TUFLEX EYE AND EYE

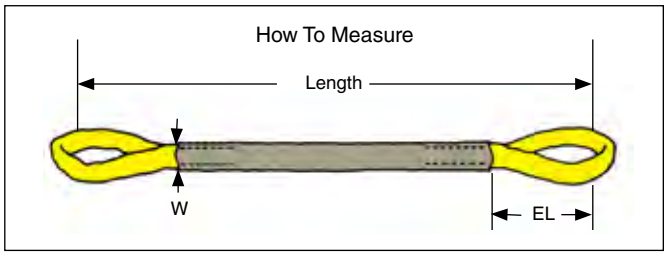
A More Rugged and Durable *Tuflex*

The Eye and Eye Advantage

An additional jacket of texturized, abrasion resistant nylon covers the body of the standard *Tuflex,* forming two color coded lifting eyes.

Maintains all the basic *Tuflex* features plus ...

- Saves money by extending sling life where abrasion to sling body is a problem.



Part No.	Color of Eyes		Rated Capacity (lbs.)* Vertical	Choker	Basket @ 90°	Basket @ 45°	Minimum Length (ft.) +	Approximate Measurements Weight (lbs./ft.)	Body Width at Load (W) (in.)	Standard Eye Length (EL) (in.)	Minimum Hardware Dia. ** (in.)
EE30	Purple		2,600	2,100	5,200	3,600	4	.25	2 1/4	10	7/16
EE60	Green		5,300	4,200	10,600	7,400	4	.36	2 1/2	10	5/8
EE90	Yellow		8,400	6,700	16,800	11,800	4	.50	2 1/2	12	3/4
EE120	Tan		10,600	8,500	21,200	14,000	5	.60	3 1/2	12	7/8
EE150	Red		13,200	10,600	26,400	18,000	5	.84	3 1/2	14	1
EE180	White		16,800	13,400	33,600	23,000	7	.96	3 1/2	16	1 1/8
EE240	Blue		21,200	17,000	42,400	29,000	7	1.5	4 1/4	16	1 3/16
EE360	Grey		31,000	24,800	62,000	43,000	7	1.8	6	20	1 1/2
EE600	Brown		53,000	42,400	106,000	74,000	8	2.7	7	24	2
EE800	Olive		66,000	52,800	132,000	93,000	10	3.3	8	30	2 1/8
EE1000	Black		90,000	72,000	180,000	127,000	12	4.2	9	36	2 1/2

* **⚠ 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.

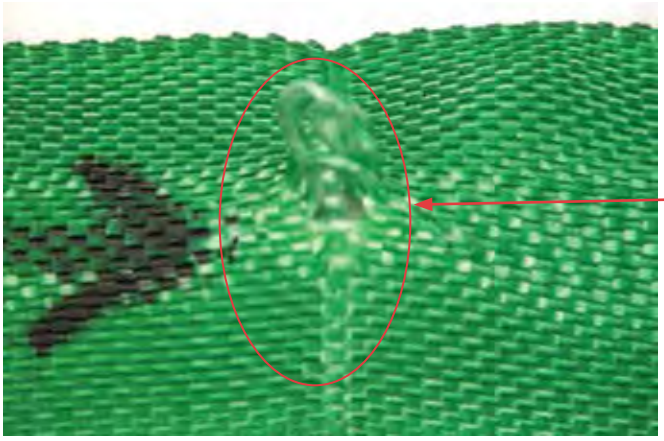
INSPECTION CRITERIA FOR *TUFLEX / KEYFLEX*

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



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.

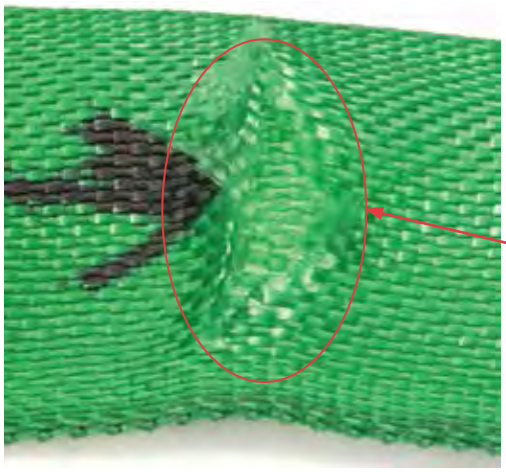
WHAT TO LOOK FOR: If you cannot find or read all of the information on a sling tag, the sling shall be taken out of service.

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.