

CROSBY® L-562A & L-320R ROV HOOKS

Warning & Application Instructions



L-562A



L-320R

QUIC-CHECK® Hoist hooks incorporate markings forged into the product which address two (2) **QUIC-CHECK®** features:



Deformation Indicators – Two strategically placed marks, one just below the shank or eye and the other on the hook tip, which allows for a **QUIC-CHECK®** measurement to determine if the throat opening has changed, thus indicating abuse or overload.

To check, use a measuring device (i.e., tape measure) to measure the distance between the marks. The marks should align to either an inch or half-inch increment on the measuring device. If the measurement does not meet criteria, the hook should be inspected further for possible damage.

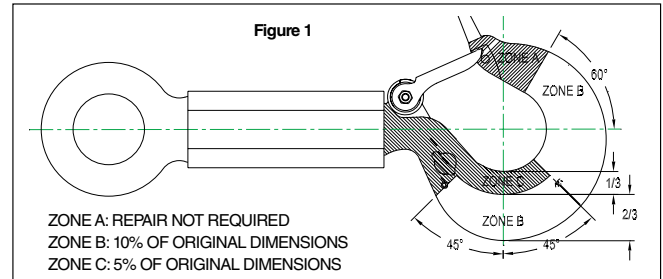
Angle Indicators – Indicates the maximum included angle which is allowed between two (2) sling legs in the hook. These indicators also provide the opportunity to approximate other included angles between two sling legs.

IMPORTANT SAFETY INFORMATION – READ AND FOLLOW

- A visual periodic inspection for cracks, nicks, wear, gouges and deformation as part of a comprehensive documented inspection program, should be conducted by trained personnel in compliance with the schedule in ANSI B30.10 and/or regulations governing your industry or jurisdiction.
- For ROV hooks used in frequent load cycles or pulsating loads, the ROV hook components (hoist hook, eye bolt and hexagon body) and their threads should be periodically inspected by Magnetic Particle or Dye Penetrant (Disassembly will be required).
- Disassemble the eye bolt and shank hook from hexagon body (sizes up to and including 31.5t WLL). This requires removing the 2 spiral pins and unscrewing the eye bolt and hoist hook.
- Always use new spiral pins when re-assembling the ROV Hook.
- After reassembly, Crosby recommends a proof test equal to 2 times the ROV hook's stated WLL.
- Never use a hoist hook whose throat opening has been increased, or whose tip has been bent more than 10 degrees out of plane from the hook body, or is in any other way distorted or bent. Note: A latch will not work properly on a hook with a bent or worn tip.
- Never use a hoist hook that is worn beyond the limits

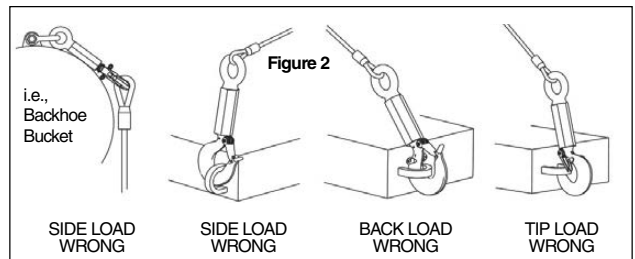
WARNING

- Loads may disengage from hook if proper procedures are not followed.
- A falling load may cause serious injury or death.
- Hook must always support the load. The load must never be supported by the latch.
- Read and understand these instructions before using hook and latch.



shown in Figure 1.

- Remove from service any hoist hook with a crack, nick or gouge. Hoist hooks with a nick or gouge shall be repaired by grinding lengthwise, following the contour of the hook, provided that the reduced dimension is within the limits shown in Figure 1. Contact Crosby Engineering to evaluate any cracks.
- Never repair, alter, rework, or reshape an ROV hook by welding, heating, burning, or bending.
- Remove from service a hoist hook or eye bolt which has threads corroded more than 20% of the hexagon body engagement length.
- Never side load, back load, or tip load the hoist hook, eye bolt or hexagon body. (Side loading, back loading and tip loading are conditions that damage and reduce the capacity



of the ROV hook). (See Figure 2.)

- The use of a latch may be mandatory by regulations or safety codes. Follow the regulations governing your industry or jurisdiction.
- Always make sure the hook supports the load. (See Figure 3). The latch must never support the load (See Figure 4).
- When placing two (2) sling legs in hook, make sure the angle from the vertical to the outermost leg is not greater than 45 degrees, and the included angle between the legs does not exceed 90 degrees (See Figure 5).
- See ANSI/ASME B30.10 "Hooks" for additional information.
- Remove from service any eye bolt with a crack, nick or gouge. Eye bolt with a nick or gouge shall be repaired by grinding lengthwise, following the contour of the eye bolt, provided that the reduced dimension is no greater than 5% of original dimension. Contact Crosby Engineering to evaluate any cracks.