# **Pin Anchor Ring Clutches & Combination Ring Clutches**



Pin Anchor Ring Clutch Dimensions						
Load Capacity	Α	В	С	D	F	G
(tonnes)	(mm)	(mm)	(mm)	(mm)	(mm)	(mm)
1.3	48	77	60	55	33	165
2.5	50	92	75	68	42	205
5.0	68	121	86	88	57	240
7.5 - 10.0	84	170	110	108	77	346
15.0 - 20.0	125	230	140	146	115	520
32.0	155	303	175	195	155	590

The Pin Anchor Ring Clutch is a robust lifting devise manufactured from several cast components. The lifting clutch is designed to fit only the Pin Anchors and Recess Formers for the chosen load category. This in built safety feature, ensures that mismatching of load groups cannot occur.

The safe working load of the Pin Anchor Ring Clutch is based on a factor of 3 for safety. Each lifting clutch is stamped with a unique item number, it is supplied with a corresponding numbered test certificate verifying the item has been tested individually, to a proof load equal to twice the safe working load marked on the ring clutch.



#### table 19

Pin Anchor Combination Ring Clutch Dimensions						
Load Capacity (tonnes)	L (mm)	L1 (mm)	L2 (mm)	D (mm)	Ds (mm)	
1.3	320	60	150	17.0	8	
2.5	560	105	250	28.0	14	
5.0	690	155	300	37.5	18	
10.0	1100	200	500	54.0	26	

The Combination Ring Clutch is similar in specification to the standard Pin Anchor Ring Clutch, but supplied with a wire rope lifting chain attachment. The wire rope offers greater flexibility when lifting elements with edges that may come into contact with the Ring Clutch chain attachment link. Minimising the potential cosmetic damage of the concrete.

### **Routine Inspection and Retirement**

Pin Anchor Ring Clutches & Combination Ring Clutches should be inspected before each use by a competent person. The inspection should involve a visual check for obvious defects, deformation of the oval ring or lifter body, cracks and obvious excessive wear. If any of these defects are found the the lifting device should be discarded. If they are bent do not bend back into shape. Use of the Ring Clutch must not commence if any of the identification markings are worn away and no longer visible.

In addition the Ring Clutch & Combination Ring Clutch should be inspected and tested by a recognised organisation at least every twelve months.



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## T SLOT LIFTING SYSTEM MAINTENANCE

In common with all lifting devices, the lifting system TH1, TH2, THR2 must be checked at least twice a year by trained personnel. Any defects found should be corrected before use. It is important to determine the amount of wear. The lettering and identification of the lifting system must be visible. If the shackle is deformed or the mouth opening is enlarged, the 3D Lifting System must be taken out of use and cannot be repaired. If the limiting dimensions given in the table 37 and table 38 are exceeded for "H" or fall below for "M" a further use of the Lifting System is not safe. Repairs, especially welding operations to the Lifting System are strictly forbidden. Do not combine our products with accessories from other manufacturers.





Figure 71

For each type a checking calibre is available on command (figure 71). Table 37

TYPE	TH2 NUMBER	H MAXIMUM [mm]	M MINIMUM [mm]	CALIBER "GO/NO-GO" NUMBER
TH2 13	43143	13	5.5	46193
TH2 25	43144	18	7	46194
TH2 50	43145	24	9	46195
TH2 100	43146	33	12	46196
TH2 200	43147	45	18	46197
TH2 320	43148	56	25	46198
TH2 450	44500	56	25	46199

#### Table 38

TYPE	THR2 NUMBER	H MAXIMUM [mm]	M MINIMUM [mm]	CALIBER "GO/NO-GO" NUMBER
THR2 40/50	45281	24	9	46195
THR2 75/100	45279	33	12	46196

#### **DIMENSION "M" CHECKING**

The dimension "M" must be checked in this zone with risk of fracture during usage.



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# **DIMENSION "H" CHECKING**

The "H" dimension must be checked in at least 3 zones with risk of enlargement during usage (figure 74).





PRIMARY ZONE



Figure 79

Figure 80