Durable, cut-resistant eye terminations
- High-visibility orange chafe guard on cable body

Email us at contact@cortlandinternational.com or visit our website at cortlandinternational.com for more information.



TORO® VEHICLE TOW / RECOVERY CABLES

Toro® Vehicle Tow / Recovery Cables are designed to deliver the optimal combination of strength, flexibility, low elongation, and durability. To protect the Toro fiber core, the entire cable body is encased in a heavy-duty, high-visibility protective jacket. This extra-durable outer jacket helps guard against abrasion, cutting, and dirt ingress during operation.

Each end termination is protected with SX Chafe Guard, Cortland's most durable lightweight chafe sleeve. Every cable is also delivered with a tag showing the Minimum Break Load (MBL) and a unique serial number for full product traceability.

Choosing the Correct Cable Size / Strength

To determine the appropriate cable size for the application, consider these two key factors:

1. Pulling Power of the Recovery Vehicle

Use the pulling capability of the recovery vehicle as the primary selection factor:

- Drawbar pull for dozers
- Rim pull for trucks

This is more important than the dead weight of the disabled machine.

2. Safe Work Load (SWL) Factor

Cortland recommends a minimum SWL factor of 2.3 or higher for vehicle towing or recovery applications.

Correctly sized attachment hardware on both the disabled vehicle and the recovery vehicle is also essential for safe operation.



Pulling-Power of Cat® Mine Vehicles

	Dozers		Mine Haul Trucks
D-8	139,000 lbs	785D	187,393 lbs
D-9	161,000 lbs	793F	230,000 lbs
D-10	225,000 lbs	795F	295,693 lbs
D-11	330,693 lbs	797F	340,000 lbs

Toro® Tow Cables (endless loop with formed eyes)

Part No.	Minimum Break Strength (MBS)		Rope Dia. Size	Std OAL (length)		Eye Termination		Chafe Description		Approx. Weight per cable		Recommended for Tow & Recovery of Disabled Vehicles
	lbs	MT (tonnes)		ft	m	#1	#2	Eyes	Body of Cable	lbs	kg	
Z309G-20SST	60,225	27	9/16"	20	6	18"	18"	SX10	Orange Tubular Cordura	3	1.4	Light Vehicles
Z312G-25SST	101,970	46	3/4"	25	7.6	18"	18"	SX14	Orange Tubular Cordura	9	4.1	Light Vehicles
Z314G-25SST	139,095	63	7/8"	25	7.6	18"	18"	SX14	Orange Tubular Cordura	12	5.4	Light Vehicles
Z316G-25SST	173,250	79	1"	25	7.6	18"	18"	SX16	Orange Tubular Cordura	16	7.3	Light Vehicles
Z320G-30SST	259,050	118	1-1/4"	30	9.1	24"	24"	SX18	Orange Tubular Cordura	27	12.2	Medium Vehicle & D6 Dozers
Z324G-30SST	354,750	161	1-1/2"	30	9.1	24"	24"	SX21	Orange Tubular Cordura	38	17.2	Medium Vehicle & D6-D8 Dozers
Z3326G-30SST	404,250	183	1-5/8"	30	9.1	24"	24"	SX21	Orange Tubular Cordura	45	20.4	Medium Vehicle & D6-D8 Dozers
Z3332G-30SST	610,335	277	2"	30	9.1	36"	36"	SX32	Orange Tubular Cordura	68	30.8	Cat 770-780 series trucks & D9 dozers
Z3334G-30SST	699,435	317	2-1/8"	30	9.1	36"	36"	SX32	Orange Tubular Cordura	78	35.4	Cat 770-780 series trucks & D9 dozers
Z3336G-30SST	775,665	352	2-1/4"	30	9.1	36"	36"	SX32	Orange Tubular Cordura	90	40.8	Cat 780 series trucks & D9 -D10 dozers
Z3340G-30SST	939,510	426	2-1/2"	30	9.1	36"	36"	SX42	Orange Tubular Cordura	105	47.6	Cat 790 series trucks & D11 dozers
Z3342G-30SST	1,039,995	472	2-5/8"	40	12.2	42"	42"	SX42	Orange Tubular Cordura	125	56.7	Cat 790 series trucks & D11 dozers
Z3344G-30SST	1,152,360	523	2-3/4"	40	12.2	42"	42"	SX42	Orange Tubular Cordura	180	81.6	Cat 790 series trucks & D11 dozers
Z3348G-30SST	1,351,350	613	3"	40	12.2	42"	42"	SX42	Orange Tubular Cordura	215	97.5	Cat 790 series trucks & D11 dozers

Notes:

- "Pulling Power" of the recovery vehicle should be used to determine correct size Cortland tow cable - NOT deadweight of disabled vehicle.
- Minimum Break Strength (MBS) of Cortland tow cable assumes correct connection D:d ratio of hardware or "hard-point".
- Cortland recommends a SF (Safety Factor) of 2.3:1 or greater (of new cable MBS) for tow cable choice.
- Cortland can manufacture any length of tow cable other than listed in the above chart. Standard OAL lengths and eye termination lengths recommended are for maximum safety during recovery.
- Orange tubular woven Cordura nylon chafe sleeve for body coverage of tow cable is replaceable with velcro-clasp sleeve from same material.

Cortland also offers Mining Tow Cables in eye and eye fabrications. These fabrications are different in strength and overall weight than endless loop grommet fabrications. Eye and eye fabrication tow cables have splice-terminated eyes each end covered with SX chafe gear. Body of eye and eye fabrications covered by orange tubular Cordura chafe sleeve.