



How much is lifting capacity effected when the forkarm blade thickness reduces ?

Australian and international standards state, forkarms must be replaced when their blades have worn 10% or more.

Measure the original design thickness of the shank (Z), where there is no contact with the carriage rail. The majority of forkarms are manufactured with the shank and blade thickness being identical.

Measure the remaining blade thickness (Y) next to the end of the heel radius, where wear occurs.

Calculate the “Remaining Blade Thickness”, expressed as a % of the Original Design.

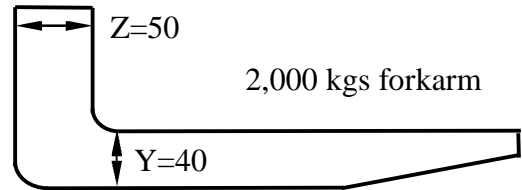
Divide “Y” by “Z” & multiply by 100

Calculate the “Reduction to Blade Thickness”, expressed as a % of the Original Design.

Subtract the result above, from 100%

Read the corresponding “Remaining Lifting Capacity” from either the Table or Graph.

Example



$$\frac{40}{50} \times 100 = 80\% \qquad 100 - 80 = 20\%$$

80%	20%	64.00%	36.00%
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Remaining Lifting Capacity
 = 2000 x 64 / 100
1,280 kgs

Alternately, our wear caliper will either accept or reject the remaining forkarm blade thickness.

Forkarms must be replaced when worn >= 10%	Measure & Calculate the following		Read from either the Table or Graph	
	Blade Thickness expressed as a % of the original design		Lifting Capacity expressed as a % of the original design	
	Remaining Blade Thickness	Reduction to Blade Thickness	Remaining Lifting Capacity	Loss to Lifting Capacity
Acceptable	100%	0	100%	0
	97.5%	2.5%	95.06%	4.94%
	95%	5%	90.25%	9.75%
	92.5%	7.5%	85.56%	14.44%
UNSAFE @ ORIGINAL CAPACITY	90%	10%	81.00%	19.00%
	85%	15%	72.25%	27.75%
	80%	20%	64.00%	36.00%

Assuming same design factor and that all other essential parts are in proper condition.

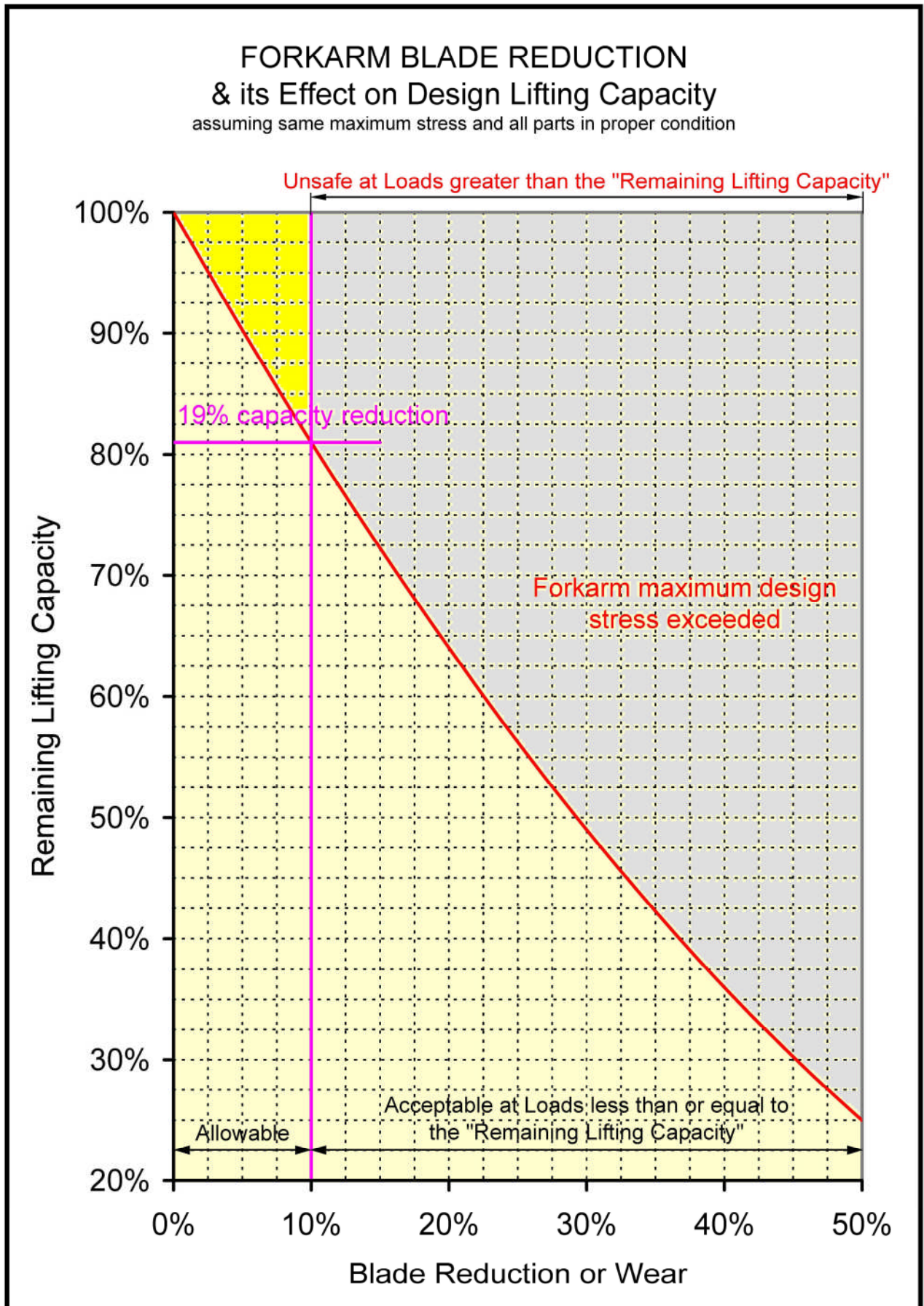
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