

Newsletter – April, 2018

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Hello Newsletter Subscribers,

Thank you for signing up to receive my training-centric newsletters. I hope you've found the previous editions informative and helpful for your vehicle-supported adventures. If you are a new subscriber, you may read previous newsletters by downloading them for free from my website [HERE](#). Sign up for my newsletters as the archives will be removed soon and reserved only for those that sign up with their email address.



The Lexicon of Recovery

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In this April, 2018 newsletter I want to again share with you a pet peeve I have about terminology (lexicon) as it relates to vehicle recovery off-road. As most of you know, the generic term RECOVERY is used by off-roaders to define how to get a vehicle going again, once loss of traction or a mechanical dysfunction halts all motion. In other words, recovery or extraction means to get rolling again or to continue motion – to get UNSTUCK.

What About Passive, Static, and Dynamic Vehicle Recovery?

If you have read other writing, Internet postings, or watched videos about getting unstuck off road, you may have heard the terms Passive, Static, and Dynamic vehicle recovery. If you don't know these terms, you will probably brush up against them at some point in your extended studies. I believe these terms can be confusing and misleading for off-roading. The definitions of these terms are also hard to remember. Here's why...

Winching is NOT Hoisting. The terms static and dynamic come from the hoisting and crane industry. These terms have been repurposed to try to explain off-road recovery activities. This makes very little sense because hoisting is vertical lifting, while off-road recovery activities are mostly horizontal. Winching, for example, is a pulling activity, not a lifting activity. As a matter of pure physics, lifting and pulling differ. This is true even though some of the equipment is similar (like pulleys). What categorically differs is the equipment used for lifting and pulling. Hoist and crane equipment is designed and operates differently than off-road winches. This is why off-road winch manufacturers tell their users not to use their winch for overhead lifting.

Passive Recovery – Say What? Some off-road educational products and Internet postings call the use of traction boards, mats, or bridging ladders *passive recovery*. This is confusing. The devices themselves may be passive when not in use. However, by



definition the opposite of passive is active. The actual use of these devices is definitely *active*. If you've ever seen a bogged vehicle use traction boards, mats, or bridging ladders, it's doubtful you'd label the activity as passive. In essence, the use of traction boards, mats, or bridging ladders is better labeled as Traction Recovery.



Static Recovery – Why Not Just Call it Winching

Recovery? Some off-road educational products and Internet postings define a static recovery as a method or technique of getting a vehicle unstuck with a winch. It would be better to simply call winching *steady recovery*, not static recovery. According to the Merriam-Webster dictionary, static means motionless, or stationary. Technically speaking, if it is moving, it is dynamic. If this is true, then winching is also a dynamic recovery effort. There's nothing motionless about winching. It may be slow, but it's not static. Plus, why

not just call the activity of winching what it really is: Winching Recovery? This term is so much easier to remember than *Static Recovery*.

Dynamic Recovery – Why Not Just Call it Kinetic Energy Recovery?

Some off-road educational products and Internet postings contrast a *static recovery* (winching) with a *dynamic recovery*. By their definition, a dynamic recovery is when kinetic energy is used to get a vehicle unstuck. These writers and trainers say that a dynamic recovery is a recovery activity using a round kinetic energy recovery rope (AKA KERR) or a flat kinetic energy recovery strap (AKA KERS, yank strap, snatch strap, tuggum strap). In this instance, the term dynamic fits this recovery activity. Merriam-Webster defines dynamic as vigorous and purposeful. It also means relating to energy and motion. The definition at least makes sense, but why not just call this recovery activity what it really is, *Kinetic Energy Recovery*? This type of recovery is clearly in the Vehicle-Assisted Recovery category. A recovery using a stretchable nylon KERR or KERS cannot be accomplished without another vehicle.



ANOTHER NOTE: I have partnered with Master Pull to produce an Off-Road Guide: *Kinetic Energy Recovery – Principles, Safety Considerations and Safe Rigging Set-Ups*. May's newsletter will duplicate this booklet in its entirety and explain its contents. Look for this newsletter!

In Closing...

In my third Off-Road & Overland Adventure InfoBook, *The Total Approach to Getting Unstuck Off Road* you will not find the confusing terms passive, static, or dynamic relative to off-road recovery efforts. This InfoBook simplifies off-road recovery lexicon for the real world. In the off-road universe there are ONLY two primary categories of recovery, *Self-Recovery* and *Vehicle-Assisted Recovery*.

My newest book is now available! There is NO other book on the market like my second Off-Road & Overland Adventure InfoBook. You can purchase my new book on Amazon [HERE](#).

While off-roading or overlanding, you will at some point need to raise your vehicle for one or more of the following reasons:

- * Change to your spare tire
- * Repair a tire – plug a puncture, re-seat a bead, or conduct a major tire repair
- * Place a bridging ladder or traction mat under a tire

- * Repair a suspension, steering, driveline, or other underbody component
- * Elevate the vehicle's frame or axle assembly off a rock, log, or ridge when high-centered
- * Elevate a small vehicle to move it laterally on a trail
- * Rotate your tires in the backcountry on a long overland journey

This InfoBook also covers the topic of in-field tire repair. Whether you are a seasoned off-roader or new to vehicle-supported adventures, your chances of having a tire problem in the remote backcountry are good. It's not a matter of if you will have tire problems off road, but when. Read this book and prepare for the day you damage more than one tire in the backcountry. Place your book in your map bag or glove box for in-field reference.

You NEED this book.

ALSO: Newly Scheduled 4x4 Off-Road Training Course and Tours

June 9 – Powered Winching One-Day Course (\$150)

June 10 – Non-Powered Winch Recovery & In-Field Tire Repair Course (\$150)

October 19-22 – Fall Mojave Road Tour (\$300)

October 26-29 – Death Valley Overlanding Tour (\$300)

Go to discoveroffroading.com for course/tour details and payment. Courses and tours fill fast – sign up now.



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