



Sling Inspection Criteria

Out of service criteria for Web Slings, Tuflex Roundslings, Chain Slings and Wire Rope Slings based on OSHA and Lift-All standards.



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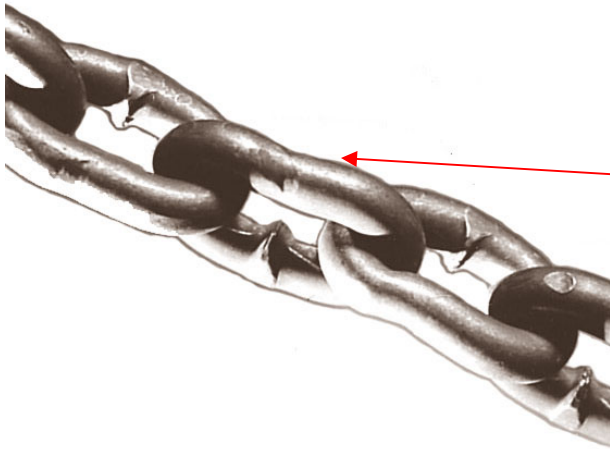
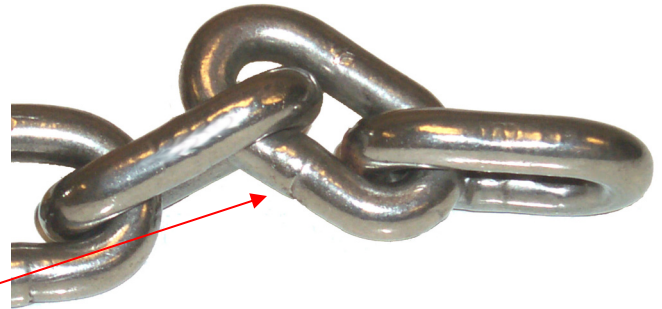
INSPECTION CRITERIA for CHAIN

All slings should be inspected for damage prior to each use to assure that their strength has not been compromised. The following photos illustrate some of the common damage that occurs to indicate that the sling must be taken out of service:

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 out of service, however, stretch **can** occur without this indicator.

TO PREVENT: Avoid overloading and shock loading.



THE DAMAGE: Bent Links

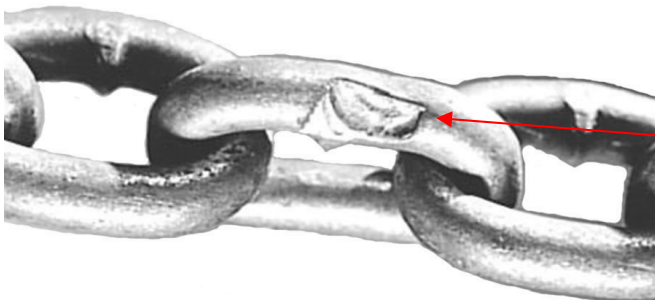
WHAT TO LOOK FOR: Bending usually occurs in only one or two adjacent links. Links will have an irregular shape when compared to other links.

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.

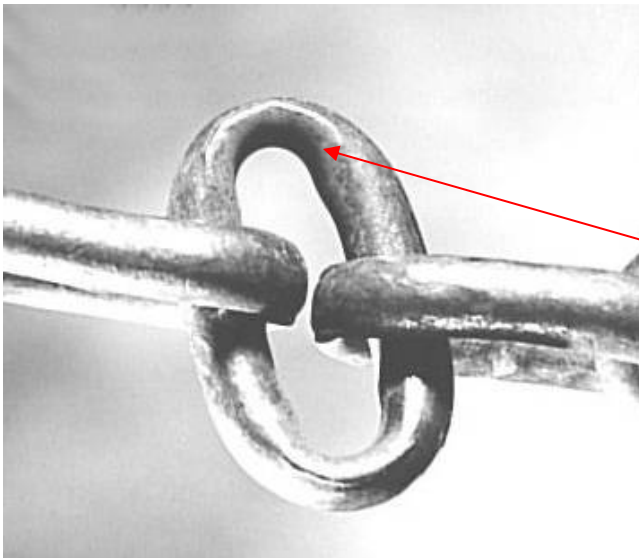
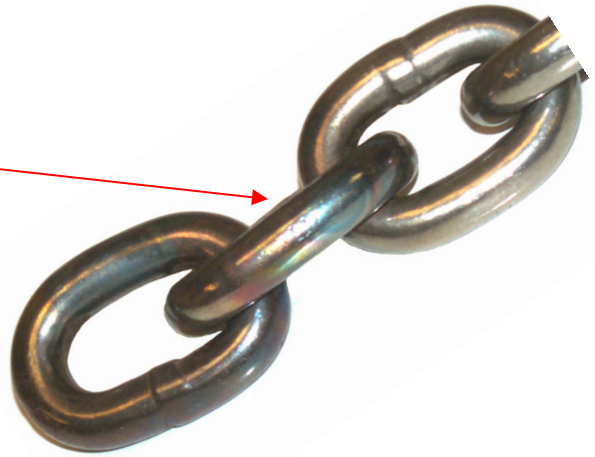
TO PREVENT: Gouging of links is usually caused by heavy loads being dragged over or dropped onto the chain. Protect sling from these situations.

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 fitting 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.

