DROP FORGED CHAINS
WARNING

Moving parts can crush and cut. Lockout power before removing guard or servicing. Do NOT operate with guard removed.

DANGER

Exposed moving parts will cause severe injury or death. Lockout power before removing cover or inspection door.
**WARNING**

- Rotating machinery can cause serious injury or death.
- Always lockout and tagout the machine prior to installation and maintenance.
- Ensure that all overload protection systems such as shear pins, overload couplings, and electrical overload devices are installed and correctly set.

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**Chain Overview**

The Drop Forged conveyor chain is a reliable solution for a diverse range of conveying applications in industries such as power generation, wood pellet production, hazardous waste incineration, mineral processing, mining, cement, pulp and paper, grain handling, and food processing.

It is commonly utilized in drag and en-masse conveyors for moving material horizontally or in an incline up to 90 degrees; using a skeletal chain and flight assembly that is drawn along the bottom section of an enclosed housing.

The flights are either welded or bolted onto the chain links. The links are made of heat treated forged steel with typical internal core hardness of 40 HRC and surface hardness of 57-62 HRC. Its exceptional combination of internal ductility, external hardness, and high-end strength-to-weight ratio makes drop forged chain a durable, dependable, versatile, and severe duty conveying medium.

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**Chain Installation**

The information below is for guidance only. You MUST follow the equipment manufacturer’s safety, installation, and maintenance instructions that were provided with the conveyor.

1. Chain replacement should always be combined with the replacement of the sprockets to assure proper meshing and harmonious action between the chain and sprockets.
2. Ensure that all return rails are in-line at the joints.
3. Ensure that the sprockets are centered on the head and tail sections.
4. Ensure that the sprockets are in alignment with each other.
5. Ensure that all set screws and sprocket assembly bolts are properly tightened.
6. Ensure that the chain is installed in the correct direction. The male end of the link always leads the female end. A direction arrow is normally stamped on the chain link.
7. Connect chain strands with connecting pins provided. Never re-use circlips, roll pins or lock nuts.

8. Adjust the take-up to tighten the chain as necessary. Twin strand chain systems must be matched for equal chain tension. Chain conveyors may have different tensioning systems. Contact your Conveyor Manufacturer for more details.

9. A rule of thumb for checking tension is to lift the chain away from the return rail at the mid-point of each chain strand. A typical amount of lift is 1% of the chain strand center distance; i.e. on a 50 foot chain strand the lift would be 6 inches.

10. Never over tension the chain. Excessive noise and/or vibration indicate an over-tensioned chain which results in accelerated chain and sprocket wear. Bear in mind that the take-up controls the chain tension on the return strand. The conveying strand is naturally in tension.

11. Run the conveyor empty and listen for unusual snapping, snagging, or popping noises. The chain should operate smoothly.

12. Inspect the chain regularly, especially during the start-up period. Contact your Conveyor Manufacturer for more details.

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Chain Maintenance

The information below is for guidance only. You MUST follow the equipment manufacturer’s safety, installation, and maintenance instructions that were provided with the conveyor. Consult your Conveyor Manufacturer for more details.

1. Check for chain elongation by measuring the length of a used strand (10 pitches minimum) and comparing it to the equivalent length of a new strand. Measurements must be taken while chain is in tension. Chain replacement is recommended at 2% elongation.

2. Check for chain link wear by measuring the height of the link. Chain replacement is recommended when the original height has worn by 20%.

3. Inspect chain for damaged flights

4. Inspect connecting pins for damaged or missing retainers.

5. Inspect sprockets for damaged or worn teeth.

6. Inspect groove depth of idler/trailer wheel. Replace if groove is too shallow to maintain chain engaged to idler wheel.

7. Inspect sprockets for material build-up in pockets. Replace or repair sprocket cleaner if necessary.

8. Inspect shaft keys and re-torque hub setscrews and sprocket assembly bolts.

9. Inspect chain rails for damage and wear.

10. Damaged links, pins, retainers and flights MUST be replaced; otherwise it may result in further damage to chain, sprockets and conveyor system.
Standard Pin Options

- Forged Head Pin, Collar And Roll Pin
- Forged Head Pin And One Clamp
- Plain Pin And Two Clamps

NOTE

Clamps and roll pins must NOT be re-used. Install only once and discard after use.

Common Welded Flight Attachment

- Square Bar Flight
- Flat Bar Flight
- Paddle Flight
- U Flight
- Closed U Flight
- 00 Flight
- 00 Flight With Filler Plates
- Closed U Flight With Filler Plates
- Return Cups
Bolt N Go is the greatest solution for drag conveyors in the Feed and Grain industry. The chain is constructed with high strength, light weight, drop forged links and hollow pins. The paddles are made from flexible, resilient, and wear resistant nylon material. They attach to the links with hex bolts, washers and lock nuts. This unique chain construction brings valuable benefits to feed and grain operations, such as:

- Nylon paddles can be changed out without removing the tension from the chain
- Nylon paddles eliminate the need for HOT WORK PERMITS since there are no steel attachments
- Nylon paddles can bend past obstructions and return to shape
- Nylon paddles provide superior wear resistance than UHMW paddles
- Every link is an easily accessible assembly and disassembly point
- Lightweight construction draws less amps than traditional chains

Chain breakdowns are inevitable and there is no time for downtime so get back up and running faster than ever with Bolt N Go chain!
Bolt 'N' Go Installation

The table below lists all of the hardware required to assemble Bolt 'N' Go chain in 102NA, 142NA, and 142HA sizes. Torque ranges for the bolts are also provided to ensure proper clamping force.

<table>
<thead>
<tr>
<th>#</th>
<th>102NA LINK</th>
<th>142NA LINK</th>
<th>142HA LINK</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>4B102BNA</td>
<td>4B142BNA</td>
<td>4B142BHA</td>
</tr>
<tr>
<td>2</td>
<td>Nylon Flight</td>
<td>Nylon Flight</td>
<td>Nylon Flight</td>
</tr>
<tr>
<td>3</td>
<td>1/4 x 1-3/4 Hex Bolt (Gr. 8) - No Flight</td>
<td>M10 x 65 Hex Bolt (Gr. 10.9) - No Flight</td>
<td>M10 x 85 Hex Bolt (Gr. 10.9) - No Flight</td>
</tr>
<tr>
<td></td>
<td>1/4 x 3-1/2 Hex Bolt (Gr. 8) - Flight</td>
<td>M10 x 120 Hex Bolt (Gr. 10.9) - Flight</td>
<td>M10 x 140 Hex Bolt (Gr. 10.9) - Flight</td>
</tr>
<tr>
<td>4</td>
<td>Small Flat Washer (2) - No Flight</td>
<td>Small Flat Washer (2) - No Flight</td>
<td>Small Flat Washer (2) - No Flight</td>
</tr>
<tr>
<td>5</td>
<td>Fender Washer (2)</td>
<td>Fender Washer (2)</td>
<td>Fender Washer (2)</td>
</tr>
<tr>
<td>6</td>
<td>Wedge Lock Washer (2)</td>
<td>Wedge Lock Washer (2)</td>
<td>Wedge Lock Washer (2)</td>
</tr>
<tr>
<td>7</td>
<td>Nylon Insert Lock Nut</td>
<td>Nylon Insert Lock Nut</td>
<td>Nylon Insert Lock Nut</td>
</tr>
<tr>
<td>8</td>
<td>Hollow Pin</td>
<td>Hollow Pin</td>
<td>Hollow Pin</td>
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<td>---</td>
<td>-----------------------------</td>
<td>-----------------------------</td>
<td>-----------------------------</td>
</tr>
<tr>
<td></td>
<td>Torque Bolt to 5 to 6 ft-lb.</td>
<td>Torque Bolt to 20 to 25 ft-lb.</td>
<td>Torque Bolt to 20 to 25 ft-lb.</td>
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</tbody>
</table>

The diagram below illustrates the assembly for both flighted and non-flighted links. Note that the hollow pin (#8) keeps the chain tensioned when adding or removing flights.

**FLIGHTED LINKS**
1. Align flight slot to engage with the link lug to prevent rotation.
3. After tightening, ensure that the connected links articulate freely.

**NON-FLIGHTED LINKS**
1. Bolt (3) → Fender (5) → Flat Washer (4) → Hollow Pin (8) → Flat Washer (4) → Fender (5) → Lock Nut (7)
2. After tightening, ensure that the connected links articulate freely.

**NOTE:** The slot on the flight engages with the lug on the link to prevent the flight from rotating during operation.

BOLT ‘N’ GO MAINTENANCE

1. After installation, run the conveyor without product for several revolutions. Check that the chain and flights are secure.
2. If no issues are found, run the conveyor with materials for 3 hours. Check the chain and flights again to make sure that they are secure.
3. Periodically inspect the chain, flights and bolt torque settings.
Forged chain sprockets are typically of segmental construction consisting of four segments bolted onto a solid or split B or C-type hub. The segmental construction facilitates the replacement of worn tooth segments by allowing the hub to remain mounted to the shaft. Sprocket segments are generally made from carbon steel, case hardened to 450-550 BHN, or AR400- 500 steel. They are also available in grade 420 stainless steel for corrosive applications. Sprocket hubs are typically made from mild steel or 304 stainless steel. The engagement method with drop forged chain is quite different from traditional chains. The spine of the chain links engage between sprocket segments as shown in Image A. As such, it is critical that the channel between segments remain clear for the chain to engage. For this reason, sprocket cleaners are normally incorporated onto the return rail to strip away any product build up within this area.

Ensure that the drive sprocket is installed in the correct direction. A direction arrow is normally stamped on the sprocket to indicate proper chain travel (Image B). Some drive sprockets have symmetrical teeth and are wear reversible, so direction is not a factor during installation (Image C). NOTE: Although the sprocket maybe wear reversible, the direction of travel for the chain is not.
Sprocket Maintenance

Sprockets are fabricated and hardened at a slightly lower hardness compared to the chain to minimize wear. Sprocket replacement is recommended when the teeth are worn 1/4” below original surface engagement with the chain, as illustrated in Image D.

Operating the chain on worn sprockets creates an improper pitch diameter, which can result in damage to the chain, circlips, and lead to chain separation. This condition will also shock load the chain and cause “hooking”, resulting in higher stress loads on the chain due to improper sprocket engagement.

Although sprockets are critical to proper conveyor operation, they often get overlooked during routine maintenance. Typically, sprocket tooth segments should be replaced 1 or 2 times throughout the life cycle of the chain.

Always install new chain with new sprocket segments.

Common Sprocket Types

- Wear Reversible Symmetrical Drive
- Non-Reversible Asymmetrical Drive
- Self Cleaning
- Star Trailer
- Smooth Trailer
1. Sprocket cleaners and chain wipers help maintain the sprocket clear of buildup for the chain to engage.

2. Conveyor inlet screens ensure that particle size does not exceed conveyor design parameters and help prevent tramp material from entering the conveyor.

3. Conveyor inlet magnets help prevent the introduction of tramp material.

4. Central rails made from Hadfield manganese steel will maximize chain life and help prevent fatigue on welded flights (Image E).

5. Wear bushings, AR steel flights, and hard weld coatings are available for extremely abrasive applications.

6. For installation assistance or any application questions, call Uniking Canada.
### Drop Forged Chain

4B's drop forged chain is made of special heat treated alloy steel case hardened to Rockwell C57 - C62 with a ductile core hardness of Rockwell C40.

4B's superior heat treatment technique provides the optimum chain link with a more resilient ductile core for shock resistance, and an extremely hard exterior surface for superior wear resistance.

4B's drop forged chain is backed by an international network of companies with over 120 years of experience, and a global team of engineers and sales professionals that can provide you with practical solutions for all your material handling applications.

**Minimum Breaking Load**

<table>
<thead>
<tr>
<th>Chain Link</th>
<th>4B102NA</th>
<th>4B125NA</th>
<th>4B142NA</th>
<th>4B142HA</th>
<th>4B150NA</th>
<th>4B160NA</th>
<th>4B175NA</th>
<th>4B200NA</th>
<th>4B216NA</th>
<th>4B250NA</th>
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<tbody>
<tr>
<td>kN</td>
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<td>200</td>
<td>300</td>
<td>450</td>
<td>300</td>
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<td>520</td>
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**Case Hardness**

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<th>4B142HA</th>
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<th>4B160NA</th>
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**Case Depth**

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<th>4B142HA</th>
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**Core Hardness**

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<th>4B142HA</th>
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**Weight (Per Link)**

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<th>4B142NA</th>
<th>4B142HA</th>
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<td>kg</td>
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**Bolt 'N' Go Compatible**

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<th>4B142HA</th>
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<td>No</td>
<td>Yes</td>
<td>No</td>
<td>No</td>
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<td></td>
</tr>
</tbody>
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**Dimensions**

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<th>P</th>
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<th>142 mm</th>
<th>142 mm</th>
<th>150 mm</th>
<th>160 mm</th>
<th>175 mm</th>
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<th>216 mm</th>
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<tbody>
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<td>H</td>
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<td>50 mm</td>
<td>50 mm</td>
<td>49 mm</td>
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<td>60 mm</td>
<td>75 mm</td>
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<td>12 mm</td>
<td>16.5 mm</td>
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<td>42 mm</td>
<td>62 mm</td>
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<td>22 mm</td>
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<td>D</td>
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<tr>
<td>B</td>
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<td>---</td>
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</tr>
</tbody>
</table>

* Links and pins are available in all grades of stainless steel.
Welded Flights and Pins

Typical Welded Flight Attachments

Square Bar Flight

Flat Bar Flight

Paddle Flight

U Flight

Closed U Flight

Closed U Flight with Filler Plates

00 Flight

00 Flight with Filler Plates

Return Cups

Note: Custom flights are available, based on customer specifications.

Standard Pin Options

Forged Head Pin Collar and Roll Pin

Forged Head Pin and One Clamp

Plain Pin and Two Clamps

Bolt ‘N’ Go Hollow Pin, Bolt, Washers and Nut

Note: Clamps, roll pins, hex bolts and locknuts must not be re-used. Install one time and discard after use.

Application Photos

Typical Double Strand Chain Application

Feed Mill Application using Bolt ‘N’ Go Chain with Nylon Flights

Typical Double Strand Chain Application

Feed Mill Application using Bolt ‘N’ Go Chain with Nylon Flights
The Bolt ‘N’ Go flight system is a revolutionary assembly method for drop forged Link and flight assembly is made easy by using a standard bolt and mechanical lock nut with a high strength hollow pin. There are no circlips and no intricate assembly required. There is no welding of flights, no need to remove chain from the conveyor for installation, and no issues with strength. Just bolt the links and the flights together. It’s easy, simple and reliable!

4B’s double and triple links are forged with the same quality, strength and durability as our standard links.

Dimensions:

<table>
<thead>
<tr>
<th></th>
<th>4B142DNA</th>
<th>4B142DHA</th>
<th>4B142TNA</th>
<th>4B142THA</th>
<th>4B175DNA</th>
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<tr>
<td>Tension</td>
<td>300 kN</td>
<td>450 kN</td>
<td>300 kN</td>
<td>450 kN</td>
<td>520 kN</td>
</tr>
<tr>
<td>(67,500 lb)</td>
<td>101,000 lb</td>
<td>101,500 lb</td>
<td>117,500 lb</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Rockwell</td>
<td>C57 - C62</td>
<td>C57 - C62</td>
<td>C57 - C62</td>
<td>C57 - C62</td>
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</tr>
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<td>No</td>
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</tbody>
</table>

NOTE: Double / triple links use specially designed sprockets and trailers.
4B sprockets and trailers are manufactured from high-grade heat treated steel to a minimum hardness of 57 HRC. Each piece is machined to size with appropriate bore and keyway specific to each customer’s application. Most sizes are in stock and ready to ship from 4B’s extensive inventory.

**NOW AVAILABLE!**
Segmental Star and Self Cleaning Trailers

**Sprockets and Trailers**

<table>
<thead>
<tr>
<th>Chain Link</th>
<th>No. of Teeth</th>
<th>ØPS (mm)</th>
<th>ØP1 (mm)</th>
<th>ØA (mm)</th>
<th>ØB (mm)</th>
<th>ØC (mm) Max.</th>
<th>ØD (mm)</th>
<th>N No. of Holes</th>
<th>T (mm)</th>
<th>X (mm)</th>
<th>WB1 (mm)</th>
<th>Max. Shaft Dia ØA (mm)</th>
<th>Pitch Circle Dia ØP1 (mm)</th>
<th>Hub Width Dia.* (mm) Smooth WB2</th>
<th>Segmental WB3</th>
<th>Rim Width Dia. (mm)</th>
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<tbody>
<tr>
<td>4B102NA</td>
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<td>-</td>
<td>105.0</td>
<td>135.0</td>
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<td>10</td>
<td>85</td>
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</tr>
</tbody>
</table>

**Standard Sprocket (Shown with Hub)**

**Wear Reversible Sprocket (Shown with Hub)**

**Smooth Trailer**

**Segmental Star Trailer (Shown with Hub)**

**NOTE:** 2160NA and 260NA sizes are available, contact 4B for more information.

* Smooth and segmental trailers have different hub widths as noted (WB2 & WB3).
- 4B offers any bore size to suit your requirements, consult with our engineers for recommended shaft diameter.
- Specially designed sprockets and stub trailers are required for use with double and triple links, consult a 4B sales engineer for information on your specific application.
PARTICLEBOARD FORGED CHAIN CONVEYOR DESIGN

PULP&PAPER FORGED CHAIN CONVEYOR DESIGN
MATERIAL HANDLING FORGED CHAIN CONVEYOR DESIGN

WASTEWATER FORGED CHAIN CONVEYOR DESIGN
WESTERN CANADA Sales Office
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CENTRAL CANADA Sales Office
Winnipeg Tel: 431-334-8334

EASTERN CANADA Sales Office
Montreal Tel: 514-886-5270
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