

## ADJUST-A-LINK GRADE 100 CHAIN SLINGS

The most easily adjustable and versatile chain sling is now stronger, too! Ideal for machine shop and maintenance departments varied requirements.

**New, Improved Master Control Plate \***

### Features, Advantages and Benefits

#### Promotes Safety

- Chain cannot be removed from the master control plate, assuring the capacity rating will not be compromised
- Alloy steel master control link for strength and reliability
- Each assembly serialized for traceability
- Complies with OSHA - proof tested and certified

#### Saves Money

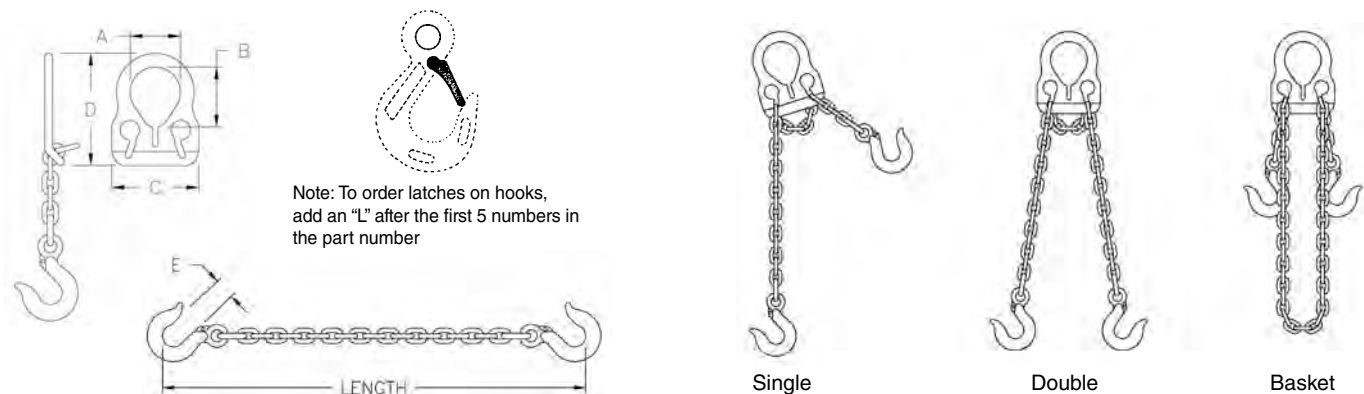
- Grade 100 chain provides approximately 25% higher capacities than our previous Adjust-A-Links - replaces larger, more expensive slings
- New angled plate design reduces bending torque on chain and plate - reduces wear and extends sling life
- Wider top bearing surface reduces wear to both plate and crane hook
- Versatile - one sling does many jobs
- Using two Adjust-A-Links on the same crane hook eliminates the need for expensive triples and quads
- Heat treated alloy steel construction for long sling life
- Yellow powder coating on master plate and hooks prevents rust - extends sling life

#### Saves Time

- More compact plate design fits larger hooks for easier rigging
- Less bulky than typical double adjustable chain slings
- High visibility yellow fittings make assembly easy to spot
- Easily adjustable to accommodate a wide range of applications
- No time wasted searching for just the right sling



Never exceed rated capacities. Chain must be seated at the base of adjusting slot of the Master Control Link.



Note: To order latches on hooks, add an "L" after the first 5 numbers in the part number

\* 1/2" size Master Link flame cut - not of new forged plate design - uses Grade 80 capacity ratings

Chain Size (in.)	1 <sup>st</sup> Rated Capacity * (lbs.)		Dimensions (in.)					6 ft. Length		10 ft. Length		14 ft. Length	
	Single @ 90°	Double @ 60°	Eye Width A	Eye Height B	Overall Width C	Overall Length D	Hook Opening E	Part No.	(lbs.)	Part No.	(lbs.)	Part No.	(lbs.)
7/32	2,700	4,700	2 3/16	2 11/16	3 15/16	5 1/8	15/16	30001G10	4.2	30002G10	6.2		
9/32	4,300	7,400	2 7/8	3 3/16	5 1/16	6 1/2	1 1/16	30003G10	7.5	30004G10	10.5		
3/8	8,800	15,200	3 3/4	4 1/8	6 3/4	8 11/16	1 9/16			30005G10	18.5	30006G10	24.5
1/2	12,000	20,800	4 3/8	4 3/8	9 3/4	12 3/4	2			30007	42	30008	52

\* **WARNING** Do not exceed rated capacities. Sling capacity decreases as the angle from horizontal decreases. Adjust-A-Link Slings should not be used at angles of less than 45°. Refer to chain chart page 102 and Effect of Angle chart page 12.

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

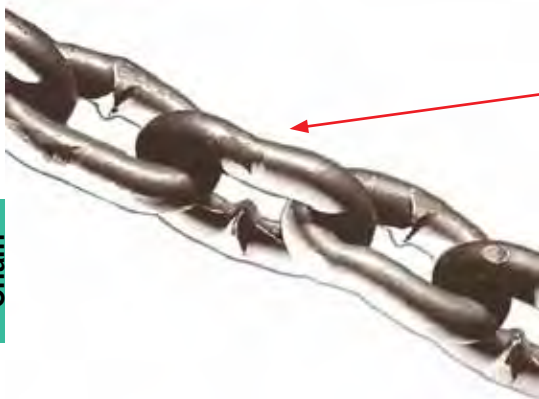
**TO PREVENT:** Avoid overloading and shock loading.



**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.

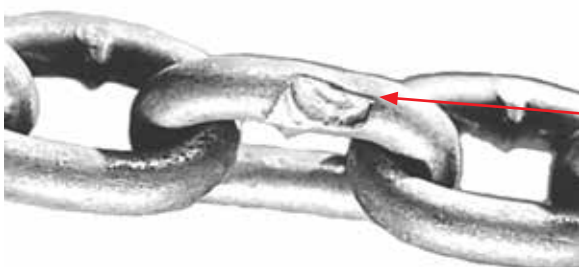
**TO PREVENT:** The heat from weld spatter can adversely affect the strength of a chain link. Slings must be shielded from welding operations.



**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.

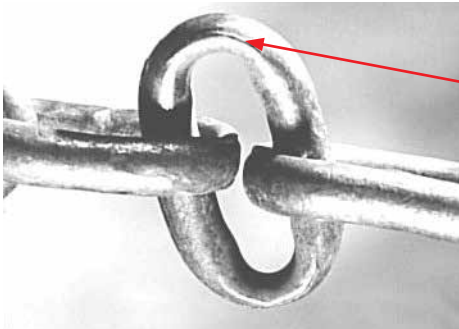
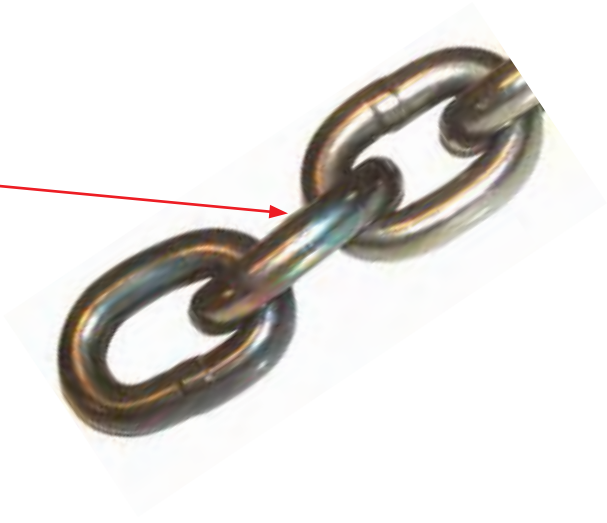


## INSPECTION CRITERIA FOR CHAIN

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 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.

