

BRAIDED TUFLEX ROUNDSLINGS

For the ultimate in big loads - (up to 612,000 lbs. in a vertical basket)
or for the security of multiple part sling lifting.

Redundant Safety

Tuflex braids are made from three [6 part] or four [8 part] individual Tuflex. Should one of these component slings be damaged while in use, the remaining undamaged slings should be able to safely return the load to the ground.

Braided Tuflex Features, Advantages and Benefits

Maintains all the basic Tuflex features plus ...

Promotes Safety

- Braided construction offers redundant safety
- User friendly compared to steel slings

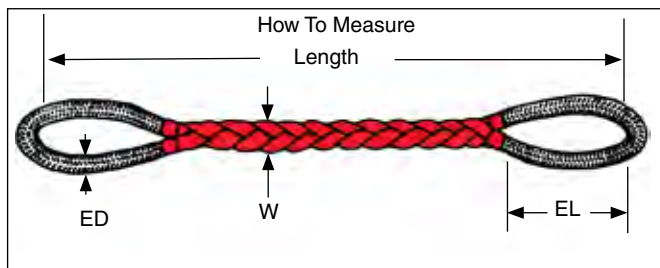
Saves Money

- Large capacity slings are generally purchased for one major lift, then rarely used again. Braided Tuflex can be disassembled into component slings for general purpose lifting, if individual slings are correctly tagged.
- Can be returned for disassembly, inspection and retagging as individual slings.

Saves Time

- Easy to transport and hook-up

Tuflex



6 Part Flat Braid (B6E)

Part No.	Color	Rated Capacity (lbs.)*			Minimum Length (ft.) +	Approximate Measurements					
		Vertical	Choker	Basket		Weight (lbs./ft.)	Standard Eye Length (EL) (in.)	Width at Load (W) (in.)	Thickness at Load (in.)	Eye Dia. (ED) (in.)	Minimum Hardware Dia. ** (in.)
B6E30	Purple	6,700	5,300	13,400	4 1/2	.8	15	3 1/4	3/4	1 3/4	5/8
B6E60	Green	13,500	10,800	27,000	5	1.2	15	3 3/4	1 1/8	2	1
B6E90	Yellow	21,400	17,100	42,800	5 1/2	1.6	15	4 1/4	1 1/4	2	1 1/4
B6E120	Tan	27,000	21,600	54,000	5 1/2	2.0	15	4 1/2	1 5/16	2 1/4	1 3/8
B6E150	Red	33,600	26,800	67,200	6 1/2	2.7	20	5 1/4	1 3/4	2 1/2	1 1/2
B6E180	White	42,800	34,200	85,600	7	3.2	20	5 1/2	2	2 3/4	1 3/4
B6E240	Blue	54,000	43,200	108,000	9	4.4	20	6 5/8	2 1/4	3 1/2	1 3/4
B6E360	Grey	79,000	63,200	158,000	9 1/2	6.5	30	8 1/4	2 1/2	4 1/4	2 1/2
B6E600	Brown	135,100	108,000	270,200	10 1/2	9.7	30	11	2 3/4	5	3
B6E800	Olive	168,300	134,600	336,600	13	12.0	30	12	4	5 1/4	3 1/2
B6E1000	Black	229,500	183,600	459,000	14 1/2	15.6	31	13 1/2	4 1/2	5 3/4	4

* **WARNING** Do not exceed rated capacities. Sling capacity decreases as the angle from horizontal decreases. Slings should not be used at angles of less than 30°. Refer to Effect of Angle chart page 12.
 ** This is the smallest recommended connection hardware diameter to be used for a vertical hitch.
 + Shorter lengths available using reduced eye lengths.

INSPECTION CRITERIA FOR TUFLEX / KEYFLEX

The following photos illustrate some of the common damage that occurs and indicates that the sling must be taken out of service. For inspection frequency requirements, see page 7.

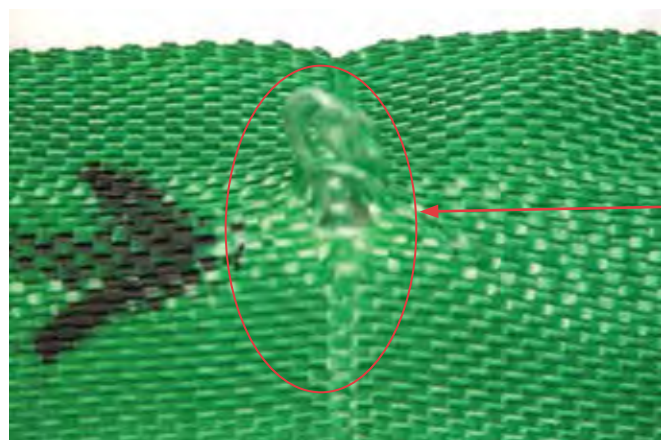
THE DAMAGE: Cuts to the cover exposing internal core yarns – When internal core yarns are visible, the amount of damage done to the core yarns and the sling strength can not be determined without breaking the sling. Therefore, the sling must be taken out of service.

WHAT TO LOOK FOR: Broken fibers of equal length indicate that the sling has been cut by an edge.

TO PREVENT: Always protect synthetic slings from being cut by corners and edges by using wear pads or other devices



Tuflex



THE DAMAGE: Holes/Snags/Pulls exposing internal core yarns.

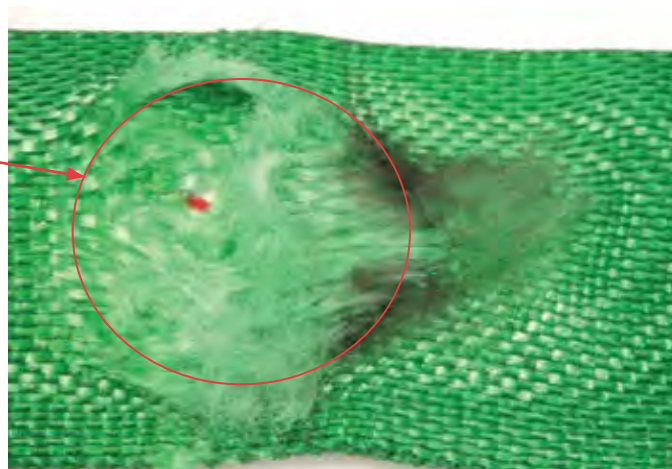
WHAT TO LOOK FOR: Punctures or areas where fibers stand out from the rest of the sling surface.

TO PREVENT: Avoid sling contact with protrusions, both during lifts and while transporting or storing.

THE DAMAGE: Abrasion exposing internal core yarns.

WHAT TO LOOK FOR: Areas of the sling that look and feel fuzzy indicate that the fibers have been broken by being subject to contact and movement against a rough surface. Affected areas are usually discolored.

TO PREVENT: Never drag slings along the ground. Never pull slings from under loads that are resting on the sling. Use wear pads between slings and rough surface loads.



INSPECTION CRITERIA FOR TUFLEX / KEYFLEX

THE DAMAGE: Heat/Chemical

WHAT TO LOOK FOR: Melted or charred fibers anywhere along the sling. Heat and chemical damage can look similar and they both have the effect of damaging sling fibers and compromising the sling's strength. Look for discoloration and/or fibers that have been fused together and often feel hard or crunchy.

TO PREVENT: Never use *Tuflex* where they can be exposed to temperatures in excess of 200°F. Never use *Tuflex* in or around chemicals without confirming that the sling material is compatible with the chemicals being used. For elevated temperatures up to 350°F, ask about our *KeyFlex* roundslings.



THE DAMAGE: Illegible or Missing Tags –The information provided by the sling tag is important for knowing what sling to use and how it will function.

WHAT TO LOOK FOR: If you cannot find or read all of the information on a sling tag, the sling shall be taken out of service.

TO PREVENT: Never set loads down on top of slings or pull slings from beneath loads if there is any resistance. Load edges should never contact sling tags during the lift. Avoid paint or chemical contact with tags.



THE DAMAGE: Knots compromise the strength of all slings by not allowing all fibers to contribute to the lift as designed.

WHAT TO LOOK FOR: Knots are rather obvious problems as shown here.

TO PREVENT: Never tie knots in slings and never use slings that are knotted.



THE DAMAGE: Cuts to the cover NOT exposing internal core yarns –Tuflex roundslings all have a double walled jacket protecting the inner core yarns from damage. If damage (except for chemical or heat) appears only to the outer jacket and does not expose the inner core yarns, the sling may remain in service. To extend sling life, the sling may be returned to Lift-All for inspection and application of a patch to cover the damaged area.

WHAT TO LOOK FOR: Broken fibers of equal length indicate that the sling has been cut by an edge. In this case, the inner jacket remains intact.

TO PREVENT: Use wear pads between the sling and all edges that come in contact with the sling.

