

Mast Chain

Forklift Mast Chain - Used in different functions, leaf chains are regulated by ANSI. They can be utilized for lift truck masts, as balancers between counterweight and heads in some machine gadgets, and for low-speed pulling and tension linkage. Leaf chains are sometimes also referred to as Balance Chains.

Features and Construction

Constructed of a simple pin construction and link plate, steel leaf chains is identified by a number that refers to the lacing of the links and the pitch. The chains have certain features like for instance high tensile strength for each section area, that allows the design of smaller machines. There are A- and B- type chains in this particular series and both the BL6 and AL6 Series include the same pitch as RS60. Finally, these chains cannot be driven using sprockets.

Handling and Selection

Comparably, in roller chains, all of the link plates have higher fatigue resistance due to the compressive stress of press fits, whereas in leaf chains, just two outer plates are press fit. The tensile strength of leaf chains is high and the utmost allowable tension is low. When handling leaf chains it is essential to consult the manufacturer's catalogue to be able to ensure the safety factor is outlined and utilize safety guards at all times. It is a great idea to apply extreme care and use extra safety guards in applications wherein the consequences of chain failure are serious.

Using more plates in the lacing leads to the higher tensile strength. Since this does not improve the utmost acceptable tension directly, the number of plates utilized can be limited. The chains need regular lubrication as the pins link directly on the plates, generating an extremely high bearing pressure. Utilizing a SAE 30 or 40 machine oil is often suggested for most applications. If the chain is cycled over 1000 times every day or if the chain speed is more than 30m for every minute, it would wear really quick, even with continual lubrication. So, in either of these situations utilizing RS Roller Chains would be much more suitable.

The AL-type of chains should only be used under certain situations like for instance if wear is really not a big problem, when there are no shock loads, the number of cycles does not go beyond a hundred day after day. The BL-type would be better suited under other situations.

The stress load in parts would become higher if a chain with a lower safety factor is selected. If the chain is likewise used amongst corrosive situations, it can easily fatigue and break extremely quick. Doing frequent maintenance is really important if operating under these types of conditions.

The outer link or inner link kind of end link on the chain will determine the shape of the clevis. Clevis connectors or also known as Clevis pins are made by manufacturers, but the user usually supplies the clevis. An improperly made clevis could decrease the working life of the chain. The strands should be finished to length by the producer. Check the ANSI standard or phone the manufacturer.