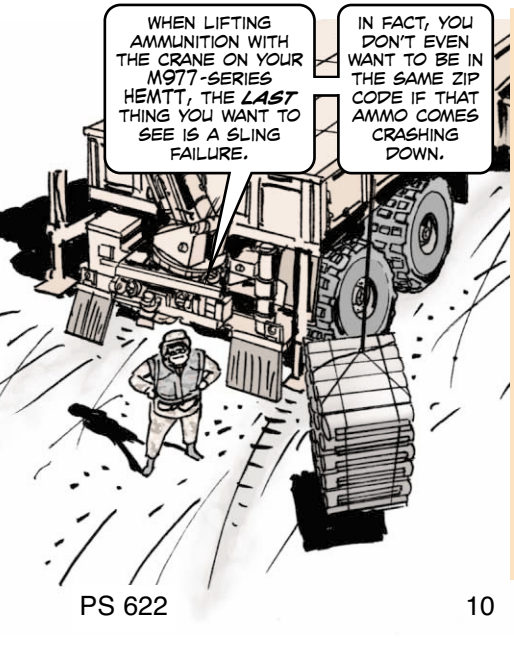

Step one in preventing sling failure is to keep the sling properly marked. At a minimum, the sling should show the ID number (vehicle number and sling NSN), load rating, and the next required inspection date.

Unmarked slings are more likely to be abused. Without those guidelines, the slings may be overloaded or used for the wrong purpose. That's **very** dangerous for you and others.

There are two slings authorized for use with the HEMTT. The double basket chain sling, NSN 3940-01-209-6008, has a rated load of 6,000 pounds (3,500 pounds per chain). The six-legged projectile sling, NSN 3940-01-241-7400, has a rated load of 5,400 pounds (1,350 pounds per leg).

Step two is to functionally load-test the slings annually at 100% of their rated capacity. TB 43-0142, *Safety inspection and Testing of Lifting Devices,* tells you how.

Step three requires inspecting the slings annually. Here's how:

Double Basket Chain Sling

With the sling on the ground, eyeball the chains link-by-link. Watch for any link that does not hinge freely with its adjoining link and for obvious signs of stretching. Also look for bent or twisted links, defective welds, nicks, gouges, and any wear that exceeds 3/64 inch from the chain's original 1/4-in thickness.

If you spot any of these problems, the sling is unsafe and should be replaced.

Six-legged Projectile Sling

Replace the sling's wire rope when you find broken wiring (six or more randomly distributed broken wires or three broken wires in one strand).

Next, check the diameter of the wire rope. If it's reduced by more than 1/32 inch from the rope's original 3/8 inch diameter, replace it.

Pay special attention to the wire rope near the hooks. Internal corrosion is a problem there. Replace ropes with wire strands that show signs of pitting.

Wire ropes that show severe kinking, crushing, caging, or a popped core should also be replaced.

Wire Rope Damage