

Mast Chain

Mast Chain - Leaf Chains consist of various applications and are regulated by ANSI. They are designed for low-speed pulling, for tension linkage and lift truck masts, and as balancers between counterweight and head in several machine gadgets. Leaf chains are occasionally even referred to as Balance Chains.

Construction and Features

Made of a simple link plate and pin construction, steel leaf chains is identified by a number which refers to the pitch and the lacing of the links. The chains have specific features such as high tensile strength per section area, that allows the design of smaller devices. There are B- and A+ type chains in this particular series and both the BL6 and AL6 Series comprise the same pitch as RS60. Finally, these chains cannot be driven utilizing sprockets.

Selection and Handling

In roller chains, the link plates maintain a higher fatigue resistance because of the compressive stress of press fits, yet the leaf chain just contains two outer press fit plates. On the leaf chain, the most permissible tension is low and the tensile strength is high. If handling leaf chains it is vital to confer with the manufacturer's catalogue to be able to ensure the safety factor is outlined and use safety measures all the time. It is a great idea to carry out utmost caution and use extra safety guards in applications where the consequences of chain failure are severe.

Using much more plates in the lacing leads to the higher tensile strength. Because this does not improve the utmost allowable tension directly, the number of plates utilized could be limited. The chains need regular lubrication in view of the fact that the pins link directly on the plates, producing a really high bearing pressure. Using a SAE 30 or 40 machine oil is often suggested for the majority of applications. If the chain is cycled over 1000 times day by day or if the chain speed is more than 30m for each minute, it will wear very rapidly, even with constant lubrication. So, in either of these situations the use of RS Roller Chains would be much more suitable.

The AL-type of chains should just be utilized under certain situations like when wear is not a big issue, if there are no shock loads, the number of cycles does not go over 100 day by day. The BL-type would be better suited under different situations.

The stress load in parts will become higher if a chain with a lower safety factor is selected. If the chain is likewise utilized among corrosive situations, it can easily fatigue and break extremely fast. Doing frequent maintenance is vital when operating under these types of situations.

The inner link or outer link kind of end link on the chain would determine the shape of the clevis. Clevis connectors or also known as Clevis pins are constructed by manufacturers, but the user usually supplies the clevis. An improperly made clevis could lessen the working life of the chain. The strands must be finished to length by the maker. Refer to the ANSI standard or get in touch with the manufacturer.