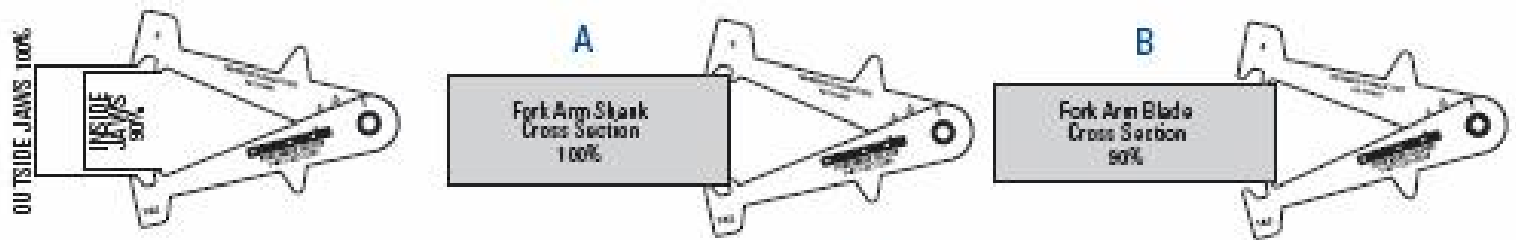


SUBJECT : FORK ARM WEAR CALIPER GUIDE

Measuring Fork Wear with Calipers



Fork calipers perform two tasks at once. They measure the thickness of the fork arm shank (A) then automatically indicate what a 10% wear factor would be when the calipers are applied to the blade cross section (B).

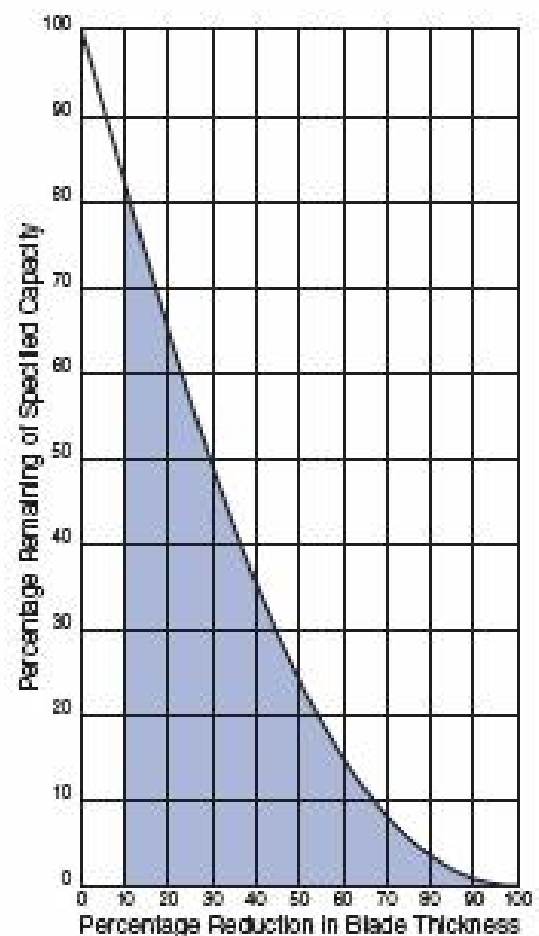
1. Checking Fork For Thickness Wear

Forks should be inspected at least once a year (single-shift operation, and more frequently in severe applications) for wear and distortion. The best method is to use a fork caliper, which is a type of adjustable go/no-go gauge.

Each fork consists of two sections: the shank, which is the vertical part attached to the carriage, and the blade, which is the portion that picks up the load.

Set the front teeth of the jaws by measuring the thickness of the shank (in an area of little or no wear) ensuring that the caliper is held square across the shank (see figure A). Carefully remove the caliper from the shank and position the jaws over the fork arm blade approximately 50mm (2") out from the heel (see figure B). If the inside teeth of the caliper hit the fork blade it has less than 10% wear and can be returned to service. If the inside teeth pass freely over the blade the fork has 10% wear and 20% reduction in capacity. Remove fork from service. See fork wear chart.

NOTE: Wear calipers are not recommended for full taper or lumber forks.



This chart shows how fork wear reduces truck capacity. ANSI/ITSDF B56.1-2006 standards require that each fork be at least half the capacity of the truck at the rated load center distance as shown on the truck nameplate.