INSPECTION CRITERIA FOR CHAIN

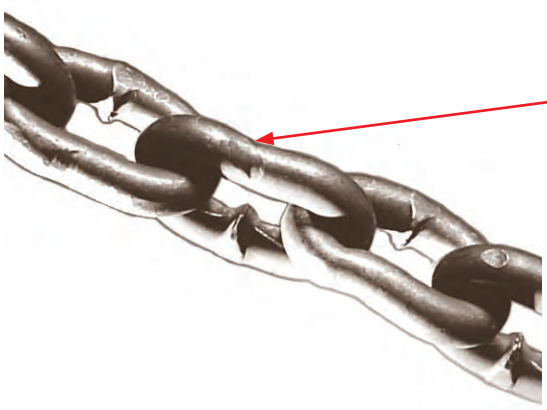
The following photos illustrate some of the common damage that occurs, indicating that the sling must be taken out of service.

* For inspection frequency requirements, see page 7.

THE DAMAGE: **Stretched Chain Links -** Indicates the sling has been extremely overloaded or subjected to shock loading.

WHAT TO LOOK FOR: Lengthening of the links and narrowing of the link width. Links that do not hinge freely with adjacent links are stretched and must be taken our of service, however, stretch **can** occur without this indicator.

TO PREVENT: Avoid overloading and shock loading.



THE DAMAGE: **Bent Links**

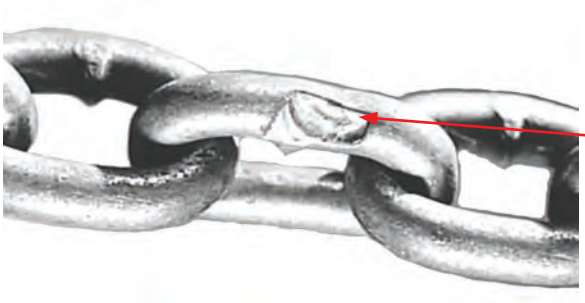
WHAT TO LOOK FOR: Bending usually occurs in only one or two adjacent links. Links will have an irregular shape when compared to other links.

TO PREVENT: Bent links are usually the result of the chain going around the sharp edge of a load during a lift. Load edges must be padded to protect both chain and load.

THE DAMAGE: **Weld Spatter**

WHAT TO LOOK FOR: Metallic bumps on any link of chain.

TO PREVENT: The heat from weld spatter can adversely affect the strength of a chain link. Slings must be shielded from welding operations.



THE DAMAGE: **Gouged Links**

WHAT TO LOOK FOR: Indentations on an otherwise smooth link surface.

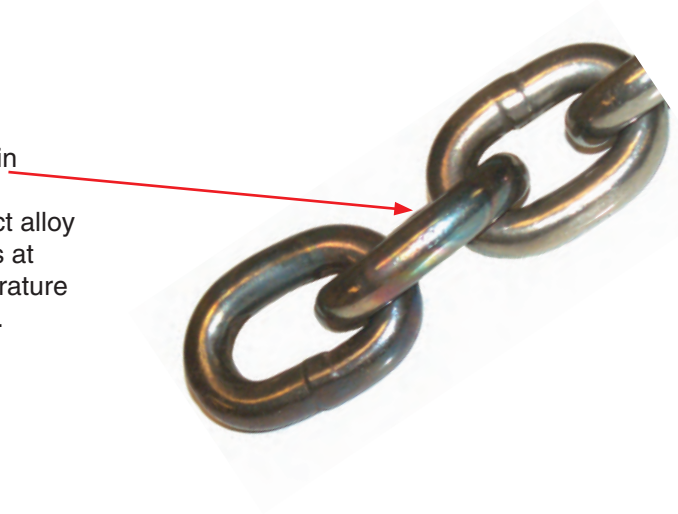
TO PREVENT: Gouging of links is usually caused by heavy loads being dragged over or dropped onto the chain. Protect sling from these situations.

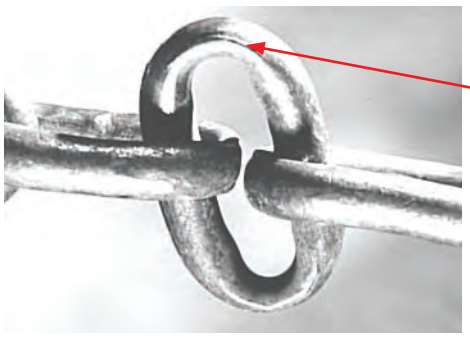
INSPECTION CRITERIA FOR CHAIN

THE DAMAGE: **Heat**

WHAT TO LOOK FOR: Discolored areas of chain

TO PREVENT: High temperatures begin to affect alloy chain strength at 400°F. When using chain slings at elevated temperatures, refer to the Lift-All temperature chart for chain slings for working load reductions.





THE DAMAGE: **Worn Links**

WHAT TO LOOK FOR: Excessive wear and a reduction of the material diameter, especially at the bearing points. Refer to Lift-All Wear Allowance Table for minimum allowable link thickness.

TO PREVENT: Wear is a natural result of sling use. Keeping load weights within the ratings of the slings being used will give the maximum sling wear life.

THE DAMAGE: **Bent/Worn/Cracked Hardware**

WHAT TO LOOK FOR: Wear of hooks and other fittings usually occurs at the bearing points. Hooks bent more than 10° from the plane of the unbent hook. Hooks opened more than 15% of the normal throat opening.

TO PREVENT: Never point load hooks or lift with hardware on a load edge.