

RescueStrut FAQs

Q 1. Is it possible to operate more than one strut at a time?

A 1. Yes, you can operate two RescueStruts at the same time with a dual strut controller (p/n 796103).

Q 2. If I have 2 extensions on the end of a strut, can we add a 3rd?

A 2. No. Paratech RescueStruts are only designed for use with 2 extensions at one time for a maximum of three feet.

Q 3. Will the RescueStrut regulator work with the MAXIFORCE lift bags and vice versa?

A 3. No. RescueStrut regulators and MAXIFORCE regulators are set for different relief valve pressures, 350 psi and 135 psi respectively.

Q 4. What is the warranty on the struts?

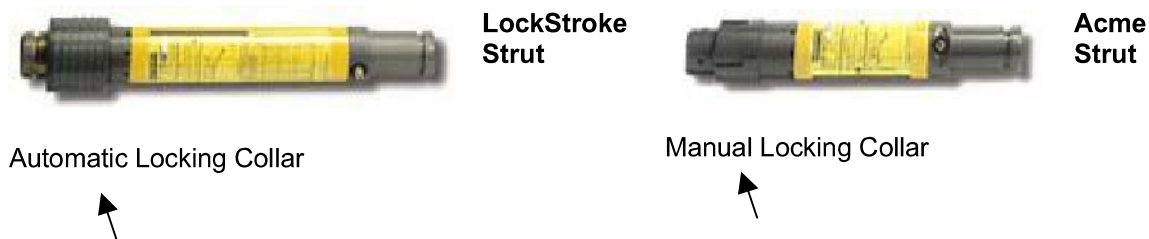
A 4. The warranty on RescueStrut Systems and accessories is 5 years.

Q 5. Why doesn't the VSK (vehicle stabilization kit) contain either regulators or controllers?

A 5. There are no regulators or controllers in the VSK because it is a kit designed for nothing more than vehicle stabilization. Put the strut where it is need to stabilize the car and that's it. There should be no need to raise or lower when you simply want to stabilize the vehicle to remove a victim.

Q 6. What is the difference between the LockStroke Strut and Acme Strut?

A 6. LockStroke Struts are self locking; when you stop inflating they lock in place. Acme Struts must be manually locked by spinning the strut's collar down.



Q 7. Do RescueStruts have tabulated data?

A 7. Yes. And, to our knowledge, we have the only tabulated data designed specifically for trench rescue operations.

Q 8. What about third party review of the RescueStrut load bearing capabilities?

A 8. The firm of Wiss, Janney, Elstner Associates, Inc. is one the United States' leading engineering firms. They are Paratech's source for third party review and certifications.

Q 9. Why do RescueStruts seem to compare unfavorably to competitive shoring in trench rescue placement?

A 9. We don't. Remember, Paratech tabulated data was not prepared for trench construction. It was prepared for trench rescue. RescueStrut placement is calculated with a **4 to 1 safety factor**. If a **4 to 1 safety factor** was applied to trench construction, and employed by our competitors, no one would be able to fit in a trench.