

THIS SET OF USER INSTRUCTIONS IS FOR THE BRITLIFT TRADITIONAL SERIES MODULAR SPREADER T4. THE T4 IS RATED TO A MAXIMUM VERTICAL LOAD OF 4 TONNES AND A MAXIMUM SPAN (OR LENGTH) OF 4.5 METERS. THIS SYSTEM IS MODULAR IN CONSTRUCTION AND MAY BE REASSEMBLED BY TRAINED RIGGERS USING DIFFERENT STRUT COMBINATIONS TO ACHIEVE ANY SPAN FROM 0.5M TO 4.5M.

THE SLING ANGLE SELECTED DURING THE RIGGING OF THIS ITEM IS CRUCIAL TO THE SAFE USE OF THE BEAM. THIS ANGLE WILL AFFECT THE WEIGHT OF THE LOAD THAT CAN BE SAFELY LIFTED. IF YOU ARE UNSURE OF WHAT YOUR SLING ANGLE IS, HOW OR WHY THIS WILL AFFECT THE USE OF THE BEAM THEN ANOTHER COMPETENT AND TRAINED RIGGER MUST BE CONSULTED.

Note: The T4 Modular Spreader beam combines 4 tonne End Pieces with struts from the larger T8 range.

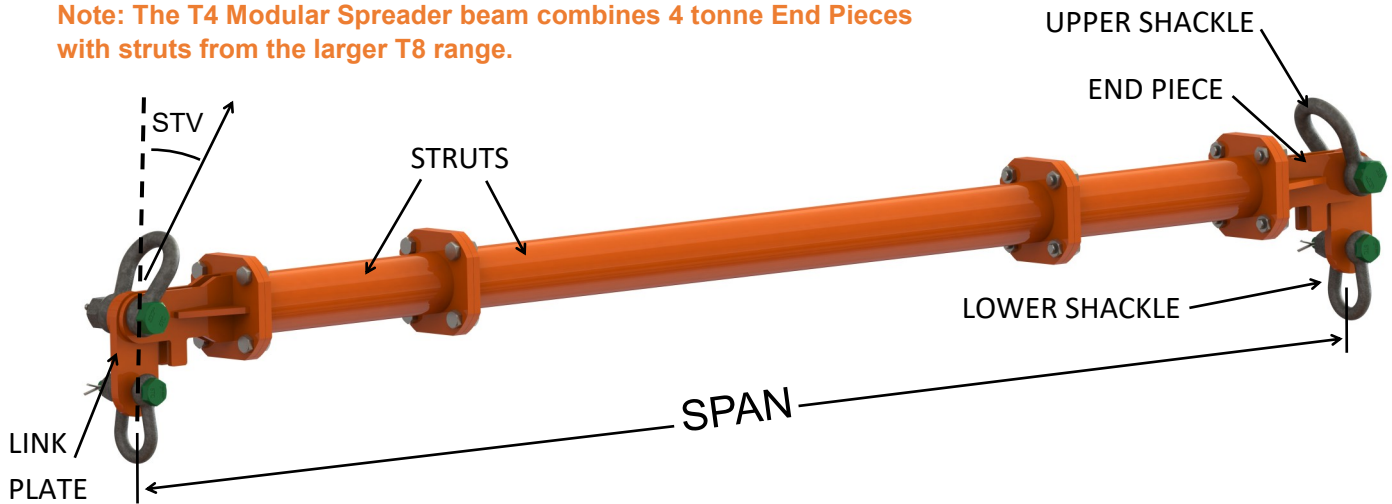


CHART 1: CAPACITY | SPAN | ANGLE

| SPAN | 45° STV | | 30° STV | | 20° STV | |
|------|---------------|--|---------------|--|---------------|--|
| | SWL IN TONNES | MINIMUM TOP SLING LENGTH REQUIRED (METERS) | SWL IN TONNES | MINIMUM TOP SLING LENGTH REQUIRED (METERS) | SWL IN TONNES | MINIMUM TOP SLING LENGTH REQUIRED (METERS) |
| 0.5 | 4 | 0.3 | 4 | 0.4 | 4 | 0.7 |
| 0.75 | 4 | 0.5 | 4 | 0.7 | 4 | 1 |
| 1 | 4 | 0.7 | 4 | 0.9 | 4 | 1.4 |
| 1.25 | 4 | 0.9 | 4 | 1.2 | 4 | 1.7 |
| 1.5 | 4 | 1 | 4 | 1.4 | 4 | 2.1 |
| 1.75 | 4 | 1.2 | 4 | 1.7 | 4 | 2.5 |
| 2 | 4 | 1.4 | 4 | 1.9 | 4 | 2.8 |
| 2.25 | 4 | 1.6 | 4 | 2.2 | 4 | 3.2 |
| 2.5 | 4 | 1.7 | 4 | 2.4 | 4 | 3.6 |
| 2.75 | 4 | 1.9 | 4 | 2.7 | 4 | 3.9 |
| 3 | 4 | 2.1 | 4 | 2.9 | 4 | 4.3 |
| 3.25 | 4 | 2.3 | 4 | 3.2 | 4 | 4.7 |
| 3.5 | 4 | 2.4 | 4 | 3.4 | 4 | 5 |
| 3.75 | 3 | 2.6 | 4 | 3.7 | 4 | 5.4 |
| 4 | 3 | 2.8 | 4 | 3.9 | 4 | 5.8 |
| 4.25 | 2 | 3 | 4 | 4.2 | 4 | 6.1 |
| 4.5 | 2 | 3.2 | 4 | 4.4 | 4 | 6.5 |

! CRITICAL INFORMATION! !

- THIS IS A SPREADER BEAM AND MUST ONLY BE LOADED AT THE TWO END POINTS THROUGH THE LINK PLATES. NEVER HANG LOADS FROM THE STRUTS.
- STV (SLING TO VERTICAL) ANGLE MUST BE NO MORE THAN 45°.
- CHART 1 **MUST BE REFERRED TO** IN ORDER TO ENSURE THAT THIS BEAM IS SUITABLE FOR THE PLANNED LIFT.
- LINK PLATES MUST HANG DOWNWARDS, TOWARDS THE LOAD.
- THE WLL (WORKING LOAD LIMIT) OF A SINGLE LINK PLATE IS 2 TONNES (4 TONNES COMBINED). DO NOT EXCEED THIS WEIGHT AT ONE END OF THE BEAM.
- THE T4 USES M10 x 30 GRADE 8.8 HT BOLTS, NUTS AND WASHERS. THE RECOMMENDED TIGHTENING TORQUE IS 80Nm.
- ANY PERSONNEL USING THIS PRODUCT MUST BE A TRAINED AND COMPETENT RIGGER OR SLINGER/ SIGNALLER.
- THE ONGOING USE OF THIS PRODUCT MUST BE IN ACCORDANCE WITH THE REQUIREMENTS IN LOLER (LIFTING OPERATIONS AND LIFTING EQUIPMENT REGULATIONS 1998).
- PLEASE ENSURE THAT NO MORE THAN 6 STRUTS ARE USED IN THE ASSEMBLY OF A BEAM.
- CHECK THAT NO RIGGING EQUIPMENT CLASHES WITH THE BEAM. THE BEAM MUST ONLY BE LOADED THROUGH THE SHACKLE PIN HOLES AT EACH END.

CHART 2: COMPONENT | WEIGHT

| Name | Self-Weight |
|--------------------|-------------|
| End Piece (0.125m) | 1.5kg |
| Link Plate | 0.4kg |
| 0.25m Strut | 2.8kg |
| 0.5m Strut | 5kg |
| 0.75m Strut | 7kg |
| 1m Strut | 8kg |
| 1.5m Strut | 11kg |
| 2t Bottom Shackle | 0.5kg |
| 3.25t Top Shackle | 0.8kg |

THE CHART TO THE RIGHT CONTAINS THE SELF-WEIGHT INFORMATION FOR EACH STANDARD COMPONENT USED IN THE ASSEMBLY OF A T4. THE TOTAL APPROXIMATE BEAM WEIGHT MAY BE CALCULATED USING THIS TABLE. DO NOT FORGET TO ADD THE WEIGHT OF ANY OTHER RIGGING EQUIPMENT YOU ARE USING.

SLINGS AND RIGGING

- DO NOT RIG THE LOWER SLINGS MORE THAN 6 DEGREES FROM VERTICAL
- CHECK TO ENSURE THAT THE END FITTING OF THE SLING DOES NOT CLASH WITH THE END PIECE OF THE SPREADER.
- WIRE ROPE SLINGS, TEXTILE SLINGS AND CHAIN SLINGS MAY ALL BE USED WITH THIS PRODUCT.

IDENTIFICATION PLATES

IN COMPLIANCE WITH UK LEGISLATION, EACH COMPONENT OF THE LIFTING EQUIPMENT SUPPLIED BY BRITLIFT SHALL BE INDIVIDUALLY MARKED WITH AN ID PLATE. THIS WILL PROVIDE THE FOLLOWING INFORMATION; THE NAME OF THE MANUFACTURER (BRITLIFT), A EU CE MARK, A UK CA MARK, THE ITEM'S WLL WHERE APPLICABLE, THE ITEM'S SELF-WEIGHT, AND A UNIQUE SERIAL NUMBER.

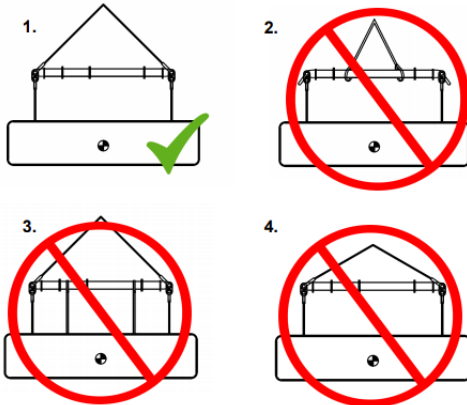
THE SERIAL NUMBER IS SPLIT INTO 3 PARTS. PART 1 – IDENTIFIES THE T-SYSTEM. PART 2 – IDENTIFIES THE TYPE OF COMPONENT (END PIECE / LINK PLATE / STRUT). PART 3 – IDENTIFIES THE PART CODE.

FROM 2023, THE YEAR OF MANUFACTURE (YOM) OF THE COMPONENTS CAN BE IDENTIFIED THROUGH THE FIRST 2 DIGITS IN PART 3 OF THE SERIAL NUMBER. FOR EXAMPLE, THE FOLLOWING SERIAL NUMBER, "T8/1000/230811", SHOWS THAT THE YOM OF THE COMPONENT WAS 2023.

AN EXAMPLE ID PLATE:



COMMON RIGGING ERRORS



- AN EXAMPLE OF A CORRECT METHOD OF RIGGING A SPREADER FRAME
- INCORRECT, THE TOP SLINGS ARE NOT CONNECTED TO THE CORNERS OF THE FRAME.
- INCORRECT, THERE ARE A SECOND PAIR OF BOTTOM SLINGS WHICH ARE CONNECTED TO THE STRUTS ON THE FRAME.
- INCORRECT, THE STV ANGLE IS GREATER THAN 45°.

BRITLIFT GUIDELINES MUST BE FOLLOWED AT ALL TIMES. IF YOU ARE UNSURE ABOUT ANY PART OF THE USE OF THIS PRODUCT, PLEASE CALL OUR ENGINEERS DIRECTLY ON:

+44 (0)1305 236123

ASSEMBLY GUIDE

- CONSULT THE LIFT PLAN AND ENSURE THAT YOU ARE USING THE CORRECT BEAM FOR YOUR LIFT REQUIREMENTS.
- ENSURE EACH COMPONENT YOU ARE USING IS FROM THE CORRECT SERIES AND CHECK THAT ALL RELEVANT CERTIFICATION IS PRESENT.
- ENSURE THAT THE MATING FACES OF THE COMPONENTS ARE FREE FROM DEBRIS.
- BOLT THE SYSTEM TOGETHER USING THE FASTENERS AND TIGHTENING TORQUE SPECIFIED.
- CHECK AND ENSURE THAT THERE IS A BOLT IN EVERY HOLE.
- PLACE THE LINK PLATE INSIDE THE JAW OF THE END PIECE SO THAT THE LARGER HOLE ON THE LINK PLATE LINES UP WITH THE HOLES ON THE END PIECE.
- PLACE YOUR TOP SLING WITHIN THE TOP SHACKLE AND THEN LOWER THE SHACKLE INTO PLACE OVER THE END PIECE. ONCE ALL THE HOLES ARE ALIGNED, PIN IN PLACE USING THE TOP SHACKLE PIN. REPEAT THIS PROCESS AT THE OTHER END.
- ATTACH THE OTHER END OF THE TOP SLINGS TO THE CRANE HOOK
- THE LOWER SLINGS AND SHACKLES CAN NOW BE CONNECTED TO THE LINK PLATES.
- BEFORE MOVING THE SPREADER OUT OF REACH, THE ASSEMBLY OF THE BEAM MUST BE THOROUGHLY INSPECTED BY A COMPETENT PERSON.
- CONNECT THE BOTTOM SLINGS TO THE LOAD AND CHECK TO ENSURE THAT THE RIGGING ARRANGEMENT IS IN ACCORDANCE WITH THE LIFT PLAN.