Mast Chains

Mast Chains - Leaf Chains have several functions and are regulated by ANSI. They are utilized for lift truck masts, for low-speed pulling and tension linkage, and as balancers between head and counterweight in certain machine gadgets. Leaf chains are sometimes likewise called Balance Chains.

Construction and Features

Made of a simple pin construction and link plate, steel leaf chains is identified by a number which refers to the lacing of the links and the pitch. The chains have certain features like high tensile strength per section area, which enables the design of smaller machines. There are A- and B- type chains in this series and both the BL6 and AL6 Series include the same pitch as RS60. Lastly, these chains cannot be driven with sprockets.

Selection and Handling

Comparably, in roller chains, all of the link plates have higher fatigue resistance due to the compressive stress of press fits, while in leaf chains, just two outer plates are press fit. The tensile strength of leaf chains is high and the maximum allowable tension is low. When handling leaf chains it is vital to check with the manufacturer's guidebook to be able to ensure the safety factor is outlined and use safety guards at all times. It is a great idea to exercise extreme caution and use extra safety guards in functions wherein the consequences of chain failure are serious.

Higher tensile strength is a direct correlation to the use of much more plates. In view of the fact that the utilization of a lot more plates does not enhance the maximum acceptable tension directly, the number of plates can be limited. The chains require frequent lubrication as the pins link directly on the plates, producing a really high bearing pressure. Using a SAE 30 or 40 machine oil is frequently advised for the majority of applications. If the chain is cycled over 1000 times day by day or if the chain speed is over 30m for every minute, it will wear extremely quick, even with continual lubrication. Therefore, in either of these situations using RS Roller Chains would be a lot more suitable.

AL type chains are just to be used under particular conditions such as where there are no shock loads or if wear is not a big concern. Be certain that the number of cycles does not go beyond 100 on a daily basis. The BL-type will be better suited under other situations.

The stress load in components would become higher if a chain using a lower safety factor is selected. If the chain is also utilized amongst corrosive situations, it could easily fatigue and break really fast. Performing regular maintenance is really important when operating under these kinds of conditions.

The kind of end link of the chain, whether it is an outer link or inner link, determines the shape of the clevis. Clevis connectors or also called Clevis pins are constructed by manufacturers but usually, the user provides the clevis. A wrongly constructed 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 producer.