UNIFIED FACILITIES GUIDE SPECIFICATIONS

References are in agreement with UMRL dated July 2023
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SECTION 41 22 13.15

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SECTION 41 22 13.15

BRIDGE CRANES, OVERHEAD ELECTRIC, UNDER RUNNING TROLLEY
11/22, CHG 1: 02/23

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NOTE: This guide specification covers requirements for top running and under running single girder electric traveling (OET) cranes with under running trolleys and hoists, Crane Manufacturers Association of America (CMAA) 74 Class A, B, C and D suitable for indoor or outdoor use in general purpose service, ordnance handling service, or hazardous area environments Crane capacities less than 23 metric ton 25 ton 23,000 kg 50,000 pounds. For NAVY, crane capacities in this specification should be limited to 9,100 kg 20,000 pounds for administrative purposes.

Single girder under running crane configuration is not recommended for spans greater than 12 meters 40 feet or capacities greater than 9,100 kg 20,000 pounds. Utilize multiple single girder spans or see Section 41 22 13.14 BRIDGE CRANES, OVERHEAD ELECTRIC, TOP RUNNING for top running double girder configurations more appropriate at longer spans and higher capacities. Contact Navy Crane Center for more information (Naval Facilities Engineering Systems Command, Navy Crane Center, Building 491, Norfolk Naval Shipyard, Portsmouth, Va., 23709-5000)

This guide specification incorporates the design criteria and requirements identified in NAVCRANECEN INSTRUCTION 11450.2A (December 2018).

This guide specification includes tailoring options for NAVFAC, pounds (per NAVFAC P-307), and tons. The NAVFAC tailoring option also includes requirements specific to the Navy and Marine Corps. Crane procurements for the Navy and Marine Corps must select the NAVFAC tailoring option.

Crane tailoring options are included for the Air Force, outdoor, ordnance/explosives handling, or hazardous (explosive) environments. Only one unique

specialized application tailoring option should be selected at a time, however multiple can be used with additional specific project editing in the resulting sections. "General Purpose Service" is the default crane condition unless an alternate specialized tailoring option is selected. When "Maximum Anti-Spark" protection is required, the "Minimum Anti-Spark" tailoring option MUST ALSO be selected as the maximum requirements are in addition to the minimum requirements.

Selection or deselection of a tailoring option (select view-tailoring options) will include or exclude that option in the section. Specific project editing is still required for the resulting section.

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NOTE: Adhere to UFC 1-300-02 Unified Facilities Guide Specifications (UFGS) Format Standard when editing this guide specification or preparing new project specification sections. Edit this guide specification for project specific requirements by adding, deleting, or revising text. For bracketed items, choose applicable item(s) or insert appropriate information.

Remove information and requirements not required in respective project, whether or not brackets are present.

Comments, suggestions and recommended changes for this guide specification are welcome and should be submitted as a Criteria Change Request (CCR).

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NOTE: Use this guide specification to specify cranes that are procured as part of a building construction contract for such applications as machine shops, warehouses, and other areas that do require specialized weight handling equipment.

Explanations of CMAA service classifications A through D are covered in the "Notes" portion of paragraph CRANE DESIGN CRITERIA, sub-paragraph CLASSIFICATION. The minimum allowable classification for Ordnance/Explosive Handling is CMAA service class D. Navy Crane Center minimum requirement is CMAA service class C.

Forward all procurement of OET systems at Naval Shore based activities with rated capacities of 9000 kg 20,000 pounds or greater or for use in specialized applications (e.g., ordnance handling, molten metal handling, special purpose service as defined in NAVSEA Publication 0989-030-7000, hazardous/explosive area environments, or precision

handling operations requiring complex or synchronized lifting capacity) to: Naval Facilities Engineering Systems Command, Navy Crane Center, Building 491, Norfolk Naval Shipyard, Portsmouth, Va., 23709-5000. (See NAVCRANECEN INSTRUCTION 11450.1C of 11 JULY 2019).

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NOTE: This specification covers cranes with top running or under running bridge and under running trolley and hoist, single girder, with CMAA 74 service class of A through D.

Control types and systems may be specified as follows:

1. Remote or Pendant Crane Controls or a combination of the two can be provided.

2. Alternating current (AC) control systems must be specified. The vast majority of new cranes are AC powered and AC controlled.

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NOTE: The RFP must provide the relevant dimensions and load data for the crane. See "Crane Inquiry Data Sheet" in CMAA 74 section 6.1 or see "Crane Information Form for Under running Cranes(s)" pages 5 and 6 at the following Navy Crane Center link:

https://ncc.navfac.navy.mil/Popular-Links/DOWNLOADS/

Projects that are routed through Navy Crane Center should be accompanied by a completed Crane Information Form (CIF) per the above link.

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NOTE: Show the following information, as a minimum, on the project drawings:

1. Complete details of plan, elevations, and sections of crane.

2. Runway track system (if installed), including span and size of girder, runway rail size, channel cap size, size and location of crane stops, and building clearances.

3. Electrical junction box location (including mounting height).

****

PART 1 GENERAL

1.1 REFERENCES

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NOTE: This paragraph is used to list the publications cited in the text of the guide specification. The publications are referred to in the text by basic designation only and listed in this paragraph by organization, designation, date, and title.

Use the Reference Wizard's Check Reference feature when you add a Reference Identifier (RID) outside of the Section's Reference Article to automatically place the reference in the Reference Article. Also use the Reference Wizard's Check Reference feature to update the issue dates.

References not used in the text will automatically be deleted from this section of the project specification when you choose to reconcile references in the publish print process.

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The publications listed below form a part of this specification to the extent referenced. The publications are referred to within the text by the basic designation only.

AMERICAN GEAR MANUFACTURERS ASSOCIATION (AGMA)

AGMA 908	(1989B; R 1999) Information Sheet: Geometry Factors for Determining the Pitting Resistance and Bending Strength of Spur, Helical and Herringbone Gear Teeth
ANSI/AGMA 2001	(2004D; R 2010) Fundamental Rating Factors and Calculation Methods for Involute Spur and Helical Gear Teeth
ANSI/AGMA 2015-1	(2001A; R 2014) Accuracy Classification System - Tangential Measurements for Cylindrical Gears
ANSI/AGMA 6013	(2006A; R 2016) Standard for Industrial Enclosed Gear Drives

AMERICAN INSTITUTE OF STEEL CONSTRUCTION (AISC)

AISC 360	(2016) Specification for Structural Steel Buildings

AMERICAN SOCIETY OF CIVIL ENGINEERS (ASCE)

ASCE 7-16	(2017; Errata 2018; Supp 1 2018) Minimum Design Loads and Associated Criteria for Buildings and Other Structures

AMERICAN SOCIETY OF MECHANICAL ENGINEERS (ASME)

ASME B1.1	(2003; R 2018) Unified Inch Screw Threads (UN and UNR Thread Form)
ASME B30.10	(2019) Hooks
ASME B30.16	(2022) Overhead Underhung and Stationary Hoists
ASME B30.17	(2020) Overhead and Gantry Cranes (Top Running Bridge, Single Girder, Underhung Hoists)
ASME B30.30	(2019) Ropes
ASME HST-1	(2017) Performance Standard for Electric Chain Hoists
ASME HST-4	(2021) Performance Standard for Overhead Electric Wire Rope Hoists
ASME NUM-1	(2016) Rules for Construction of Cranes, Monorails, and Hoists with Bridge or Trolley or Hoist of the Underhung Type.

AMERICAN WELDING SOCIETY (AWS)

AWS D1.1/D1.1M	(2020; Errata 1 2021) Structural Welding Code - Steel
AWS D14.1/D14.1M	(2019) Specification for Welding of Industrial and Mill Cranes and Other Material Handling Equipment

ASTM INTERNATIONAL (ASTM)

ASTM A275/A275M	(2018; R 2023) Standard Practice for Magnetic Particle Examination of Steel Forgings
ASTM A1023/A1023M	(2021) Standard Specification for Stranded Carbon Steel Wire Ropes for General Purposes
ASTM E543	(2021) Standard Specification for Agencies Performing Non-Destructive Testing
ASTM E1417/E1417M	(2016) Standard Practice for Liquid Penetrant Testing
ASTM F436/F436M	(2019) Standard Specification for Hardened Steel Washers Inch and Metric Dimensions
ASTM F2973	(2021) Standard Specification for Insulating Lifting Links for Load Lifting Equipment Working Near Energized Power Lines

ASTM F3125/F3125M (2019) Standard Specification for High Strength Structural Bolts and Assemblies, Steel and Alloy Steel, Heat Treated, Inch Dimensions 120 ksi and 150 ksi Minimum Tensile Strength, and Metric Dimensions 830 MPa and 1040 MPa Minimum Tensile Strength

BRITISH STANDARDS INSTITUTE (BSI)

BS ISO 4309 (2017) Cranes - Wire Ropes - Care and Maintenance, Inspection and Discard

CRANE MANUFACTURERS ASSOCIATION OF AMERICA (CMAA)

CMAA 70 (2020) Specification for Top Running Bridge and Gantry Type Multiple Girder Electric Overhead Traveling Cranes

CMAA 74 (2020) Specifications for Single Girder Cranes

ELECTRIFICATION AND CONTROLS MANUFACTURERS ASSOCIATION (ECMA)

ECMA 15 (2018) Cable-less Controls for Electric Overhead Traveling Cranes

INTERNATIONAL ELECTROTECHNICAL COMMISSION (IEC)

IEC ISO 15408 (2022) Information Technology-Security Techniques-Evaluation Criteria for IT Security

MATERIAL HANDLING INDUSTRY OF AMERICA (MHI)

MHI MH27.1 (2016) Specifications for Underhung Cranes and Monorail Systems

NATIONAL ELECTRICAL CONTRACTORS ASSOCIATION (NECA)

NECA NEIS 1 (2015) Standard for Good Workmanship in Electrical Construction

NATIONAL ELECTRICAL MANUFACTURERS ASSOCIATION (NEMA)

NEMA 250 (2020) Enclosures for Electrical Equipment (1000 Volts Maximum)

NEMA ICS 2 (2000; R 2020) Industrial Control and Systems Controllers, Contactors, and Overload Relays Rated 600 V

NEMA ICS 3 (2005; R 2010) Medium-Voltage Controllers Rated 2001 to 7200 V AC

NEMA ICS 5 (2017) Industrial Control and Systems: Control Circuit and Pilot Devices

NEMA ICS 6 (1993; R 2016) Industrial Control and

	Systems: Enclosures
NEMA ICS 8	(2011) Crane and Hoist Controllers
NEMA MG 1	(2021) Motors and Generators

NATIONAL FIRE PROTECTION ASSOCIATION (NFPA)

NFPA 70	(2023) National Electrical Code

RESEARCH COUNCIL ON STRUCTURAL CONNECTIONS (RCSC)

RCSC A348	(2020) RCSC Specification for Structural Joints Using High-strength Bolts

SOCIETY FOR PROTECTIVE COATINGS (SSPC)

SSPC SP 6/NACE No.3	(2007) Commercial Blast Cleaning

SOCIETY OF AUTOMOTIVE ENGINEERS INTERNATIONAL (SAE)

SAE J429	(2014) Mechanical and Material Requirements for Externally Threaded Fasteners
SAE J995	(2017) Mechanical and Material Requirements for Steel Nuts

U.S. AIR FORCE (USAF)

AFMAN 91-118	(2010) Safety Design and Evaluation Criteria for Nuclear Weapon Systems

U.S. GENERAL SERVICES ADMINISTRATION (GSA)

FS RR-W-410	(2022; Rev J) Wire Rope and Strand

U.S. NATIONAL ARCHIVES AND RECORDS ADMINISTRATION (NARA)

29 CFR 1910	Occupational Safety and Health Standards
29 CFR 1910.147	The Control of Hazardous Energy (Lock Out/Tag Out)
29 CFR 1910.179	Overhead and Gantry Cranes
29 CFR 1910.306	Specific Purpose Equipment and Installations

U.S. NAVAL SEA SYSTEMS COMMAND (NAVSEA)

NAVSEA T9074-AS-GIB-010/271	(2014; Revision 1) Requirements for Nondestructive Testing Methods

UNDERWRITERS LABORATORIES (UL)

UL 943	(2016; Reprint Feb 2018) UL Standard for Safety Ground-Fault Circuit-Interrupters

UL 1004-1 (2012; Reprint Nov 2020) UL Standard for Safety Rotating Electrical Machines - General Requirements

1.2 DEFINITIONS

a. Crane Bridge: That part of an overhead crane system consisting of a girder, end trucks, walkway, and drive mechanism which carries the trolley(s) and travels along the runway rails parallel to the runway.

b. Crane Runway: The track system along which the crane operates horizontally, including track hangar rods, track connection devices, and runway structural supports.

c. Dead Loads: The weight of all effective parts of the bridge structure, the machinery parts, and the fixed equipment supported by the structure.

d. Crane Bridge Girder: The principal horizontal beam of the crane bridge structure. It is supported by the crane end trucks. Typically for single girder cranes the trolley mounted hoist is suspended from the girder below the crane. For double girder cranes, the trolley is typically run on top of the bridge girder and the hoist is mounted on top of the trolley.

e. Insulated Link: A component normally installed between the hook and the lifting wire rope or lower load block, or below the hook to prevent the flow of electrical energy. Insulated links are primarily used when there is the possibility radio frequency energy collecting on the weight handling equipment structure. Insulated links are used extensively in the handling of ordnance.

f. Lifted Load: The load consisting of the rated load and the weight of lifting devices attached to the crane such as the load block, bucket, or other supplemental devices.

g. Original Equipment Manufacturer (OEM): the Company that produced the part or original equipment.

h. Packaged Hoist: A commercially designed and mass produced hoist characterized by the motor, gearing, brake(s), and drum contained in a single package often connected by the use of c, d, or p-face flanges.

i. Patented Track: A generic term referring to track built in accordance with MHI MH27.1 utilizing a composite track section incorporating a proprietary bottom flange shape. For this crane system, it is provided for the crane bridge girder and also the crane runway track, if under running.

j. Pendant: A control for a hoist and a crane. The pendant hangs from the hoist or the crane by a cable at a height that is easy for the operator to reach.

k. Rated Load: The maximum working load suspended under the load hook.

l. Standard Commercial Cataloged Product: A product which is currently being sold, or previously has been sold, in substantial quantities to the general public, industry or Government in the course of normal business operations. Models, samples, prototypes or experimental

units do not meet this definition. The term "cataloged" as specified in this section is defined as "appearing on the manufacturer's published product data sheets. These data sheets must have been published or copyrighted prior to the issue date of this solicitation and have a document identification number or bulletin number.

m. Top Running Crane: An overhead electric traveling crane that is supported by end trucks which run on top of supporting rails.

n. Trolley Load: The weight of the trolley and its associated equipment carried by the trolley wheels.

o. Under running (Underhung) Crane: An electric overhead traveling crane that is supported by crane end trucks suspended below the crane runway. The load is supported by hanging from the lower flange of a beam or patented track.

1.3 SYSTEM DESCRIPTION

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NOTE: Remove the following sentence if the runway rail is not to be installed as a part of the crane procurement. If rail is to be installed, ensure Section 05 12 00 STRUCTURAL STEEL is included in the Request for Proposal (RFP).

Top running runway beam and runway crane rail are typically provided by the facility. Under running runway rail is typically provided by the crane contractor. See also CRANE BRIDGE GIRDER.

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[The requirements for the structures supporting the crane runway are specified in Section 05 12 00 STRUCTURAL STEEL, and must conform to AISC 360.

]1.3.1 Crane Design Criteria

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NOTE: Cranes installed outside the United States are still required to meet the features and characteristics specified.

When necessary, the design may be able to use the host nation's consensus standards in lieu of US standards. An equivalency study may be requested from the contractor to justify use of the international standard.

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NOTE: Clearly show the area of hook coverage, runway dimensions, rail size, hook vertical travel, clear hook height, and lifting capacity on drawings.

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Cranes will operate in the given spaces and match the runway dimensions and rails indicated. Hook coverage, hook lift, clearances, lifting capacity, and load test weight must not be less than that indicated.

Provide loaded hook coverage to the maximum extent possible.

1.3.1.1 General

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NOTE: For NAVY, crane capacity should be limited to 9,100 kg 20,000 pounds, since Navy Crane Center is required to be contacted for cranes with higher capacities.
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NOTE: Add number of cranes, building name, bay, and crane rated load capacity in metric tons tons.
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NOTE: For NAVFAC projects, capacity markings MUST be expressed in pounds unless the crane is located in Europe or Asia.
****

Include the following: Number of cranes [_____], located in building identified as [_____], [bay [_____],] with the capacity expressed in [_____] metric tons tons, for each crane. Also clearly locate and identify each hoist and system components.

1.3.1.2 Classification

****
NOTE: The need for single or double girder design is influenced by the capacity, span, and runway type.

For under running bridge girders (with runway suspended from the facility ceiling):
1. Recommend a single bridge girder for total spans less than 12 meters 40 feet.
a. If the total span is more than 12 meters 40 feet recommend two or more bridge girder spans of equal length.

2. For total spans more than 12 meters 40 feet or capacity more than 9,100 kg 20,000 pounds, an alternative option is two separate bridge girders for use with an underhung trolley/hoist.
a. Double girder designs are unique for this type of application and are not covered under this specification.

For top running bridge girders:
Recommend a single bridge girder for total spans less than 12 meters 40 feet for use with an underhung trolley/hoist. Multiple bridge girder spans is not an option for top running girders.
a. For total spans more than 12 meters 40 feet or capacity more than 9,100 kg 20,000 pounds, recommend two separate bridge girders for use with a top running trolley/hoist. For this configuration, see Section 41 22 13.14 BRIDGE

CRANES, OVERHEAD ELECTRIC, TOP RUNNING.

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NOTE: For NAVFAC, specify CMAA service class C or higher. For Ordnance/Explosives Handling, specify CMAA service class D.

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NOTE: Make a selection from the following CMAA 74 service classifications:

Class A (Standby or Infrequent Service): This service covers cranes which may be used in installations such as powerhouses, public utilities, turbine rooms, motor rooms and transformer stations where precise handling of equipment at slow speeds with long, idle periods between lifts are required. Capacity loads may be handled for initial installation of equipment and for infrequent maintenance.

Class B (Light Service): This service covers cranes which may be used in repair shops, light assembly operations, service buildings, and light warehousing, where service requirements are light and the speed is slow. Loads may vary from no load to occasional full rated loads with 2 to 5 lifts per hour, averaging 3 m 10 feet per lift.

Class C (Moderate Service): This service covers cranes which may be used in moderate service requirements such as machine shops of paper mill machine rooms. In this type of service, the crane will handle loads which average 50 percent of the rated capacity with 5 to 10 lifts per hour, averaging 4.5 m 15 feet, not over 50 percent of the lift at rated capacity.

Class D (Heavy-Duty): This service covers cranes which may be used in heavy machine shop, foundries, fabricating plants, steel warehouses, container yards, or lumber mills and standard duty bucket and magnet operations where heavy-duty production is required. In this type of service, loads approaching 50 percent of the rated capacity will be handled constantly during the working period. High speeds are desirable for this type of service with 10 to 20 lifts per hour averaging 4.5 m 15 feet, not over 65 percent of the lifts at rated capacity. This service is the minimum requirement for Ordnance/Explosive Handling.

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NOTE: Operating Environments

(1) General Purpose Service: This applies to most

cranes and are, in large measure, the manufacturers' standard designs. Cranes should be classified as General Purpose Service if they are operating in routine environments.

(2) Ordnance/Explosives Handling: Cranes handling palletized or unpackaged ammunition, missiles, torpedoes, and other types of ordnance. Minimum requirement of CMAA service class D.

(3) Hazardous (Explosive) Environments: Locations where fire or explosion hazards may exist due to flammable gases, flammable liquid–produced vapors, combustible liquid–produced vapors, combustible dusts, or ignitable fibers/flyings. Cranes operating in hazardous environments as defined by the cognizant activity safety office must be equipped with electrical safety features that meet NFPA 70 Article 500. The activity safety office must identify the specific Class, Division, and Group, as well as the envelope that the hazard exists, to allow proper design and must list these in this section. Materials for mechanical components must be chosen to minimize the potential for sparking, typically bronze, stainless steel, or aluminum. Hazardous environments are split into two groups: minimum anti-spark protection and maximum anti-spark protection.

(a) Minimum Anti-Spark Protection is used when only the load block and pendant enter the explosive area. Anti-spark protection is required for the pendant controller, hook, hook block, and wire rope.

(b) Maximum Anti-Spark Protection is used when the hazardous area envelops the entire crane. In addition to the minimum anti-spark protections, the entire crane and runway components must also be protected against sparking.

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NOTE: Hazardous Area Environments

Refer to NFPA 70 National Electric Code (NEC), Article 500 for hazardous area environment requirements and classifications. The determination(s) for hazardous area are made by the facility or project. Some, but not all, of the options are:
Class I, Division 1 or 2, and Group A, B, C, or D.
Class II, Division 1 or 2, and Group E, F, or G.
Class III, Division 1 or 2.

Class I: a location where explosive gases, vapors, or liquids are present.
Class II: a location where explosive or combustible dust is present.
Class III: a location where combustible fibers or

flyings are present.
Division I: a location where the hazardous material is present continuously, long term, or frequently.
Division II: a location where the hazardous material is not likely to be present or is present only in the short term.
Groups A, B, C, and D: a location where the hazardous material is a specific gas, liquid, or vapor.
Groups E, F, and G: a location where the hazardous material is specific dust, fiber, or flyings.

The height of the hazardous area directly affects crane requirements. For areas that encompass the floor and immediate area above the floor, the minimum anti-spark provisions for crane components entering the hazardous area are sufficient (anti-spark measures for the hook, load block, wire rope, and pendant). Minimum anti-spark protection is far more common than maximum anti-spark protection.

For hazardous areas that cover the entire crane envelope (i.e., bridge and trolley), the "maximum hazardous" tailoring option must be selected. This tailoring option adds anti-spark measures for the entire crane, such as electrical enclosures and wheels.
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NOTE: The bracketed option for separate runways is necessary if ensuring more than one crane is not installed on the same runway for contracts with multiple cranes in the same building, bay, or location.
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Provide [under running] [top running] single girder electric bridge crane(s), with under running trolley mounted hoist, conforming to MHI MH27.1, CMAA 70, and CMAA 74 service class [C] [D] [A] [B], as applicable. The crane(s) must be designed for operation in an [indoor] [outdoor] environment, [general purpose] [ordnance handling] [hazardous area] service, meeting the requirements of ASME B30.16 and ASME B30.17, with an ambient temperature range of [_____] to [_____] degrees Celsius Fahrenheit. The crane(s) must operate in an NFPA 70 Class [I] [II] [_____], Division [2] [1] [_____], Group [D] [_____] hazardous area. Hazardous protection is required from the finished floor level up to [1.5 meters 5 feet above ground level] [0.5 meters 1.5 feet above ground level] [full height of the crane] [[_____] meters feet above ground level]. The total crane span must be [_____] meters feet with a minimum vertical hook lift of [_____] meters feet and as specified herein. Provide runways for multiple span cranes equally spaced apart.[Provide separate runways for each crane.]

The crane must be [pendant controlled] [radio controlled] and operate in the spaces and within the loading conditions indicated. Provide a crane, including hooks and hoisting rope or load chain, that is able to clear permanent obstructions in all operating configurations.[The pendant

controller must be mounted on a separate festooned cable system from the trolley power supply.] The crane must operate on [_____]-volts AC, [60 Hz] [_____], [three] [single] phase power source. Maximum loading on the facility (without impact) due to dead loads, trolley loads, and lifted loads, with the trolley in any position, must not exceed the allowable wheel loading and wheel spacing of the facility (or not exceed maximum hanger loading for under running cranes).

1.3.1.3 Rated Speeds

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NOTE: Slow full-load operating speeds invariably provide improved load control and increased productivity.

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NOTE: Specify the maximum rated speed under full load for the main hoist, bridge, and trolley.

1. Hoist speeds must conform to the recommendations of CMAA 74 or ASME tables. Trolley travel speed must conform to the recommendations of CMAA 74. A table of suggested hoisting and travel speeds can be found at the end of section 6 in CMAA 74.

2. Bridge travel speed must not exceed the maximum speed that the floor walking, crane pendent control operator can comfortably negotiate in a work area, approximately 750 mm/s 150 ft/min, and as recommended in CMAA 74.

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NOTE: Recommend "Medium" rated speeds, where appropriate. Another consideration for operating speeds is the distance travelled per minute (e.g., 20 ft hook lift height corresponds to hook lift speed of 20 fpm). Consider limiting bridge or trolley travel speeds when operation occurs over shorter distances (e.g., for a 50 ft runway, a bridge travel speed of 50 fpm may be more appropriate than the 115 fpm "medium" speed).

Most projects will have a minimum and maximum speed entered. The speeds can be the same whether using two speed motors with magnetic controls or variable frequency drive controls.

Single speed motors will be selected if electronic controls are specified in paragraph CONTROLS. For 1-speed motors, only enter a maximum operating speed.

Two speed motors will be selected if magnetic controls are specified in paragraph CONTROLS. For 2-speed motors, recommend selecting a minimum speed that is 1/4 to 1/3 the maximum speed. Common maximum speed selections:
Wire Rope Hoists IAW ASME HST-4 (fpm): 15, 20, 30, 40

Chain Hoists IAW ASME HST-1 (fpm): 8, 15, 30
Trolley (fpm): 30, 50, 75, 100, 125
Bridge (fpm): 50, 75, 100, 150, 175

Cranes using variable frequency drive controls are more flexible regarding speed selection than magnetic contactor controls.
****

Provide the crane with rated (maximum) speeds within plus or minus 10 percent (in meters/second feet/min) for the main hoist, bridge, and trolley at the rated load as specified in the table below. The minimum speed must not exceed the values listed.

Rated Speeds meters/second feet/min		
Description	Minimum	Maximum
Main Hoist	[_____]	[_____]
Trolley	[_____]	[_____]
Bridge	[_____]	[_____]

The hook lift capacity and speed must be the manufacturer's standard within the limits specified.

[1.3.1.4 Foreign Design Standards and Practices

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NOTE: This subpart is tailored to NAVFAC. This subpart will NOT typically be included and is to only be used when cranes are procured for international locations (outside of the United States), which could use contractors that design and build equipment for localities under different laws and standards.
****

a. Foreign design standards and engineering practices are acceptable, provided they are accompanied by satisfactory explanation and are shown to meet corresponding U.S. standards and practices, as approved by Navy Crane Center. Design calculations and drawings that use foreign language and nomenclature must be provided with corresponding English equivalents. Metric units may be used for both calculations and shop drawings, but they must include conversions to English units. In the case of calculations, only the initial inputs and final results need to be so converted. Professional training and accreditation of foreign engineers may vary in some aspects from those in the U.S., but they are satisfactory if comparable for the design work in which they engage. Mechanical properties and quality standards of common construction materials of foreign sources supplied in accordance with recognized standards that resemble those of ASTM and other U.S. standards are acceptable, as approved by Navy Crane Center. Typically, foreign welding procedures, materials, standards, and welder qualifications are comparable to those of AWS and are

therefore acceptable. Provide all necessary certifications and other data for review and approval prior to start of work. Special attention must be given to ensure the weld sizes are being specified and measured uniformly. Unique constructions and metric sizes not complying with FS RR-W-410, the Wire Rope Users Manual, or ASTM A1023/A1023M, may be used on Navy cranes, subject to Navy Crane Center review and approval of the specific applications. In selecting metric wire ropes for installation on new cranes with sheave and hoist drum grooves configured for a specific US wire rope size, the metric diameter must be within the limits of the wire ropes for which the sheave and drum are grooved. When the wire rope is installed on an older crane with sheave and hoist drum grooves configured for a specific U.S. produced wire rope size, the sheave and hoist drum grooving must be considered to ensure a satisfactory match with the wire rope. The capacities or ratings of components produced in foreign countries in compliance with foreign standards, and their installation requirements, must be converted to the English engineering units and verified for specification compliance.

b. Some components from foreign sources are prohibited due to practical considerations - either susceptibility to counterfeiting or maintenance and timely support. Specific examples are:

(1) High-Strength Structural Bolts and Nuts. The use of structural bolts from foreign manufacturers is allowed provided the bolts meet Research Council on Structural Connections (RCSC) Specification for Structural Joints Using High-Strength Bolts (RCSC A348).

(2) Electronic controls of foreign manufacturers are prohibited unless technical support is available in the U.S.

]1.4 VERIFICATION OF DIMENSIONS

The Contractor is responsible for the coordination and proper relation of their work to the building structure and to the work of all trades. Coordinate with the crane support structure design, where applicable, to provide the desired crane operating envelope (i.e., hook envelope and hook height). Verify all dimensions of the building that relate to fabrication of the crane and notify the Contracting Officer of any discrepancy before finalizing the crane order.

1.5 SUBMITTALS

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NOTE: Review Submittal Description (SD) definitions in Section 01 33 00 SUBMITTAL PROCEDURES and edit the following list, and corresponding submittal items in the text, to reflect only the submittals required for the project. The Guide Specification technical editors have classified those items that require Government approval, due to their complexity or criticality, with a "G." Generally, other submittal items can be reviewed by the Contractor's Quality Control System. Only add a "G" to an item if the submittal is sufficiently important or complex in context of the project.

For Army projects, fill in the empty brackets

following the "G" classification, with a code of up to three characters to indicate the approving authority. Codes for Army projects using the Resident Management System (RMS) are: "AE" for Architect-Engineer; "DO" for District Office (Engineering Division or other organization in the District Office); "AO" for Area Office; "RO" for Resident Office; and "PO" for Project Office. Codes following the "G" typically are not used for Navy, Air Force, and NASA projects.

The "S" classification indicates submittals required as proof of compliance for sustainability Guiding Principles Validation or Third Party Certification and as described in Section 01 33 00 SUBMITTAL PROCEDURES.

Choose the first bracketed item for Navy, Air Force, and NASA projects, or choose the second bracketed item for Army projects.

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Government approval is required for submittals with a "G" or "S" classification. Submittals not having a "G" or "S" classification are [for Contractor Quality Control approval.][for information only. When used, a code following the "G" classification identifies the office that will review the submittal for the Government.] Submit the following in accordance with Section 01 33 00 SUBMITTAL PROCEDURES:

SD-02 Shop Drawings

Overhead Electric Crane System; G[, [_____]]

Complete Schematic Wiring Diagram; G[, [_____]]

Control System and Network Drawings; G[, [_____]]

SD-03 Product Data

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NOTE: Each catalog cut must be marked-up to fully identify the model or size/rating of the item and supplemental pages with data or information to demonstrate specification compliance.

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Hoist Brakes; G[, [_____]]

Travel Brakes; G[, [_____]]

Load Block and Hook; G[, [_____]]

Hoist and Trolley Units; G[, [_____]]

[Hoisting Rope; G[, [_____]]

][Hoisting Chain; G[, [_____]]

][Insulated Lifting Link; G[, [_____]]

] Travel Reducer; G[, [_____]]

Wheels; G[, [_____]]

Bridge End Trucks; G[, [_____]]

Crane Bridge Girder; G[, [_____]]

End Stops; G[, [_____]]

Bumpers; G[, [_____]]

[Crane Runway System; G[, [_____]]

] Motors; G[, [_____]]

Enclosures; G[, [_____]]

Circuit Breakers; G[, [_____]]

Disconnect Switch; G[, [_____]]

Contactors and Relays; G[, [_____]]

Fuses; G[, [_____]]

[Variable Frequency Drives; G[, [_____]]

] Limit Switches; G[, [_____]]

Resistors; G[, [_____]]

[Radio Control System; G[, [_____]]

][Pendant Push-Button Station; G[, [_____]]
]
[Pendant Conductor System; G[, [_____]]

] Crane Controllers; G[, [_____]]

[Control Parameter Settings; G[, [_____]]

][Pilot Devices; G[, [_____]]

][Warning Devices; G[, [_____]]

][Floodlights; G[, [_____]]

] Runway Conductor System; G[, [_____]]

Bridge Conductor System; G[, [_____]]

Overload Protection; G[, [_____]]

Painting System; G[, [_____]]

Control System and Network; G[, [_____]]

SD-05 Design Data

Load and Sizing Calculations; G[, [_____]]

SD-06 Test Reports

[Hook Proof Test; G[, [_____]]

][Hook Non-Destructive Test (NDT); G[, [_____]]

][Insulated Link Non-Destructive Test (NDT); G[, [_____]]

] Post-Erection Inspection; G[, [_____]]

Operational Tests; G[, [_____]]

Hook Tram Measurement; G[, [_____]]

Load Tests; G[, [_____]]

SD-07 Certificates

[Wire Rope; G[, [_____]]

] **********

NOTE: A solid non-sparking wire rope (e.g., stainless steel) is the preference for hazardous areas.

Include the requirement for end user notification if the crane operates in a Division 2 hazardous area (per CLASSIFICATION) and drawn galvanized wire rope is allowed per HOISTING ROPE.

****

[Drawn Galvanized Wire Rope End User Notification; G[, [_____]]

][Load Chain; G[, [_____]]

][Insulated Link Mechanical Proof Test; G[, [_____]]

][Insulated Link Electrical Proof Test; G[, [_____]]

] Crane Runway; G[, [_____]]

Hazardous Material; G[, [_____]]

Loss of Power Test; G[, [_____]]

Overload Test; G[, [_____]]

Brake Adjustment Record; G[, [_____]]

Contractor Hazardous Environment; G[, [_____]]

Public Domain Software; G[, [_____]]

Software and Services; G[, [_____]]

SD-10 Operation and Maintenance Data

Operation and Maintenance Manuals, Data Package 3; G[, [_____]]

SD-11 Closeout Submittals

Network-Capable Control Devices; G[, [_____]]

Disabled Ports, Connectors, and Interfaces; G[, [_____]]

Evaluation Status of Hardware and Software; G[, [_____]]

Control System Access Control; G[, [_____]]

Control System Account Management; G[, [_____]]

Patch Management and Updates; G[, [_____]]

Malware Detection and Protection; G[, [_____]]

Wireless Technology Provisions; G[, [_____]]

Control System Inventory; G[, [_____]]

1.6 QUALITY ASSURANCE

1.6.1 Manufacturer Qualification

Overhead Electric Crane System, including sub-system components manufactured by vendors, must be designed by, or directly supervised by, a registered professional engineer (PE). PE licensing must be by a board or agency authorized to license and register professional engineers. The PE may be a Contractor's regular employee or a consultant. The PE's review and attestation of specification compliance and professional responsibility must be signified by their PE original seal and dated signature on the final drawings. The professional engineers must only undertake and perform work under this contract in the branch(s) of engineering in which they are licensed.

1.6.2 Pre-Delivery Inspections

Contractor is responsible for performance of quality control inspections, testing, and documentation.

[1.6.2.1 Hook Proof Test

****

NOTE: Hook proof tests are required by the NAVY for custom designed or non-ferrous (bronze or stainless steel) hooks. Bronze/stainless steel hooks are generally associated with minimum hazardous area requirements. Hook material selected in LOAD BLOCK AND HOOK.

Outside of hazardous area anti-spark protection, this section will likely not be required for the NAVY. The hooks are required to be standard commercial components (i.e., not custom designed and manufactured).

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Proof test custom designed or non-ferrous load hooks per ASME B30.10. Perform the proof test prior to Hook NDT.

]1.6.2.2 Inspection of Hook Assembly

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NOTE: For NAVY, carbon steel hooks require magnetic-particle type inspections and non-ferrous hooks (typically anti-spark hooks for hazardous areas) require liquid penetrant type inspection.

NAVY acceptance criterion is no linear indications greater than 1.5 mm 1/16 inch. General recommendation is that linear indications greater than 1.5 mm 1/16 inch not be allowed.

Use of X-ray and ultrasonic inspection is not required for NAVY cranes.

****

Inspect hook [by a magnetic particle type inspection] [by liquid penetrant type inspection] [and X-rayed] [and tested ultrasonically] prior to delivery. Furnish documentation of hook inspection to Contracting Officer prior to field operational testing.

Acceptance standard is no defects. A defect is defined as a linear indication for which the largest dimension is greater than [1.5 mm 1/16 inch] [3 mm 1/8 inch] [_____] long. Welding repairs of hooks are not permitted. A hook showing linear indications, damage, or deformation is not acceptable.

[1.6.2.2.1 Hook Non-Destructive Test (NDT)

****

NOTE: This section is required for NAVY cranes.

Remove this section if the selecting agency does not require hook non-destructive testing or the necessary non-destructive testing is not IAW NAVY requirements.

For NAVFAC, add tailored paragraphs with additional requirements.

****

For hooks of ferromagnetic materials, magnetic-particle inspect the hook over the entire area in accordance with NAVSEA T9074-AS-GIB-010/271 or ASTM A275/A275M. For hooks of non-magnetic material, NDT must be liquid penetrant (PT) method in accordance with ASTM E1417/E1417M or NAVSEA T9074-AS-GIB-010/271. For PT testing of hooks containing stainless steels, titanium, or nickel based alloys, total halogens and Sulphur used in the NDT process must be controlled as specified in NAVSEA T9074-AS-GIB-010/271.

Inspect each hook and shank over the entire surface area. If NDT cannot be performed on surfaces inside small holes (e.g., hook/nut captivation roll pin holes), visually inspect those surfaces to the maximum extent

practical.

a. Procedure for magnetic particle inspection: Conduct magnetic particle inspection in accordance with NAVSEA T9074-AS-GIB-010/271. ASTM A275/A275M may be used with the following restrictions: Do not use DC yokes (including switchable AC/DC yokes used in the DC mode) or permanent magnet yokes. Do not use automatic powder blowers or any other form of forced air other than from a hand-held bulb for the application or removal of dry magnetic particles. Remove arc strikes. Equipment ammeters must have an accuracy of plus or minus 5 percent of full scale (equipment ammeter accuracy other than that stated is acceptable provided the MT procedure states that a magnetic field indicator is used to establish and verify adequate field strength for all aspects of the inspection.)

b. Acceptance Criteria: Defects found on the hook will result in rejection of defective items for use on furnished hoist.

c. Test Report: Submit a test report of the inspection of each hook to the Contracting Officer for approval prior to final acceptance of hoist installation. Certify test reports by the testing organization. The performing organization must provide a written statement of certification to ASTM E543, current within one year of the date the NDT was performed. The NDT procedures including technique sheets specific to the types, shapes, and size of the parts being examined must adequately describe the orientation of the hooks within the magnetizing equipment, as applicable. The performing organization must have the NDT procedures and its technique sheet used for testing of the hook reviewed and approved by an independent Level III examiner. Submit the (Level III examiner) approved procedures, technique sheets, and certification to the Contracting Officer with the test report.

][1.6.2.3 Insulated Link Non-Destructive Test (NDT)

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NOTE: Insulated link non-destructive test is required when an integral insulated lifting link is installed as selected in the LOAD BLOCK AND HOOK section. The insulating link is typically associated with OUTDOOR ordnance handling cranes. Insulated links integrated with the load block is uncommon, even for ordnance handling cranes.

****

Disassemble the link and connecting stud(s) in conjunction with disassembly of the hook and nut. Perform a visual inspection of the metal link ends for thread damage, wear, and corrosion. Apply a temporary sealing tape over the threaded holes to prevent moisture entry into the link while the link is disassembled. Perform a magnetic particle inspection of the stud in accordance with ASTM A275/A275M or NAVSEA T9074-AS-GIB-010/271. Acceptance criterion is no linear indications greater than 1.5 mm 1/16 inch.

Test Report: Submit a test report of the inspection to the Contracting Officer for approval prior to final acceptance of hoist installation. Certify test reports by the testing organization. The performing organization must provide a written statement of certification to ASTM E543, current within one year of the date the NDT was performed. The NDT

procedures including technique sheets specific to the types, shapes, and size of the parts being examined must adequately describe the orientation of the hooks within the magnetizing equipment, as applicable. The performing organization must have the NDT procedures and its technique sheet used for testing of the hook reviewed and approved by an independent Level III examiner. Submit the (Level III examiner) approved procedures, technique sheets, and certification to the Contracting Officer with the test report.

]1.6.3 Drawings: Overhead Electric Crane System

a. Submit drawings showing the general arrangement of all components in plan, elevation, and end views to demonstrate proper interface with the facility and relation to other cranes on the same rail system, if applicable. Show all major features of the crane including: hook approaches on all four sides, clearances and principal dimensions, hoist, trolley and bridge drives, motor nameplate data, overcurrent protective device ratings, and electrical schematic drawings. Include weights and centers of gravity of major components (e.g., bridge girder(s), trolley/hoist). Indicate on the drawings the wind speed above which the crane must be placed in the stowed position.

b. Submit shop drawings of all fabricated components. Shop drawing quality must be equivalent to the contract drawings accompanying this solicitation. Drawings must be reviewed, signed and sealed by a licensed professional engineer.

c. Provide Bill of Materials for crane components on each drawing. The schedule must provide a cross reference between manufacturer data and shop drawings. Components listed on the schedule of crane components must include total quantity, description, original manufacturer, and part number. Distributing agents will not be acceptable in lieu of the original manufacturer.

d. Provide control system and network drawings. Network diagram must show equipment locations, names, models, and IP addresses on network communications schematic for all Programmable Logic Controllers (PLCs), Remote Terminal Unit (RTU), Supervisory Controller, and Other Network-Capable Devices. In addition, the drawings must consist of all software block, flow, and ladder diagrams.

1.6.4 Design Data: Load and Sizing Calculations

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NOTE: Design data for Load and Sizing Calculations, and welding procedures, may not be available for commercially procured hoists and trolleys. Coordinate seismic analysis requirement with paragraph SEISMIC FORCES.

****

Submit complete list of equipment and materials, including manufacturer's descriptive data, technical literature, and performance charts and curves. Submit calculations reviewed, signed, and sealed by a registered professional engineer verifying the load cases, sizing of the bridge girder(s), end trucks, travel drives, motors, overcurrent protection, and conduit. Provide a list of all codes and standards, design assumptions, equations, specified efficiencies, limits, factors of safety, component ratings, and sources of values used. Include free body diagrams or

sketches of each load case. Ensure the crane is designed for the operating wind load case in accordance with CMAA 74 or MHI MH27.1, as appropriate. Determine the wind forces that will cause the outdoor crane to move in a parked condition with the brakes provided.[Include seismic analysis of crane.]

1.6.5 Certificates

All certifications must be dated and bear the original signature (above the printed name) of the authorized representative of the Contractor or the manufacturer of the items or equipment being certified. Submit certifications that clearly identify the crane, the drives, components, and location (as applicable) to which it applies:

[a. Wire Rope Certification with either the wire rope manufacturer's certification that the rope meets the published breaking force, or certification of the actual breaking force of a sample taken from the reel and tested. Show the published breaking force on the wire rope certificate; the actual wire rope breaking force must meet or exceed the published value. Certification must be traceable to the hoist, crane, and reel.

****
NOTE: A solid non-sparking wire rope (e.g., stainless steel) is the preference for hazardous areas.

Include the requirement for end user notification if the crane operates in a Division 2 hazardous area (per CLASSIFICATION) and drawn galvanized wire rope is allowed per HOISTING ROPE.
****

[(1) Drawn Galvanized Wire Rope End User Notification from the crane, hoist, or wire rope OEM notifying the end user that the crane is operated in a Division 2 hazardous area as defined by NFPA 70, which is a location where the hazardous material is not likely to be present or is present only in the short term. The wire rope is made of drawn galvanized steel, meaning it is manufactured from sparking materials but provided with a spark resistant outer layer. The outer layer or individual wire strands could become compromised if the wire rope is used in an improper manner or inadequately maintained, which would affect the integrity of the spark-resistant protection. In this scenario, immediate replacement is recommended. The wire rope will need to be evaluated and potentially replaced with a compliant configuration if the hazardous area Division is changed.

]]a. Load Chain Certification from either the load chain manufacturer or the hoist manufacturer that the chain samples taken and tested meet the chain manufacturer's designed minimum breaking force, and the load chain has been proof tested with a load at least equivalent to one and a half times the hoist rated load divided by the number of chain parts supporting the load. Certification must be traceable to the crane and hoist.

] **********
NOTE: Insulated link mechanical and electrical proof test certifications are required when an

integral insulated lifting link is installed as selected in the LOAD BLOCK AND HOOK section. The insulating link is typically associated with OUTDOOR ordnance handling cranes. Insulated links integrated with the load block are uncommon, even for ordnance handling cranes. Commands typically prefer to use insulated links in below the hook lifting devices (e.g., rigging gear).

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[b. Insulated Link Mechanical Proof Test Certification from the insulating lifting link OEM showing that the insulated link was mechanically proof tested in accordance with ASTM F2973.

c. Insulated Link Electrical Proof Test Certification from the insulating lifting link OEM showing that the insulated link was electrically proof tested in accordance with ASTM F2973.

] b. Crane Runway Certificate stating that the new crane will operate properly on the runway. For runways provided by Contractor, include statement certifying runway has been aligned in accordance with CMAA 74 or MHI MH27.1, as applicable.

c. Hazardous Material Certificate that the crane does not contain hazardous material including asbestos, lead, cadmium, chromium, PCBs, or elemental mercury. Products required for the designing and manufacturing of cranes must not contain the prohibited materials.

d. Loss of Power Test Certificate stating that a test may be performed in which power is removed during operation without any detrimental effects to the crane.

****

NOTE: For NAVFAC, the Overload Test Certificate must state that the cranes can be periodically load tested to 125 percent (plus 0 minus 5 percent). Remove the conflicting Overload Test Certificate which allows for testing at different tolerances.

****

e. Overload Test Certificate stating that the crane can be periodically load tested to 125 percent (plus 0 minus 5 percent) of rated load. Overload Test Certificate stating that the crane can be periodically load tested to 125 percent (plus [0] [_____] minus [5] [_____] percent) of rated load.

f. Certificate of the Brake Adjustment Record. Provide a brake adjustment record and installation/maintenance manuals for each brake on the crane. Each brake measurement must have a tolerance traceable to the associated brake manual or documentation provided by the brake manufacturer, location of measurements, and the actual brake setting. Changes made to settings of the brake, at any time, will void the record.

g. Contractor Hazardous Environment Certificate stating that the new crane and all associated components including the hoist are designed for operation in the hazardous environment specified in the paragraph CLASSIFICATION.

h. Public Domain Software Certificate declaring that public domain software (e.g., freeware, shareware) is not used in the system.

i. Certificate stating that all Software and Services that are not required for operation and/or maintenance of the product have been removed. The software/services to be removed are identified in paragraph SOFTWARE AND SERVICES.

1.6.6 Welding Qualifications and Procedure

Welding must be in accordance with qualified procedures using AWS D14.1/D14.1M as modified. Written welding procedures must specify the Contractor's standard dimensional tolerances for deviation from camber and sweep and not exceed those specified in AWS D14.1/D14.1M, MHI MH27.1 and CMAA 74. Welders and welding operators must be qualified in accordance with AWS D1.1/D1.1M or AWS D14.1/D14.1M.

1.7 CRANE SAFETY

Comply with the mandatory and advisory safety requirements of ASME B30.10, ASME B30.16, ASME B30.17, ASME HST-4 or ASME HST-1, 29 CFR 1910.147, 29 CFR 1910.179, 29 CFR 1910.306, and all applicable provisions of 29 CFR 1910 and NFPA 70.

[1.7.1 Nuclear Safety Analysis

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NOTE: Certification is required for cranes handling nuclear materials. Results from the Safety Analysis will be utilized by the Using Agency as a basis for bridge crane certification. Delete this paragraph if the crane is not required to handle nuclear materials.

This paragraph is not applicable to NAVFAC projects. The Navy Crane Center must be involved with the procurement and overhaul of all NAVY cranes that handle Nuclear material as identified in the forward notes section of this specification.

****

Nuclear certification, testing, and rules of construction must be in accordance with 29 CFR 1910.147 and ASME NUM-1. Air Force Nuclear certified hoists must meet requirements of AFMAN 91-118. Submit analysis and test reports to Contracting Officer for approval.

]PART 2 PRODUCTS

2.1 MATERIALS

2.1.1 General

Provide materials and equipment which are standard products of manufacturers regularly engaged in the fabrication of complete and totally functional cranes including necessary ancillary equipment. Material will be free from defects and imperfections that might affect the serviceability and appearance of the finished product. All material must be new and unused.

2.1.2 Nameplates

Secure nameplates to each major component of equipment with the manufacturer's name, address, type or style, model or catalog number, and serial number. Provide two bridge identification plates, one for each side of the bridge. Provide noncorrosive metal identification plates with letters which are easily read from the floor, showing a separate number such as BC-1, BC-2, for each bridge crane.

2.1.3 Capacity Marking

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NOTE: NAVFAC requires markings to be indicated in pound units. The kilogram marking option is provided for cranes installed in a foreign country.

****

Mark the rated capacity in pound units [with kilogram units printed in a different color] on each side of the crane on the bridge girder. Capacity marks must be large enough to be clearly visible from the floor. Individual hoist units must have their rated capacity clearly marked on their lower block, and additionally labeled on the hoist body.

2.1.4 Safety Warnings

Affix labels in a readable position to each lift block or control station in accordance with ASME B30.16 and ASME B30.17. Submit safety warnings, diagrams and other instructions suitably framed and protected for display as indicated by the Contracting Officer as follows:

Design and locate the word "WARNING" or other legend to bring the label to the attention of the operator. Provide durable type warning labels and display the following information concerning safe-operating procedures: Cautionary language against lifting more than the rated load; operating the hoist when the hook is not centered under the hoist; operating hoist with twisted, kinked or damaged rope; operating damaged or malfunctioning hoist; operating a rope hoist with a rope that is not properly seated in its hoist drum groove; lifting people; lifting loads over people; and removing or obscuring the warning label.

2.2 STRUCTURAL REQUIREMENTS

Structural requirements must be in accordance with CMAA 74 and MHI MH27.1, as applicable. Structural steel materials must conform to the standards permitted in CMAA 74, MHI MH27.1, and AISC 360. Skewing and other applicable lateral loads must be considered in the design.

2.2.1 Structural Connections

High-strength bolted structural connections must be designed and installed in accordance with RCSC A348. Bolts must be of ASTM F3125/F3125M Grade A325/A325M or Grade A490/A490M material. Galvanized bolts are not acceptable.

Welded connections for the crane must be performed in accordance with AWS D14.1/D14.1M. Welded connections to the building must be performed in accordance with AWS D1.1/D1.1M. Allowable stress values must comply with CMAA 74 or MHI MH27.1, as applicable.

2.2.2 Crane Bridge Girder

****

NOTE: Ordnance handling cranes must run on patented track. Tailor requirement to ordnance handling. Remove conflicting or redundant track options.

****

a. Provide crane bridge girder(s) of [rolled steel shape conforming to CMAA 74] [or] [patented track conforming to MHI MH27.1]. For ordnance handling cranes, provide crane bridge girders of patented track. Intermittent ("skip") welds on bridge girder elements (e.g., web and flange interfaces) are prohibited. If the girder is notched to fit over the end trucks, reinforce the girder ends with vertical and horizontal stiffeners. Splices in the unsupported length of the girder are prohibited.

b. For patented track girder(s), submit manufacturer's standard published tables that verify the crane bridge girder is sized in compliance with all specification requirements. When standard published tables are not available, provide calculations for the strength design and deflection of the bridge. Patented track girder must be of welded steel construction and fabricated by a manufacturer regularly engaged in the production of this type of beam.

c. Keep splices in the bridge girder(s) to a minimum and splices in high stress locations must be avoided. Make splices with complete joint penetration welds. Field (on-site) welded splices are prohibited.

2.2.3 Bridge End Trucks

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NOTE: For cranes in hazardous areas which encompass the entire crane envelope, the drop lugs pose a sparking risk if it is metal-to-metal. Use the maximum anti-spark tailoring option to minimize this sparking risk.

****

Provide bridge end trucks conforming to ASME B30.17 and CMAA 74 or MHI MH27.1, as applicable. Configure end trucks with a feature that limits end truck movement to 25.4 mm one inch in the event of wheel or shaft failure. Provide drop (safety) stops with contact surfaces of non-sparking materials.

2.2.4 End Stops

Fit the crane bridge girder(s) with structural steel end stops. Locate stops to permit maximum trolley travel. Design end stops in accordance with MHI MH27.1 and ASME B30.17. Provide a system in which the travel wheels do not contact the end stops. End stops must be designed to absorb the maximum kinetic energy and impact force developed by the bumper contact. Provide end stops compatible with trolley bumpers and designed to bolt to the crane bridge girder.

2.2.5 Bumpers

****

NOTE: The following paragraph contains tailoring

for MAXHAZ for cranes located in hazardous areas which encompass the entire crane envelope; the bumper to end stop connection poses a sparking risk if it is metal-to-metal. Use the maximum anti-spark tailoring option to minimize this sparking risk.
****

Fit bridge end trucks and trolley frames with shock-absorbing bumpers capable of decelerating and stopping the bridge and trolley within the limits stated by ASME B30.17. Ensure bumpers conform to ASME B30.17. Bumpers must fully engage end stops. Mount bumpers so that there is no direct shear on mounting bolts (if any) upon impact. Bumpers must provide adequate clearance between the crane and surrounding structure when compressed to preclude damaging equipment (clearance requirements are defined in MHI MH27.1 or CMAA 74, as applicable, and ASME B30.17). When more than one crane is located and operated on the same runway, bumpers must be provided on their adjacent ends or on one end of one crane. Fit the other end of the end-truck with a structural steel stop to engage the bumpers of the adjacent crane. Ensure bridge bumpers are properly aligned with runway end stops. Metal to metal contact at the bumper to end stop connection is not permitted.

[2.2.6 Crane Runway System

****
NOTE: For under running cranes, the runway and its support structure is usually supplied by the crane contractor. Use Crane Runway System only if crane contractor is to provide a new runway.

In general, the top running runway rail is outside the scope of this specification as it is typically provided by the facility. The crane must be designed to operate on a rail that meets CMAA 70 alignment criteria.
****

****
NOTE: For top running cranes, bridge end stops are typically provided by the facility and not the crane contractor. The crane contractor does supply end stops for under running cranes, since they typically supply the runway and its support structure.
****

a. Provide the complete runway track suspension system that is required to hang the crane runway track at its indicated location from the structural supports indicated on the drawings. Provide runway and support structure for under running crane of rolled steel shapes conforming to CMAA 74 or patented track girders conforming to MHI MH27.1.

b. For rolled steel shapes, locate splices under structural support members.

c. For patented track girders, perform splices as necessary in accordance with the manufacturer's recommendations and requirements. Align ends of lower T-section to minimize the horizontal gap on the running surface to not greater than 1.5 mm 1/16 inch and not greater than a

vertical difference of 0.75 mm 1/32 inch for the wheel running surface alignment for a smooth crossing by the wheels. Splice assemblies must be from the same manufacturer as the patented track and located under structural support members. When runways are suspended, bracing preventing damaging lateral or longitudinal movement is required. Loads transmitted to the building through the suspension must have the review and approval of the building engineer of record (EOR) prior to installation. Submit manufacturer's standard published tables that verify the crane runway track is sized in compliance with all specification requirements. When standard published tables are not available, provide calculations for the strength design and deflection of the beams.

d. Runway support structure must be designed, fabricated, and installed such that runway rails meet the alignment tolerances of CMAA 74 or MHI MH27.1, as applicable. Provide means to allow for vertical adjustment of the runway track both before and after the system has been put in operation so that track can be erected and maintained level. Brace runway to restrain the track against damaging lateral and longitudinal movements. Where the runway track is suspended from hanger rods, provide means preventing the hanger rod nuts from backing off the rods. Allowable stress in hanger rods is 20 percent of the minimum specified ultimate strength of the material used.

e. For under running crane runways, design, fabricate, and install new runway end stops in accordance with ASME B30.17 and CMAA 74 or MHI MH27.1, as applicable. End stops must be designed to absorb the maximum kinetic energy and impact force developed by the bumper contact. Provide end stops compatible with end truck bumpers, designed to bolt to the runway support girders, and maximize bridge travel.

][2.2.7 Seismic Forces

****

NOTE: Seismic forces for under running cranes with under running trolley where the trolley is free to swing on the girder (i.e., single girder) are typically considered negligible. If not considered negligible, include the analysis section below. Seismic forces must be considered in the design of the cranes with a component importance factor of greater than 1.0 and in facilities with a Seismic Design Category of D, E, or F per ASCE 7.

Coordinate selection with paragraph DESIGN DATA: LOAD AND SIZING CALCULATIONS

****

Perform a seismic analysis as a part of the design of the crane in accordance with ASCE 7-16. The seismic analysis must be included in the CMAA 74 or MHI MH27.1 extraordinary load case (Case 3), as applicable.

For project locations beyond the scope of ASCE 7-16, a widely accepted design standard may be used for seismic analysis.

][2.2.8 Additional Provisions for Outside Service

****

NOTE: This paragraph is applicable for outdoor cranes only. See also TRAVEL DRIVES and TRAVEL BRAKES.

****

Seal weld structural members on outdoor cranes. Design members to prevent the collection of water on the crane. Provide a means to secure the crane against a wind pressure of 1.44 kPa 30 psf in accordance with ASME B30.17.

]2.3 MECHANICAL REQUIREMENTS

****

NOTE: For ordnance handling, further material restrictions exist.

****

a. Provide steel shafts, gears, and keys, with the exception of worm gears which may be bronze. No three or more bearing shaft configurations are allowed.

b. Cast iron and aluminum used to support components of the hoist power transmission train must be ductile. For the purposes of this specification, "ductile" is defined as having a minimum elongation of 5 percent in 2.00 inches. Gray cast iron load bearing parts are prohibited. Provide hoist speed reducer housings that are steel or ductile/malleable cast iron and hoist electric motor housings that are steel or ductile/malleable cast iron or cast aluminum.

c. Provide steel or ductile/malleable cast iron brake housings of motor mounted disc brakes, brake lining backing plates, shoes and shoe holders. Provide spring-set brake shoe or pad linings of a non-asbestos material.

d. All mechanical components must be accurately aligned and positively secured to maintain the alignment. Parts must not be forced into position to obtain apparent alignment.

e. Provide minimum bearing life in accordance with ASME hoist performance standards and MHI MH27.1 or CMAA 74, as applicable.

f. All "should" statements in CMAA 74, MHI MH27.1, and ASME B30 are considered to be "shall" statements.

2.3.1 Threaded Fasteners

Fasten mechanical connections that are not part of a commercial packaged assembly with SAE J429 Grade 5 fasteners, ASTM F436/F436M washers, and SAE J995 Grade 5 nuts. Lubricate all mechanical fasteners unless otherwise specified by the original component manufacturer.

2.3.2 Hoist

****

NOTE: Generally, hoist duty class roughly aligns with CMAA class. An H3 hoist service duty class would typically be specified for a CMAA 74 service class C crane; H4 for service class D. See paragraph CRANE DESIGN CRITERIA, sub-paragraph CLASSIFICATION to identify the CMAA service duty

class specified for this crane.

Selecting either electric chain hoists (ASME HST-1) and wire rope hoists (ASME HST-4) is not straight forward or consistent across all scenarios. Generally recommend electric chain hoists for lower lift heights (less than 6 meters 20 feet or lower capacities 4500 kilograms 10,000 pounds. Electric chain hoists only have the possibility of hoist duty classes H2, H3, or H4.

For ordnance handling, CMAA class D is required and packaged hoists must be Duty Class H4 or better; generally recommend the use of chain hoists (ASME HST-1), if practical.

****

Provide hoist conforming to ASME B30.16, except as modified and supplemented in this section. Packaged hoist and trolley units (packaged hoists) must be [electric chain hoist conforming to ASME HST-1] [double reeved electric wire rope hoist conforming to ASME HST-4] Duty Class [H3] [H4] [H1] [H2]or better and be rated for the operating environment.

Configure trolley such that the trolley frame contacts the trolley stops and prevents the trolley from dropping more than one inch in the event of an axle or wheel failure. Provide drop (safety) stops with contact surfaces of non-sparking materials. Metal to metal contact at the bumper to end stop connection is not permitted.

2.3.2.1 Hoist Brakes

****

NOTE: Each hoist must have, at a minimum, two brakes. For packaged hoists, the most common brake configuration is one electro-mechanical spring set brake and one mechanical load brake (or self-locking worm gear).

Consider the CONTROLS paragraph under ELECTRICAL REQUIREMENTS.

If a variable frequency drive (VFD) is selected for use, the brake configuration must reflect the type of VFD selected (open loop). If open loop controls are selected, brake configuration must be one electro-mechanical brake and one mechanical load brake (or self-locking worm gear).

If not using a VFD, and electromatic controls are selected, the brake configuration must still be one electro-mechanical brake and one mechanical load brake (or self-locking worm gear).

Additional tailoring options are provided for NAVFAC cranes.

****

a. Equip the hoist with two holding brakes, each with a minimum torque rating of 125 percent of the rated load hoisting torque. Provide a

brake configuration with one electro-mechanical spring set brake and one mechanical load brake, or self-locking worm gear, that stops and holds 125 percent of the hoist's rated load and does not require the load to be raised before being lowered.

b. Electro-mechanical brakes must have an externally accessible means of manual release. Provide manual-adjusting brakes designed to permit inspection and adjustment without disassembly of the brake. The brakes must be equipped with a manual self-return to ON brake release; maintained brake releases must reset when power is applied. Double face-mounted brakes are not permitted.

2.3.2.2 Load Block and Hook

****
NOTE: Some text tailored to NAVFAC.

For text tailored to Minimum Anti-Spark requirements, remove conflicting requirements (i.e., load block cannot simultaneously be steel and anti-sparking or steel hook meeting ASTM A668 cannot also be non-sparking).
****

****
NOTE: Where space permits, the NAVY prefers forged carbon steel hooks due to NDT periodicity requirements, however that option is not mandated.
****

****
NOTE: In list item 'a.', select the load block option for sheaves and wire ropes for wire rope hoists and or chain hoists select the load block option for load chains.

List item 'c.', requirements for an integrated insulated link, is tailored to ordnance handling as that is the most likely scenario in which this component will be added to protect the load against the flow of electrical energy.
****

****
NOTE: For Ordnance Handling, the crane may need to be outfitted with an insulated link. If possible, the more flexible (and cheaper) option is to use an insulated link with the rigging gear (per NAVFAC P-307) when needed for specific lifts. However, an integrated insulated link may be necessary in the load block. Insulated links integrated with the load block are not common. For ordnance handling cranes, integral insulated links are more likely for OUTDOOR applications.

Insulated links must be provided to prevent the flow of electricity from radio frequency (RF) energy from traveling through the wire ropes and metal hook to the item being lifted in accordance with NAVSEA OP 5

Volume 1, Section 10-6.1, unless the following conditions are met:
1. There is no threat of a lightning strike during operations;
2. RF emissions control is in effect regardless of the HERO classifications of the ordnance being handled.
****

a. Provide a load block constructed of steel. Provide a load block constructed of non-sparking materials. Covering the exposed surfaces of the load block with bronze, stainless steel, or aluminum covers attached with similar fasteners is acceptable. The load block must be designed to prevent metal-to-metal contact of moving parts.[The block must be fully enclosed, concealing the sheaves and wire ropes, except for wire rope slots and drain holes. The design must preclude the wire rope from being cut, pinched, crushed, or chafed in case of two-blocking.][The design must preclude the load chain from being cut, pinched, crushed, or chafed in case of two-blocking. Provide sprockets constructed of non-sparking metals in the load block.] Standard commercial blocks may be used at their published ratings when their published design factors are 5.0 or greater.

b. Provide an unpainted and unplated forged [carbon] steel single barbed hook with a minimum material longitudinal elongation of 16 percent in 2 inches. Provide an unpainted and unplated single barbed hook of non-sparking material. Bronze clad hooks are prohibited. Hooks must conform to the requirements of ASME B30.10. The hook must be a standard commercial product with a published design factor of 5.0 or greater. Fit hook with a safety latch designed to preclude inadvertent displacement of slings from the hook saddle. The hook and hook nut must be removable without unreeving of the hoist. Provide hook nut secured to the hook with a commercial standard removable and reusable means. Do not weld hook nut. When provided, provide shank and nut threads with a Class 1 or 2 fit, per ASME B1.1. Uniquely mark the hook in a permanent fashion that is traceable to the NDT certification. The nut must be marked to match the hook. The hook nut must be of non-sparking materials. Hook must be free to rotate through 360 degrees when supporting the test load up to 125 percent of the rated capacity. Upper hooks of hook suspended hoists must be of non-sparking materials.

[c. Provide an insulated lifting link that is integrated with the load block and hook to prevent the flow of electrical energy to the lifted load.

(1) The insulated link must conform with ASTM F2973 and be designed with a minimum safety factor of five times the rated hook load.

(2) Each insulated link must be legibly and permanently marked with its safe working load in pounds.

(3) Provide each insulated link with a unique, legible, and permanent identification mark traceable back to its base tram measurement and nondestructive test (NDT).

(4) Establish tram points across the dielectric structure of the link. Tram reading must be recorded before and after the insulated link proof test. The link will be rejected if the

difference in measurement exceeds the base tram measurement by more than one percent. Provide copy of insulated link proof test and NDT.

(5) Cover exposed metal portions of the insulated link with a non-sparking material, such as neoprene or polyurethane.

]2.3.2.3 [Hoisting Rope] [Hoisting Chain]

****

NOTE: Items a and b apply to wire rope and are for wire rope hoists only. In the hoist section, the appropriate packaged hoist must be chosen (ASME HST-4). If a wire rope hoist is chosen, item c (hoisting chain) must be removed from the specification. There is a tailored paragraph b option for wire rope in minimum hazardous areas; if selected, the standard item b wording must be removed.

Item c is optional and only applies to chain hoists. In the hoist section, the appropriate packaged hoist must be chosen (ASME HST-1). If a chain hoist is chosen, paragraphs a and b must be removed from the specification.

****

****

NOTE: For minimum anti-spark protection, add tailored paragraph section for stainless steel wire rope or chain. If stainless steel wire rope is required, remove entire conflicting paragraph requiring improved, extra improved, or extra-extra improved plow steel.

****

****

NOTE: A solid non-sparking wire rope (e.g., stainless steel) is the preference for hazardous areas.

There are some packaged hoist and capacity combinations (e.g., 5 ton capacity) in which the published stainless steel wire rope breaking strength for the given rope diameter cannot meet the prescribed design factors per ASME B30.16. In those instances an alternative wire rope material is necessary. Drawn galvanized wire rope is acceptable in Division 2 hazardous areas provided the crane, hoist, or wire rope OEM provide a notification to the end user with the wire rope certification / submittal. This notification will identify that the wire rope is made of drawn galvanized steel, meaning it is manufactured from sparking materials but provided with a spark resistant outer layer. The outer layer or individual wire strands could become compromised if the wire rope is used in an improper manner or inadequately maintained, which would affect the integrity of the spark-resistant

protection.

****

[a. Wire rope must comply with ASME B30.30 and FS RR-W-410, ASTM A1023/A1023M, or BS ISO 4309 and have a rope classification appropriate for the usage. Wire ropes must be handled and seized in accordance with ASME B30.30. The wire rope must be in a double reeved configuration equalized with a sheave. Select wire rope minimum design factor in accordance with ASME B30.16. Provide proof of Wire Rope breaking force.

b. Provide hoist wire ropes with improved, extra-improved, or extra-extra-improved plow steel (or appropriate ISO grades), pre-formed, regular lay, bright, and uncoated, with an independent wire rope, wire strand, or otherwise, steel core. Hot-dipped galvanized wire rope is not permitted.

b. Wire rope must be spark resistant. Provide stainless steel hoist ropes with an independent wire rope, wire strand, or otherwise, steel core.[Drawn galvanized wire rope is acceptable in Division 2 hazardous areas when provided with a drawn galvanized wire rope end user notification.]

][c. Provide a welded link load chain suitable for powered hoist service with no less than a 5.0 to 1 design factor based on the minimum breaking force of the chain. Provide stainless steel load chain. The chain must be pitched and sized to pass over load sprockets without binding. Provide an equalizing method when the load is supported by more than one part of load chain. Provide the chain with a chain stop or dead end connection to prevent the load chain from running out of the hoist at its fully extended position. Provide chain hoists with 3 m 10 foot lift or more with a load chain bucket.

][2.3.2.4 Drum

****

NOTE: The DRUM and SHEAVE paragraphs apply to wire rope hoists (ASME HST-4). Remove DRUM and SHEAVE paragraphs for chain hoists (ASME HST-1).

****

Provide grooved drum made of steel. Design drum in accordance with ASME B30.16. All hoisting rope is to be wound in a single layer and provided with no less than two dead wraps of hoisting rope remaining at each anchorage when the hook is in its extreme low position.

2.3.2.5 Sheaves

****

NOTE: The DRUM and SHEAVE paragraphs apply to wire rope hoists (ASME HST-4). Remove DRUM and SHEAVE paragraphs for chain hoists (ASME HST-1).

****

****

NOTE: Tailoring option for minimum hazardous to provide sheaves of non-sparking metals in the load block. Steel sheaves in the upper nest may still be provided.

****

Provide steel sheaves. Provide sheaves constructed of non-sparking metals in the load block. Size sheaves in accordance with ASME B30.16 for the minimum pitch diameters of running and equalizer sheaves.

]2.3.3 Travel Drives

****

NOTE: Outdoor tailoring option for cranes to have half of the total wheels driven in order to provide adequate holding capability against non-operating wind loads without providing additional wind tie-downs. See also paragraph TRAVEL BRAKES

****

Provide under running travel assemblies with a minimum of one driven wheel on each side of the web and at least one quarter of all wheels driven.

The travel drive arrangement must consist of motor(s) driving through self-contained gear reduction units located at each driven wheel assembly. Gear reducers must be fully enclosed in an oil-tight housing and provided with a convenient means of lubricant level indication and draining. Open-type gearing is not acceptable, except for final drives. Outdoor cranes must have half of the total wheels driven.

2.3.3.1 Trolley Drives

****

NOTE: Trolley limit switches are an optional safety device.

Trolley travel limit switches are used to prevent the crane trolley from contacting the travel end stops at high speed should the crane operator mistakenly forget to slow down. If selected, ensure the appropriate options are chosen in the ELECTRICAL REQUIREMENTS, Limit Switches section.

****

Provide a motor-driven trolley arrangement. Acceleration and deceleration must meet the requirements specified in CMAA 70.[Provide trolley travel limit switches].

2.3.3.2 Bridge Drives

****

NOTE: Bridge limit switches are an optional safety device.

Bridge travel limit switches are used to prevent the crane bridge from contacting the travel end stops at high speed should the crane operator mistakenly forget to slow down. If selected, ensure the appropriate options are chosen in the ELECTRICAL REQUIREMENTS, Limit Switches section.

****

Provide a motor-driven bridge arrangement. Acceleration and deceleration

must meet the requirements specified in CMAA 74.[Provide bridge travel limit switches].

2.3.3.2.1 Bridge Travel Gearing

Gearing must conform to ANSI/AGMA 2001 and AGMA 908, with internal and external gear dimensional tolerances conforming to the applicable AGMA standard for tooth geometry and tolerances.

2.3.3.2.1.1 Bridge Travel Reducer

Gear reducers must be standard commercial products designed, manufactured, and rated in accordance with ANSI/AGMA 6013. Provide cranes with a CMAA service class "C" or higher with the corresponding "Industrial Duty" service factors. The speed reducer input (high speed) gear set must use helical (including double helical and herringbone), spiral bevel, or worm gear tooth forms. Provide torque arms that are not of the threaded rod type. Operation must be smooth and quiet.

2.3.3.2.1.2 Bridge Open Gearing

Provide all gears and pinions with adequate strength and durability for the crane service class and manufactured to ANSI/AGMA 2015-1 Accuracy Grade A8 or better. Wherever feasible, open gears must be enclosed with safety guards provided with openings with covers for inspection and access for grease lubrication.

2.3.4 Travel Brakes

****

NOTE: NAVFAC tailoring option for additional travel brake requirements.

Outdoor tailoring option for parking brake requirements. Parking brakes are one of the methods that can technically be used to secure outdoor cranes against high winds, however the requirements of TRAVEL DRIVES pushes the crane manufacturer in this direction. Another option chosen by the crane manufacturer could be rail clamps/anchors.

****

Provide travel drives with an end-mounted electro-mechanical spring set brake conforming to the requirements of CMAA 74 or non-freecoasting mechanical drive capable of stopping the motion of the travel function within a distance in meters feet equal to 10 percent of the full load speed in meters feet per minute when traveling at full speed with a full load. Parking brakes used to secure outdoor bridge cranes in accordance with ASME B30.17 must be sized to secure against a wind pressure of 1.44 kPa 30 psf.

Spring set brakes must be provided with an externally accessible means to manually release the brake. Provide manual-adjusting brakes designed to permit inspection and adjustment without disassembly of the brake. The brakes must be equipped with a manual self-return to ON brake release; maintained brake releases must reset when power is applied. Double face-mounted brakes are not permitted.

2.3.4.1 Trolley Brake

****

NOTE: NAVFAC tailoring option to require electro-mechanical brakes be end-mounted.

****

Provide brakes for underrunning trolleys/carriers sized in accordance with ASME B30.17, but not sized larger than 150 percent of the drive motor rated torque.

2.3.4.2 Bridge Brake

****

NOTE: NAVFAC tailoring option to require electro-mechanical brakes be end-mounted.

****

Provide brakes with a minimum torque rating per CMAA 74 according to the applicable environment, but not sized larger than 150 percent of the drive motor rated torque.

2.3.5 Wheels

****

NOTE: Wheels are typically steel for top running and steel or ductile cast iron for under running.

a. For ordnance handling, underhung wheels must be forged steel.

b. For hazardous areas requirement maximum anti-spark protection, wheels must be made of non-sparking material (e.g., bronze or stainless steel). Remove any conflicting items (i.e., wheels cannot be non-sparking and steel).

c. EXCEPTION: For ordnance handling cranes that also happen to require maximum anti-spark protection, the anti-spark protection is the controlling factor and wheels must be made of non-sparking material (e.g., bronze or stainless steel).

****

a. Top running wheels are to be straight tread, double flanged, and sized in accordance with CMAA 74 recommendations for wheel sizing and flange to rail head clearances. Wheel material must be forged steel. Provide wheels made from non-sparking material. Bronze wheels must have a minimum tread hardness of 225 BHN. Hollow stamped and gray cast iron wheels may not be used; the use of plate steel is prohibited. Provide steel wheels with a minimum tread hardness of 320 BHN.

b. Provide under running wheel sizing and flange-to-rail head clearances in accordance with MHI MH27.1 and CMAA 74 recommendations, as applicable. The wheels must be compatible with their respective runway profile. Wheel material is to be cast or forged steel, or ductile or malleable cast iron. Wheels are to be made of forged steel.

Provide wheels of non-sparking material. Bronze wheels must have sufficient size and hardness to withstand the intended loading and use. Hollow stamped and gray cast iron wheels may not be used; the use of plate steel is prohibited. Minimum tread hardness for underhung wheels (non-bronze) that run on patented track is 375 BHN. Minimum tread hardness for wheels (non-bronze) running on structural shapes is 320 BHN.

[2.3.6 Drip Pans

****

NOTE: Drip pans may also be added for GPS or any other type of crane service if there is an additional requirement to prevent lubrication from falling to the floor or lifted load. Any portion of this section may be used to support the request of the Activity. Not recommended for outdoor service.

List items a. and b. are generic drip pan requirements for inclusion beneath gearboxes. List item c is less likely to be needed.

****

a. The crane must be designed to preclude leakage of lubricants onto the lifted loads or the floor. Equipment or components, which cannot be made leak-proof, must be fitted with unpainted corrosion resistant steel drip pans or must have the foundations seal welded to create a dam. Drip pans that utilize liquid sealant to prevent leakage of lubricants are not permitted.

b. The drip pans must be sized to hold the entire gear case fluid capacity, installed under all drive machinery, designed to permit easy removal of collected lubricant. A trolley floor designed to contain any lubricant drips may be used as fluid containment for any equipment that is mounted on it.

c. Provide drip pans fitted around the shank of the hook and extending outward to encompass all possible points of lubrication drips from the load block. The drip pans must be easily removable without disassembly of the hook or load block and cannot interfere with the crane structure during testing of the upper limits.

]2.4 ELECTRICAL REQUIREMENTS

****

NOTE: List item d., the voltage selected (e.g., 480) must match that provided for the crane in CLASSIFICATION.

****

a. The design, selection, rating, and installation of the electrical portions of the crane and its accessories must conform to the requirements of NEMA ICS 3,NEMA ICS 8, the applicable ASME HST standard, and NFPA 70, and other requirements specified herein.

b. All electrical components must be industrial grade, commercially available and comply with established national or internationally recognized approving organizations such as Underwriters Laboratories (UL) and Canadian Standards Association (CSA). All electrical

components installed or operated in hazardous areas including but not limited to enclosures, junction boxes, disconnects, pendant controller, and electrification must be designed and rated for the NFPA 70 Hazardous Classifications specified in the paragraph CLASSIFICATION.

c. All electrical components must be located so they are easily accessible for inspection and maintenance without removing other parts, doors, or door center posts. Electrical equipment and panel wiring must be installed in a neat and workmanlike manner in accordance with Electrical Construction Standard NECA NEIS 1. Each motion of the crane must be provided with a separate control system or drive. The loss of any one function must not prevent the operation of other unaffected functions. Two independent relays, contactors, drive inputs, or other equivalent components/logic must be utilized for each function to provide directional control such that the failure of a single relay/contactor/component cannot result in motion in an unintended direction.

d. Disconnecting means for cranes must be in accordance with NFPA 70 Article 610.32. A permanent placard must be installed on the face of the main line disconnect that states "WARNING – THIS DOES NOT ISOLATE POWER TO LIGHTING, RECEPTACLES, AND ANCILLARY EQUIPMENT". Additionally, a lighting (ancillary equipment) disconnect must be provided, with lockout feature, as the isolation means for the lighting transformer and lighting circuit breaker panel, which must power the crane's ancillary equipment. It must feed [_____] VAC to the primary side of the transformer directly from the runway conductors via tapping the line side of the main power disconnect. Provide individual disconnects, with lockout feature, capable of being locked in the open position for bridge lights and receptacles.

e. Unless otherwise specified, interconnecting wiring must be of copper stranded construction complying with Table 310.104(A) of NFPA 70. Interconnecting wiring containing asbestos in the insulation or outer covering are prohibited. Aluminum conductors must not be used. Aluminum connectors are allowed if they are rated for use with copper conductors (marked "AL/CU"). All conductors connected to or routed above resistors must have insulation shown in NFPA 70 Table 610.14(a) for 125 degrees C 257 degrees F. For packaged hoists and hoist/trolleys, provide wiring sizes in accordance with NFPA 70 Table 610.14(a). Motor branch circuit conductors not part of a packaged hoist and hoist/trolley must be sized as to have an ampacity not less than 150 percent of the motor full load current rating and to be no smaller than 12 AWG. Conductors must be selected and de-rated based on maximum ambient temperature. Continuous loads such as utility, heating, lighting, and air conditioning must be multiplied by 2.25 to determine ampacity in order to permit application of NFPA 70 610.14 (A) for crane supply conductors. Wire-nuts are not permitted on splices. However, connections for lighting ballasts may be made using wire-nuts (if applicable).

f. Excluding conduit directly connected to dynamic breaking resistors, raceways must maintain a 12-inch clearance between the raceway and dynamic braking resistors. A separate grounding wire, sized in accordance with Section 250.122 of NFPA 70, must be routed with all ungrounded conductors. Only one equipment grounding conductor must be run in each conduit and be the largest size required for any circuit routed in that conduit. All wiring must be numbered or tagged at all

connection points. Power conductors which are shielded such that their wire size cannot be easily determined must be labeled as to the conductor size. All unused conduit openings must be plugged.

g. When fiber optic cable is utilized, inspections and performance checks must be accomplished upon completion of on-site installation to ensure cable cleanliness and proper signal integrity. Testing and verification must be conducted by a knowledgeable fiber optics technician using specialized, calibrated equipment. Cables must be tested for signal loss/attenuation. The fiber optic system must also be tested using an Optical Time Domain Reflectometer (OTDR). Final attenuation and OTDR readings from each fiber optic cable run, including spares, must be documented as a baseline for future reference. All spare fiber optic cables must have protective covers over their ends to maintain cleanliness while not in use. When fiber optic cable is utilized the drive OEM's recommendations for encoders and optical to digital converters must be followed. All system components utilized for this purpose must have known compatibility prior to integration.

h. Power cables and low voltage signal cables may not be mixed in the same conduit.

i. The crane manufacturer must furnish and install all electrical equipment on the crane conforming to NEMA ICS 6, including motors, conforming to NEMA MG 1, electrically released brakes, switches, crane controllers, panels, operating station, wiring system, cables, and crane electrification.

2.4.1 Motors

****

NOTE: Inverter duty motors are required for open loop variable frequency drives (VFD).

Select two speed motors for bridge and trolley drives if magnetic controls are specified in paragraph CONTROLS; select single speed motors if electronic controls are specified in paragraph CONTROLS.

U.S. Navy allows only 60-minute duty rating motors. 30-minute duty rating motors require Navy Crane Center approval. For non-Navy applications, the motor duty rating may be selected to match what is required by the class of HST-1 or HST-4 hoist (such as H1, H2, H3) specified.

****

Motors must meet all applicable requirements of NEMA MG 1 and UL 1004-1. CMAA 70 calculations for motor horsepower shall be used in selecting bridge, trolley, and hoist drive motors. All motors must have a minimum of a [60] [30] [_____] minute duty rating and be Totally Enclosed Non Ventilated (TENV), Totally Enclosed Fan Cooled (TEFC), or Totally Enclosed Blower Cooled (TEBC).[Provide [two] [single] speed AC squirrel cage induction type motors for the bridge and trolley drives.] [Provide two speed, AC squirrel cage induction type motor for the hoist.][Provide inverter duty motors for Open Loop Variable Frequency Drives (VFD).] Provide motors with a minimum of Class F insulation. Provide motor

overload protection utilizing a thermal sensitive device embedded in its windings. Provide motors painted to manufacturer's standard for "wash-down" service. Motors located outdoors must be furnished with anti-condensation heaters that remain energized when the mainline contactor is deenergized.

2.4.2 Controls

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NOTE: If one or two speed point controls are required, recommend magnetic controls. If three or more speed points or infinitely variable speed adjustment is needed, Variable Frequency Drive (VFD) controls are required.

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NOTE: Use the first two paragraphs to select one or two speed control for the hoist, bridge, or trolley. Selections can be made using a combination of electronic controls and one or two speed motor controls for the various functions. Use the third, fourth, and fifth paragraphs to select electronic variable frequency drive controls for either the hoist, bridge or trolley. With VFD controls the hoist must be configured as open loop. Open loop is more cost effective and requires a mechanical load brake (or self-locking worm gear). Ensure the Hoist Brakes section of this specification reflect the type of controls chosen.

When the two-speed bridge and trolley motor is specified, the slow speed will be 1/3 to 1/4 of rated travel speed. Reduced voltage starting, acceleration, and deceleration, serve to reduce the acceleration rate that is normal for squirrel-cage motors. Squirrel-cage motors with two-speed magnetic controls provide satisfactory results with slow bridge and trolley speeds, and should be specified when short travel distances are involved and where fine positioning is not required.

For faster bridge and trolley speeds or finer positioning requirements, specify electronic controls.

Various VFD manufacturers offer an option to overspeed the hoist to a value over 60Hz (usually 120Hz). This allows the operator to position the hoist at faster speeds when it is not loaded. When selecting this feature list the maximum no load speed in paragraph RATED CAPACITY AND SPEEDS.

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NOTE: The final paragraph for hoist brake bypass keyswitch is optional for hoists with one electro-mechanical spring set brake and one mechanical load brake. Choose this option if the

Activity wants the functionality; the intent for this keyswitch is to allow for easier load testing of all hoist brakes while the crane is installed by bypassing the primary electro-mechanical brake for independent testing of the mechanical load brake.
****

[a. Provide [one] [two]-speed magnetic controls for the [bridge drive][,] [trolley drive][,] [and] [hoist] drive. Controllers must meet the requirements of NEMA ICS 8. Ensure that an energized drive motor initially rotates only in the direction selected by the operator by activating the corresponding direction; i.e., is not overhauled. For AC squirrel cage motor controllers, the requirements of NEMA ICS 2, Part 2, for general-purpose controllers, must be met.

[b. Provide the bridge and trolley motor control systems with a drift point between OFF and the first speed control point in each direction.

]]c. Provide static reversing, variable frequency drives (VFD) for the [bridge,] [trolley] [and] [hoist] electric controls.[Provide static reversing, VFD, speed regulated, closed loop, flux vector electric controls for the hoist[s]. For feedback, provide hoist motors with encoders. The hoist controller must enable the drive motor to develop full torque continuously at zero speed. The hoist secondary brake must be controlled separate from the primary and connected to different output (within the drive) from the primary brake.] VFD controllers must meet NEMA ICS 8, Part 8 and at a minimum, provide under-voltage protection, electronic instantaneous over current protection, DC bus over voltage protection, and be able to withstand output line to line shorts without component failure. Select bridge and trolley drives such that the continuous rating of the controller is not less than the calculated motor full load current based on CMAA 70 paragraph 5.2.9.1.1.1 and NFPA 70 Table 430.250. Select hoist drives such that the continuous rating of the controller is not less than 125 percent of the calculated motor full load current based on CMAA 70 paragraph 5.2.9.1.1.1 and NFPA 70 Table 430.250. All hoist drives must have a motor over-torque limit to lock out the hoist and prevent gross overload of the associated hoist. Provide dynamic braking for each electric drive that is sized per VFD manufacturer's requirements. Submit VFD Control Parameter Settings.

d. Provide speed control which is infinitely variable for each function, controlled via [radio control system] [and] [pendant pushbutton station].[Provide controls designed such that the maximum speed of each function will be limited to 25 percent of rated speed when a slow speed switch is actuated on the controller[s].[Energize a yellow/amber light/indicator while in slow speed mode.]]

e. The [hoist][,] [trolley][,] and [bridge] brakes must set after the associated controller decelerates the drive motor to a controlled stop. The hoist, trolley, and bridge, controllers must be sized to provide sufficient starting torque to initiate motion of that crane drive mechanism from standstill with 0 to 125 percent of rated load on the hook. The hoist controller must prove torque before release of the brakes and enable the drive motor to develop full torque continuously at zero speed. Motors must operate smoothly at all speeds without torque pulsations and must only be energized within the frequency range of 50-60 Hz at rated speed.[The hoist control system may utilize overspeed up to 120hz, unloaded only, if the drivetrain

equipment has all been balanced and is rated for the resulting speed.]

] f. The use of definite purpose contactors is prohibited. If IEC contactors are used, the application cannot exceed the contactor manufacturer's AC3 ratings for the contactor at a minimum.

g. On hoist function roll-up must be less than 1/8 inch measured at the hook block and roll-back must not occur over the entire load range.

h. Use of Uninterruptible Power Supplies (UPS) is prohibited. Feed control circuits from a single phase, air cooled, double wound transformer with a grounded metal screen between the primary and secondary windings of the transformer.

i. Provide a main line contactor. Energization of the main line contactor must be controlled by the POWER-OFF/POWER-ON switch/pushbutton on all controllers. Upon actuation of the POWER-OFF pushbutton; power to all drive motors, brakes, and controls must be removed. The mainline contactor must not be able to be energize while the POWER-OFF pushbutton is actuated. The POWER-OFF pushbutton circuitry must be independent of all controls or any other electronic devices.

[j. Provide a spring returned brake bypass keyswitch for each hoist. The switch allows for actuation of the electro-mechanical brake for independent testing of the mechanical load brake. The normal position allows both brakes to work in their normal operating configuration. Label the keyswitch positions as "NORMAL" and "LOAD BRAKE TEST".

]2.4.3 Protection

Protection must not be less than that required by NEMA ICS 3, NEMA ICS 8, CMAA 74, NFPA 70, UL 1004-1, UL 943, 29 CFR 1910.147, 29 CFR 1910.179, 29 CFR 1910.306 and all applicable provisions of 29 CFR 1910. All protection must be by circuit breakers or fuses. Provide a disconnect switch or enclosed type circuit breaker readily accessible to the crane operator for the crane disconnect. Motor branch circuits must be individually protected by inverse time circuit breakers capable of being locked in the open position. The means for locking must remain in place with or without the lock installed. Motor full load current from NFPA 70 Article 430, Part XIV (Tables) must be used to calculate the circuit breaker size.

Provide disconnecting means on the crane in accordance with NFPA 70 Article 610.32. Provide for lockout/tagout of all hazardous energy sources. Provide product data for all circuit breakers and fuses.

2.4.3.1 Conductors

a. The crane contractor is responsible for ensuring that all conductors from the load side of the existing floor level disconnect to the motor branch circuits have adequate overcurrent protection complying with one of the following:

(1) Not be greater than the largest rating or setting of any branch circuit protective device plus the sum of the nameplate rating of all other loads per NFPA 70 Article 610.41(A).

(2) Not be greater than the ampacity of all feeder conductors after

all ampacity correction factors have been applied.

b. Conductors for brake coils must be protected by fuses or other protective devices. The device must be chosen to protect the brake circuit conductors from ground faults or short circuits.

2.4.4 Resistors

Provide resistors with natural convection cooling sized as recommended by the VFD OEM and fabricated of corrosion resistant metal; the use of "wire wound" type resistors is prohibited for segments of 8 ohms or less. Mount resistors in substantial, ventilated enclosures constructed entirely of non-combustible materials. When mounted outdoors provide stainless steel resistor enclosures. Provide resistors with terminals fitted in the coolest position in the enclosure.

[2.4.5 Transients and Harmonics Protection

****
NOTE: The following items are required only for VFD Controls.
****

a. Provide contactors and relays with appropriate Metal Oxide Varistors (MOV) or resistor-capacitor (R-C) surge absorbers installed across the respective coil.

b. Provide transient protection for electronic drive controllers that is either internal to the drive or via an MOV connected line-to-ground close to the line terminals of the drive.

c. Provide line reactors rated for continuous duty operation based upon the motor nameplate amperes. With motors of 50 horsepower or greater, harmonics protection must be provided by an isolations transformer or as recommended by the VFD OEM. For a drive motor branch circuit that exceeds 150 feet in length, a reactor must also be connected in series with the controller load (output) terminals to provide standing wave protection or as otherwise recommended by the VFD or motor OEM.

]2.4.6 Limit Switches

a. Provide primary upper and lower geared limit switches. Geared limits must allow reversing direction to back out of the limit without resetting. The lower limit switch must be set such that there are a minimum of two wraps of rope on the hoist drum.

b. Provide a backup mechanical hook block activated upper limit switch wired independent of the directional controllers and the primary upper limit switch that removes power from the hoist motor, hoist brake and hoist controls conforming to NEMA ICS 5. The backup limit must require hoist resetting prior to operation of the hoist in any direction.

c. For chain hoists, the upper hoist limit switch must be wired to remove all power from the hoist drive motor and brake(s) independent of the microprocessor drive. A two-position spring-returned bypass switch must be provided that allows for resetting of the final limit switch prior to resuming operation. During resetting of the final limit, the hoist must operate in the lowering direction only.

[d. Travel limit switches must be provided for the [bridge][and][trolley] motion to slow the crane to [25 percent] [_____] of its rated speed [[10] [_____] feet before the bridge end stops][and][[5] [_____] feet from the trolley end stops]. Limit switches must be mounted rigidly in a manner so as to protect the switch from misalignment or damage. The target/trip arm must be large enough to provide interception given a misalignment were to occur.

] e. Limit switches must be rated for the NFPA 70 Hazardous Classifications specified in the CLASSIFICATION paragraph of this specification.

2.4.7 Operator Controls

****

NOTE: Available operator controls are pendant, and radio control. Cranes can also be set-up to be controlled by two separate systems. For cranes with one set of controls use paragraph 1. For cranes with two sets of controls use paragraph 2. In such a case some type of interlock must exist to prevent control from both systems simultaneously.

The pendant can be suspended from the trolley or an independent festooned messenger track system. The festooned system allows the operator to have maximum separation from the load. When this is a requirement include section Pendant Conductor System section of this specification.

When specifying a radio control system, the following requirements must be considered and if needed added to the specification. None are hard requirements of NAVCRANECENINST 11450.2:
1. What type of batteries? Rechargeable?
2. Are spare batteries needed? How many?
3. Are spare remote control units required? How many?
4. Is a battery charger required?
5. Type of transmitter unit.
6. Is a belt/harness required for the remote control?

****

[a. Provide crane equipped with a [pendant pushbutton station] [radio control system].

][b. Provide crane equipped with both a pendant pushbutton station and a radio control system. Provide a selector switch to allow the use of only one of the two available control stations on the pendant controller.

] c. If VFD controls are not provided, provide directional contactors with both mechanical and electrical interlocks.

d. "Operator controls must be rated NEMA Type 7 for Class I, or NEMA Type 9 for Class II according to the NFPA 70 Hazardous Classifications specified in the CLASSIFICATION paragraph of this specification."

[2.4.7.1 Pendant Pushbutton Station

The cranes must be controlled from a pendant pushbutton station suspended from [the trolley] [an independent festooned messenger track system, operating the length of the bridge]. Provide multiconductor flexible cords for pendant pushbutton stations with No. 16 AWG minimum conductors. Provide a method of strain relief to protect the electrical conductors from damage. Locate the pendant pushbutton station [1200 mm 4 feet] [_____] above the finished floor. Pushbutton pendant station must have its elements legibly marked and arranged vertically, in order, in accordance with CMAA 74.[Provide [one speed] [two speed] [3-step infinitely variable] [2-step infinitely variable] pendant pushbuttons for control of the [hoist][,] [trolley][,] [and] [bridge].] Provide pendant pushbuttons for control that spring return to the OFF position. Voltage in the pendant pushbutton station must not exceed 150 Volts AC or 300 Volts DC.[Provide a maintained two-position selector switch for slow speed selection.] The pendant must be rated for the NFPA 70 Hazardous Classifications specified in the CRANE DESIGN CRITERIA, sub- paragraph CLASSIFICATION. Provide the pendant pushbutton station with a NEMA Type 7 for Class I, hazardous environments and NEMA Type 9 for Class II, hazardous environments, as classified by NFPA 70.

[2.4.7.1.1 Pendant Conductor System

Provide a festoon type pendant conductor system. The festoon cables must be flat cables suspended from carriers riding on an I-beam or C-track. The pendant controller must be capable of traveling the entire length of the bridge and move independently of the trolley. Festoon loops must not extend below the high hook position.

][2.4.7.1.2 Radio Control System

Provide each system with a [belly box] [handheld] [_____] type portable transmitter unit [and an identical back-up transmitter unit].[Provide each transmitter with an adjustable belt or harness to support it when worn by the operator]. Only one transmitter at a time can control the crane and there must be no interference from one crane's controller affecting operation of the other cranes in the building. Each transmitter must include: individual [infinitely variable spring return joystick motion control levers] [push button controls] for each hoist, trolley, and bridge; a maintained contact, keyed switch, marked ON-OFF, for portable transmitter unit power; indication of Battery Power, and indication of Transmitting Status; a red emergency STOP mushroom pushbutton;[and]a floodlight on/off pushbutton[and a maintained slow speed selector switch]. The transmitters and all controls must each be clearly and permanently labeled with functionality and direction. Directions for controllers must be in accordance with CMAA 74 recommendations. The remote radio control system must be designed to meet the requirements of NEMA ICS 8, Part 9 and ECMA 15. Each radio remote control lever must be in the OFF position before the associated crane function can begin. The system frequency must be within the unlicensed FCC Part 15 range. Each control unit must maintain a continuous status signal to the associated receiver during operation. There must be no significant loss in systems efficiency and function at the end of eight hours of continuous battery use. Provide a contact monitoring board with the crane radio system receiver.

The Contractor must submit the frequency allocation application to the National Telecommunications and Information Administration (NTIA) via

EL-CID version 6.1 software found on NTIA.gov. Provide the temporary authorization, and the final approved application when available. The technical section of the application must be completed by the manufacturer of the radio control equipment being furnished under this contract. Verify frequency availability at this activity prior to design approval.

]]2.4.8 Electrification Systems

****

NOTE: Various methods may be used to transfer power from the runway to the crane (Runway Conductor System) and then again to the trolley (Bridge Conductor system). Typically, the Runway Conductor System is a set of conductor bars on the runway and collector shoes on the crane. The Bridge Conductor system is typically a set of festoon cables.

Site conditions and environment might require the design to deviate from the norm. Hazardous locations will need to be designed with either a cable reel or festoon system.

****

2.4.8.1 Runway Conductor System

[a. Provide a rigid runway Conductor Bar System for the runway conductor system, including all necessary cables and hardware to the crane from a wall or column mounted disconnect switch. Provide electrification system with three power conductors and an equipment grounding conductor. UV resistant. Steel (non-stainless) conductor bars are prohibited. The crane must be grounded through the runway electrification system. The grounded conductors must be a minimum of 70 square millimeters. Provide runway conductors sized for simultaneous motions of the hoist, bridge, trolley mechanisms and any ancillary loads. If there is any way the hook block or wire rope can swing into the runway electrification, provide a guard installed to prevent contact.

b. Provide two Collector Shoes (tandem design) for each conductor; each collector shoe must be rated for not less than the runway conductor sizing, so as to provide redundancy.

][c. Provide a Festoon System for the runway conductor system utilizing cables suspended from carriers riding on an I-beam or C-track for the crane, including all necessary cables and hardware to the crane from a wall or column mounted disconnect switch. Provide electrification system with three power conductors and an equipment grounding conductor. Conductors must be fabricated from copper. The crane is required to be grounded through this conductor system. The grounded conductors must be a minimum of 2/0 AWG. Provide conductors sized for simultaneous motions of the hoist, bridge, trolley mechanisms and any ancillary loads. Festooned cable loops must not extend low enough to come into contact with any obstructions.

][d. Provide a Cable Reel System for the runway conductor system, including all necessary cables and hardware to connect the cable reel to the floor level fused disconnect switch. The cable reel must have three power conductors and an equipment grounding conductor. The crane is required to be grounded through this conductor system. Conductors

must be fabricated from copper, and sized for simultaneous motions of the hoist, bridge, trolley mechanisms and any ancillary loads. The grounded conductors must be a minimum of 2/0 AWG.

][e. Provide a totally enclosed flexible cable tray electrification system (cable chain) for the runway conductor system, including all necessary cables and hardware to the crane from a wall or column mounted disconnect switch. The cable chain must have three power conductors and an equipment grounding conductor. The conductors must be selected so as to be of the longest length without splices. Conductors must be fabricated from copper, and sized for simultaneous motions of the hoist, bridge, trolley mechanisms and any ancillary loads. The crane is required to be grounded through this conductor system. The grounded conductors must be a minimum of 2/0 AWG.

]2.4.8.2 Bridge Conductor System

[a. Provide Festoon System for the bridge conductor system utilizing cables suspended from carriers riding on an I-beam or C-track. Conductors must be fabricated from copper. A minimum of 20 percent of the festoon control circuit conductors for each electrification system must be spares at the time of crane acceptance. The trolley is required to be grounded through this conductor system. The grounded conductors must be a minimum of 2/0 AWG. Festooned cable loops must not extend low enough to come into contact with any obstructions.

][b. Provide a Cable Reel System for the bridge conductor system. The cable reel must have an equipment grounding conductor, and all necessary control cables. A minimum of 20 percent of the festoon control circuit conductors for each electrification system must be spares at the time of crane acceptance. The trolley must be grounded through the cable reel connection and all conductors must be of copper construction. The grounded conductors must be a minimum of 2/0 AWG.

][c. Provide a totally enclosed flexible cable tray electrification system (cable chain) for the bridge conductor system. The cable chain must have three power conductors, an equipment grounding conductor, and all necessary control cables. The conductors must be selected so as to be of the longest length without splices and must be copper. A minimum of 20 percent of the control circuit conductors in the flexible cable tray system must be spares at the time of crane acceptance. The trolley is required to be grounded through this conductor system. The grounded conductors must be a minimum of 2/0 AWG.

]2.4.9 Overload Protection

****

NOTE: Overload protection on a crane is required and is provided by two types of systems: Capacity Overload Protection and Over-Torque Limit.

The Over-Torque Limit only applies to cranes with VFD controls. It is a parameter setting in the drive and is typically set at 150 percent of rated motor torque. Cranes with magnetic controls do not have this feature. Delete third paragraph if VFD controls are not specified.

Capacity Overload Protection is usually adjustable.

If adjustable, it needs to be set at less than the crane's minimum test load; recommend setting at 100 percent of rated capacity or less. This protection can take the form of one of the following devices:

1. Clutch – Not adjustable and is common on package hoists.
2. Load Limit Switch – Installed on the wire rope and measures deflection. Does not require a break in the wire rope and is simply clamped onto the wire. Typically used on smaller hoists that have magnetic controls. Can also be installed as part of the equalizer sheave.
3. VFD Drive Overload Protection – Similar to the Over-Torque Limit, but is set at a lower setting. Adjusted via parameters within the drive.

****

a. Provide a capacity overload protective device for all hoist systems[using VFD drive capacity overload protection (separate from torque limiting feature of the VFD)]. Set hoist capacity overload protection at [100] [_____] percent of rated capacity. Hoist capacity overload protection must be adjustable between 80 and 150 percent of hoist capacity. Provide a keyed override or other means to disable the hoist capacity overload protection when performing a load test. If a slip clutch is used as the overload limiting device, it must comply with all ASME B30.16 requirements. Provide adjustable slip clutches set at or less than the cranes maximum test load. If the slip clutch is non-adjustable, the OEM factory setting is acceptable and must be identified with the Product Data sheets and O&M manual.

[b. Initially, set the torque limiting capability of the VFD (that is separate from the capacity overload protective device) to 150 percent of the motor torque (amperage) necessary to hoist 100 percent load. It may be adjusted up only to avoid nuisance trips and adjusted down if possible while still avoiding nuisance trips.

]2.4.10 Enclosures

****

NOTE: Select classification of control panels, controls, and brakes based on the environmental conditions in which the crane will be installed:
1. Choose one of the following for an indoor installation: 1, 2, or 12.
2. Choose one of the following for an outdoor installation: 3, 4X, or 8.
3. Choose one of the following for a Class I Hazardous installation: 7 (indoor)or 8(indoor/outdoor).
4. Choose one of the following for a Class II Hazardous installation: 9 (indoor).

Other enclosure types exist that might be a better alternative for a particular installation. If necessary, refer to NEMA 250.

****

a. Provide enclosures for control panels, controls, and brakes in

accordance with NEMA 250 and NEMA ICS 6, Classification Type [1 indoor, general purpose] [12 indoor without knockouts, general purpose] [2 indoor, drip-proof] [3 outdoor, dust-tight, rain-tight, sleet-resistant] [4X outdoor] [7 indoor Class I hazardous] [9 indoor Class II hazardous] [8 indoor/outdoor Class I hazardous] [_____]. Provide enclosures with listed drains to prevent accumulation of water within the enclosure. There must not be any condensation inside the control panels. If anti-condensation heaters are provided, these heaters must remain energized when the main line contactor is deenergized.

[b. Provide a non-resettable hour meter, connected across the main line contactor, readable from the exterior of the main control panel, to indicate the elapsed number of hours the crane is energized.

] c. Gaskets of enclosures and fixtures, and joints and contact surfaces of hazardous/explosive enclosures must be kept free of any paint to prevent damage during removal and reinstallation of gaskets of enclosures.

2.4.11 Warning Devices

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NOTE: A warning horn or light is required for all radio controlled cranes and recommended for all others.
****

[Provide a warning horn that is operable from a push button at the [pendant pushbutton] [radio control] station.] [Provide a warning [strobe light] [rotating beacon] that is illuminated at all times during movement of the hoist, trolley, or bridge function[, but may be deactivated on the operator control station].]

[2.4.12 Floodlights

Provide evenly spaced floodlights along the bridge. Select floodlights to provide an illumination level of 40 foot-candles at three feet above the finished floor. All lights must be vibration resistant and designed to prevent any material from falling from the fixture. Switch the floodlights from the [pendant pushbutton] [radio controlled] station.

][2.4.13 Pilot Devices

Provide Indicator Lights mounted in an enclosure on the bottom of the bridge with lights sized and positioned to be visible from the ground. The lights must be the dual-lamp type. Provide a white light to indicate that power is available to the crane and a blue light to indicate that the main contactor is energized. Light voltage must be 115 VAC. Provide nameplates that are legible from ground level. The nameplates must read, in their respective order, "POWER AVAILABLE" and "CRANE ENERGIZED". The POWER AVAILABLE light must be supplied by a separate, fused transformer for its energization.

]2.4.14 Wind Speed Indicating System

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NOTE: This section is tailored to outdoor requirements, as wind speed indicating devices are

required on outdoor cranes.
****

Provide a wind speed indicating device in accordance with ASME B30.17, which provides a visible and audible alarm to the crane operator at a predetermined wind speed. The transmitter must be mounted on the highest unobstructed location.

[2.4.15 Electrical Outlets

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NOTE: Electrical outlets are typically provided on trolleys for maintenance purposes on double girder cranes with top running custom built-up hoists (which typically have walkways). The addition of electrical outlets may not be a standard manufacturer option on packaged hoists and is not recommended for single girder cranes or underhung packaged hoists.
****

Provide a minimum of [one] [_____] 120 VAC duplex outlet[s] on the crane, mounted [on] [in] the [outside of the control panel(s)] [trolley] [cab] [_____]. The circuit(s) supplying receptacles must incorporate ground-fault circuit-interrupter protection for personnel and be protected by a circuit breaker with a minimum rating of [15] [20] amps.

]2.4.16 Cyber Security of Control Systems

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NOTE: Cyber Security of Control Systems requirements are tailored to NAVFAC. This subpart must be included for NAVFAC, it is not replaced by Division 25 Cybersecurity Section.
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NOTE: SECNAVINST 5400.15 designates NAVFAC as the functional technical authority for WHE. NAVFAC is designated as Functional Security Control Assessor (FSCA) and the Functional Authorizing Official (FAO) for Ashore Control Systems in their domain; therefore, this includes WHE control systems. WHE control system owners are responsible for the Information System Security Engineer (ISSE) functions and producing artifacts (documentation) for review by the FSCA and FAO.

All new and electrically overhauled cranes must implement the following cybersecurity requirements as applicable to the control system architecture (i.e., networked drives, non-networked drives, and any wireless applications) so that supporting artifacts and considerations are available for the implementation of the RMF process.
****

a. Provide the following for PLC, RTU, Supervisory Controller, or other network-capable (whether networked or not upon delivery) control

devices as applicable:

(1) Hardware list (Hardware list must include the following for each device):

(a) Manufacturer

(b) Model

(c) Location

(d) Key technical ratings (e.g., memory)

(e) Serial number

(f) MAC addresses

(g) IP addresses

(2) Software List (Software list must include the following for each device):

(a) Manufacturer

(b) Version/subversion

(c) Location/device

(d) Used network ports/protocols/services

(3) List and discussion of all security features of Contractor hardware and software.

b. For every PLC, RTU, Supervisory Controller, or other network-capable control devices (whether networked or not upon delivery), deliver the following on CD/DVD:

(1) Original firmware

(2) Original firmware hash

(3) SOP for application of firmware updates/patches

(4) POC or website for firmware updates/patches

(5) Count of interfaces and types

(6) Protocols in use, per interface

(7) Configuration file

(8) SOP for configuration

2.4.16.1 Control System and Network

****

NOTE: Select options a. & b. if a standalone laptop is required. Recommend including one laptop if the activity regularly performs all crane maintenance.

****

[a. Provide one rugged laptop type workstation (computer) complete with all compatible software (including software licenses), redundant physical back-up copies on CD/DVD of the installed software, and all necessary cables and special connectors to allow crane software to be troubleshot, checked and upgraded, and for the data recorder to be accessed and information retrieved. Equip the workstation with a CD/DVD drive and the associated CD/DVD burning software. The workstation must also be equipped with USB ports (2.0 and 3.0), an Ethernet port, and a serial port. Delivering the software on a USB (flash drive) device is prohibited.

b. The laptop must be designed for an industrial environment and must be shock resistant and weatherproof as a minimum. Provide the laptop with a built-in CD/DVD reader with the capability to burn CDs and DVDs including associated software to burn CDs and DVDs.

] c. The Contractor must provide all equipment, including software and hardware, necessary for testing, installation, and communicating/troubleshooting all systems provided with the crane (e.g., engine/generator, control system, LID, etc.). The Contractor must provide all crane specific operational software files (e.g., ladder logic, functional block programming, etc.) for their associated systems (e.g., control systems, LID, engine generator, etc.).

d. A single common networked design must not be used for the control systems. A network for an individual function may be used as long as a failure of the network does not affect any other function/network except as defined for specific safety interlocks (e.g., LMI system). A common crane network may be used in a monitoring mode for recording faults and trending and is encouraged. Failure of the monitoring system must not affect crane functions.

e. All provided hardware and software must be currently marketed products, not currently scheduled for end of life or obsolescence, to ensure system sustainability.

f. The control system engineering workstation hardware and operating system must be in conformance to the Common Criteria for IT Security Evaluation (IEC ISO 15408, visit https://www.niap-ccevs.org for more information).

g. Ensure there is no remote access capability enabled as remote access capabilities are prohibited. Physically disable or remove all modem/network devices not required for operational purposes.

2.4.16.2 Software and Services

a. Remove all Software and Services not required for operation and/or maintenance of the product. If removal is not technically feasible, then disable software not required for the operation and/or maintenance of the product. Configure the product to allow the ability to re-enable ports and/or services if they are disabled by software. The removal of software or services may not impede the primary function of the product. If software that is not required cannot be removed or disabled, document a specific explanation and provide risk mitigating recommendations and/or specific technical justification. The software/service to be removed and/or disabled

includes, but is not limited to:

(1) Cameras

(2) Games

(3) Device drivers for product components not procured/delivered

(4) Messaging services (e.g., email, instant messenger, peer-to-peer file sharing)

(5) Source code

(6) Software compilers in user workstations and servers

(7) Software compilers for programming languages that are not used in the control system

(8) Unused networking and communications protocols

(9) Unused administrative utilities, diagnostics, network management, and system management functions

(10) Backups of files, databases, and programs used only during system development

(11) All unused data and configuration files

(12) Remove and/or disable, through software, physical disconnection, or engineered barriers, all services and/or ports in the procured product not required for normal operation, emergency operations, or troubleshooting. This includes communication ports and physical input/output ports (e.g., USB docking ports, video ports, and serial ports).

b. Provide documentation showing all disabled ports, connectors, and interfaces for all network-capable devices. In addition, provide summary documentation of the procured product's security features and security-focused instructions on product maintenance, support, and reconfiguration of default settings.

c. For the evaluation status of hardware and software, the Contractor must provide information on Common Criteria (IEC ISO 15408) or National Information Assurance Partnership (NIAP) or Federal Information Processing Standards (FIPS) evaluation status of hardware and software.

2.4.16.3 Access Control

a. The Contractor must configure each component of the procured product to operate using the principle of least privilege. This includes operating system permissions, file access, user accounts, application-to-application communications, and energy delivery system services.

b. Provide user accounts with configurable access and permissions associated with one or more organizationally defined user role(s), where roles are used.

c. Provide a system administration mechanism for changing user(s') role (e.g., group) associations.

d. The Contractor must document control system access control options by defining access and security permissions, user accounts, and applications with associated roles.

e. Provide recommended methods for the Acquirer to prevent unauthorized changes to the Basic Input/Output System (BIOS) and other firmware. If it is not technically feasible to protect the BIOS to reduce the risk of unauthorized changes, the Contractor must document this case and provide mitigation recommendations.

2.4.16.4 Control System Account Management

The Contractor must document all accounts (including, but not limited to, generic and/or default) that need to be active for proper operation of the procured product.

Remove or disable any accounts that are not needed for normal or maintenance operations, emergency, or troubleshooting of the energy delivery system.

2.4.16.5 Session Management

The Contractor may not allow multiple concurrent logins using the same authentication credentials, allow applications to retain login information between sessions, provide any auto-fill functionality during login, or allow anonymous logins.

Provide account-based and group-based configurable session-based logout and timeout settings (e.g., alarms and human-machine interfaces).

2.4.16.6 Authentication/Password Policy and Management

Provide a configurable account password management system that allows for, but is not limited to, the following:

a. Changes to passwords (including default passwords)

b. Selection of password length

c. Frequency of change

d. Setting of required password complexity

e. Number of login attempts prior to lockout

f. Inactive session logout

g. Screen lock by application

h. Comparison to a library of forbidden strings

i. Derivative use of the user name

j. Denial of repeated or recycled use of the same password

The Contractor must time stamp log files.

2.4.16.7 Logging and Auditing

Provide logging capabilities that cover the following events, at a minimum (as appropriate to their function):

a. Information requests and server responses

b. Successful and unsuccessful authentication and access attempts

c. Account changes

d. Privileged use

e. Application start-up and shutdown

f. Application failures

g. Major application configuration changes

2.4.16.8 Heartbeat Signals

The Contractor must identify heartbeat signals or protocols and recommend which should be included in network monitoring. At a minimum, include a last gasp report from a dying component or equivalent.

The Supplier must provide packet definitions of the heartbeat signals and examples of the heartbeat traffic if the signals are included in network monitoring.

2.4.16.9 Patch Management and Updates

The Contractor must verify that procured products (including third-party hardware, software, firmware, and services) have appropriate updates and patches installed prior to delivery.

Provide documentation of the patch management program and update process (including third-party hardware, software, and firmware). This documentation must include resources and technical capabilities to sustain this program and process. Provide the Contractor's method or a recommendation for how the integrity of the patch is validated by the Acquirer as well as the Supplier's approach and capability to remediate newly reported zero-day vulnerabilities.

2.4.16.10 Malware Detection and Protection

a. The Contractor is required to implement at least one of the following:

(1) Provide a host-based malware detection capability that quarantines (instead of automatically deleting) suspected infected files. Provide an updating scheme for malware signatures. The Contractor must test and confirm compatibility of malware detection application patches and upgrades.

(2) If the Contractor is not providing the host-based malware detection capability, the Contractor must suggest malware detection products to be used and provide guidance on malware detection and configuration settings that will work with Contractor products.

b. The Contractor must validate that cybersecurity services running on the procured product (e.g., virus checking and malware detection) do not conflict with other such services running on the procured product.

c. For malware detection and protection, the Contractor must provide, or specify how to implement, the capability to automatically scan any removable media that is introduced to the product being acquired.

2.4.16.11 Physical Security

Provide lockable or locking enclosures or rooms for energy delivery systems and system components (e.g., servers, clients, and networking hardware) and for the systems used to manage and control physical access (e.g., servers, lock controllers, and alarm control panels). Provide a method for tamper detection on lockable or locking enclosures. If a physical security and monitoring system is used, tamper detection must be compatible. The Contractor must ensure that physical security features do not hamper the crane system operations. Provide the tools and instructions for making changes to locks, locking codes, keycards, and any other keyed entrances.

2.4.16.12 Wireless Technology

For wireless technology provisions, the Contractor must document:

a. Specific protocols and other detailed information required for wireless devices to communicate with the control network, including other wireless equipment that can communicate with the Contractor-supplied devices.

b. Use, capabilities, and limits for the wireless devices.

c. Power and frequency requirements of the wireless devices (e.g., microwave devices meet the frequency requirements of Generic Requirements [GR]-63 Network Equipment Building System [NEBS] and GR-1089).

d. Range of the wireless devices and verify that the range of communications is minimized to both meet the needs of the Acquirer's proposed deployment and reduce the possibility of signal interception from outside the designated security perimeter.

e. Wireless technology and associated devices compliance with standard operational and security requirements specified in applicable wireless standard(s) or specification(s) (e.g., applicable IEEE standards, such as 802.11).

f. Configuration control options that enable varying of the security level of the devices.

2.4.16.13 Control System Inventory

Provide the complete control system inventory. The Control System Inventory must include the following attributes, in tabular format, as applicable:

General Information	Location Information	Hardware Details	Operating System and Platform	Network Information (Actual Function, not potential function)
Unique ID	Facility Name	Device Type	Embedded OS (Yes/No)	MAC Address(es)
Barcode or Identifier	NFAID	Device Sub-Type	OS Contractor	IP Address(es)
Region	Commodity	Device Function	Operating System (O/S)	Upstream Device
Installation	Floor	Manufacturer	O/S Version	Protocols In Use
Special Area (Option DNA1)	Room	Product Line	Platform Contractor	Host Name
	Location	Model No.	Platform Product Line	
	System Type	Serial No.	Platform	
	Functional System or Equipment Control	Remote Connectivity: (Wired / Wireless / None)	Platform Version	
		Network Type Used: (Serial / Ethernet / Both / None)		

2.5 PAINTING SYSTEM

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NOTE: Three-coat zinc primer/epoxy/polyurethane system is provided for mild to severe atmospheric, indoor and outdoor cranes. For cranes in abnormal environments including exposure to chemicals or in immersion service, a system designed for that environment should be used. Other systems may suffice for milder environments.

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a. Remove all grease, oil, and surface debris by solvent wiping or detergent/water scrubbing, prior to blast cleaning. Prepare surfaces to be coated by abrasive blasting to SSPC SP 6/NACE No.3, Commercial Blast Cleaning, or in accordance with the coating manufacturer's requirements, whichever is more stringent.

b. Use a painting system appropriate for the conditions provided in the Crane Design Criteria section of this specification. Paint exposed portions of the crane [and crane runway system] using a [three] [_____]-coat system as follows: [zinc-rich primer consisting of a minimum of 77 percent zinc by weight in the dry film, an anticorrosive epoxy intermediate coat, and an aliphatic polyurethane top coat] [_____]. All paint products must be supplied by a single manufacturer

and free of chromates, lead, and mercury. Apply each coat in accordance with manufacturer's instructions and requirements. Ensure each coat is smooth, even, and free of runs, sags, orange peel, and other defects. Desired color of finish coat is [brilliant yellow] [_____]. Submit product data for painting system.

c. Coat faying surfaces of bolted connections per RCSC A348, but do not apply finish paint.

d. Paint the load block [brilliant yellow] [_____] with black diagonal striping.

e. Paint, coatings, or galvanizing on the following items or areas is not acceptable: hoist wire rope or load chain, hooks, hook nuts, sheave and drum grooves, sprockets, wheel treads, lubrication fittings, nameplates, flange mounting faces, corrosion resistant steel, bronze, or other items not normally painted.

f. Factory paint electrical and mechanical equipment in accordance with the manufacturer's best standard practice for the specified environment.

2.6 IDENTIFICATION PLATES

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NOTE: NAVFAC P-307 requires the capacity be displayed in pound units. The kilogram marking option is provided for cranes installed in a foreign country.

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Furnish and install identification plates. Provide non-corrosive metal identification plates with clearly legible permanent lettering giving the manufacturer's name, model number, serial number, capacity in pound units, [with kilogram units printed in a different color,] and other essential information or identification.

2.6.1 Markings on Crane, Trolley, and Hook

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NOTE: NAVFAC P-307 requires the capacity be displayed in pound units. The kilogram marking option is provided for cranes installed in a foreign country.

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To avoid operation of the crane in the wrong direction, affix the appropriate directions (NORTH, SOUTH, EAST, and WEST) with arrows on both sides of the bridge and both sides of trolley, as applicable. Markings must be visible by the operator and from the loading point. Labels on the controls must have corresponding directional (NORTH, SOUTH, EAST, and WEST) markings. Markings must agree with the markings on controller. Do not indicate directional arrows on controller.

Mark the hook rated capacity in pound units[, with kilogram units printed in a different color,] on both sides of the hoist load block.

2.7 ELECTRICAL ASSEMBLY

Installation of all electrical wiring, conduit, and components must be performed in accordance with the requirements of NFPA 70. As a minimum, items a. through g. below must be followed:

a. All electrical connections must be installed in accordance with NFPA 70 Articles 110.14 or 430.9, as applicable, or as recommended by the device manufacturer.

b. Crimped terminal lugs, if used, must be properly sized for the wire and installed using the device(s) – e.g., crimping tool and indenter – recommended by the terminal lug manufacturer.

c. All spare conductors must be identified as spare conductors, and must have their ends insulated to preclude accidental contact with energized equipment.

d. Bonding straps and equipment grounding conductors must be connected to engineered ground points, have all paint removed from their termination points, or have tooth lockwashers (star lockwashers) installed, to insure proper grounding of the equipment.

e. Rigid Polyvinyl Chloride conduit may be used to protect festoon cable from physical damage when the cable is run along the footwalk of the crane, provided that only sections of conduit are used.

f. Festoon cable must be installed with suitable strain relief and protected from physical damage in accordance NFPA 70 Article 610.11(E)(1). This includes damage from chafing against the crane structure and any other type of damage that may be incurred.

g. Fiber optic cable must be installed in accordance with the manufacturer's installation guidelines. However, at a minimum the following guidelines must be adhered to: no sharp bends (bend radii must be greater than 1 inch or as prescribed by the manufacturer), avoid tight loops, no zip ties, and no stretching of cable.

PART 3 EXECUTION

3.1 EXAMINATION

After becoming familiar with all details of the work, and before performing any work, verify all dimensions in the field. The Contractor is responsible for the coordination and proper relation of the contracted work to the building structure and to the work of all trades. Verify all dimensions of the building that relate to fabrication of the crane and notify the Contracting Officer of any discrepancy before finalizing the crane order.

[3.2 SHOP ASSEMBLY AND TESTS

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NOTE: Shop inspection and testing at the manufacturing facility is typically recommended for specialized applications (e.g., ordnance handling, molten metal handling, special purpose service, hazardous/explosive area environments, precision handling operations requiring complex or

synchronized lifting capacity, or custom designs). This section may not be necessary for standard commercial packaged hoists.
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Shop assemble major components as completely as possible. Reeving of drums and sheaves is not advisable for shop testing, however it is acceptable for packaged hoists. Functionally test the crane system at the construction facility prior to shipment. The Government reserves the right to inspect the crane for compliance with this specification and to witness the functionality tests. Notify the Contracting Officer [14] [_____] days prior to starting testing operations.

]3.3 ERECTION AND INSTALLATION

Perform the entire crane system erection in accordance with manufacturer's instructions under the full-time supervision of the manufacturer's representative.

3.3.1 Mechanical Alignment

Align motors, couplings, brakes, gear boxes, and drive components in accordance with manufacturer's instructions.

3.3.2 Electrical Adjustments

Adjust control system in accordance with manufacturer's instructions. Store a copy of all Control Parameter Settings (PLC, VFD). Provide the final settings and configurations data on the Complete Schematic Wiring Diagram, including but not limited to, timer settings, resistor tap settings, potentiometer settings, test-point voltages, supply voltages, motor voltages, motor currents. Provide the test conditions such as ambient temperature, motor load, date performed and person performing the adjustments as part of the Operational Tests report.

3.3.3 Field Welding

Perform welding indoors, where possible. Surface of parts to be welded must be free from rust, scale, paint, grease, and other foreign matter. Minimum preheat and interpass temperatures must conform to the requirements of AWS D14.1/D14.1M.

3.3.4 Field Painting

Perform painting indoors, where possible. Field painting (including touch-up) must conform to the requirements of the coating manufacturer and as specified in paragraph PAINTING SYSTEM.

3.4 FIELD QUALITY CONTROL

3.4.1 Post-Erection Inspection

After erection, the Contractor[, the Activity Crane Inspector/Test Director,] and the Contracting Officer must jointly inspect the crane bridge and hoist systems and components to verify compliance with specifications and approved submittals. Notify the Contracting Officer [14] [_____] days before the inspection. Provide for approval a report of the inspection indicating the crane is considered ready for operational tests.

Document the results of this inspection and submit the post-erection inspection report to the Contracting Officer for approval.

3.4.2 Operational Tests

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NOTE: Determine if Government furnished certified test weights are available at the site (recommended). If not, they must be provided by the Contractor. These weights are for acceptance testing and will not be permanently retained by the Government.

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Check the clearance envelope of the entire crane prior to picking or traversing any load to ensure there are no obstructions. Test the systems in service to determine that each component of the system operates as specified, is properly installed and adjusted, and is free from defects in material, manufacture, installation, and workmanship. Rectify all deficiencies disclosed by testing and retest the system or component to prove the crane is operational.[The Contractor must furnish test weights, operating personnel, instruments, and other apparatus necessary to conduct field tests on each crane. Solid weights must be measured using calibrated equipment traceable to National Institute of Standards and Technology (NIST) with a minimum accuracy of plus or minus two percent.]

3.4.2.1 No-Load Test

Raise and lower each hook through the full range of normal travel at rated speed for three complete cycles. Raise and lower each hook, testing other speeds of the crane. Verify proper operation of hoist limit switches. Operate the bridge and trolley in each direction the full distance between end stops and bring bumpers into contact with the end stops. Operate through the entire speed range and verify proper brake operation. Verify correct operation of all indication and ancillary devices.

3.4.3 Test Data

Submit all crane test data recorded on appropriate test record forms suitable for retention for the life of the crane. Record operating and startup current measurements for hoist, trolley, and bridge motors using appropriate instrumentation (i.e., clamp-on ammeters). Compare recorded values with design specifications or manufacturer's recommended values; abnormal differences (i.e., greater than 10 percent from manufacturer's or design values) must be justified or appropriate adjustments performed. In addition, note, investigate, and correct any high temperatures or abnormal operation of any equipment or machinery. Record hoist, trolley, and bridge speeds during each test cycle.

3.4.4 Hook Tram Measurement

Establish a throat dimension base measurement by installing two tram points and measuring the distance between these tram points (plus or minus 0.4 mm 1/64 inch). Record this base dimension. Measure the distance between tram points before and after load test. An increase in the throat opening from the base measurement is cause for rejection.

3.4.5 Load Tests

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NOTE: For NAVFAC, require a rated load test of 100 percent (plus 0 / minus 10) and an overload test of 125 percent (plus 0 / minus 5) of the rated load.

Wire rope run-in is applicable to wire rope hoists.

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a. Perform the following tests, as specified below.

b. Test loads used in this section are defined as the following:

Wire rope run-in load (when applicable): 25 - 50 percent of rated load.

Rated load test: 100 percent (plus [0] [_____] minus [10] [_____]) of rated load.

Overload test: 125 percent (plus [0] [_____] minus [5] [_____]) of rated load.

c. Testing of cranes must be done with the use of test weights. The use of dynamometers in lieu of lifting test weights is not permitted. Each test weight for crane tests must be marked with a unique identification number and the weight in pounds. The weight marked must be the actual weight taken from the scale or other measuring device. Solid weights must be measured using calibrated equipment traceable to the National Institute of Standards and Technology (NIST), with a minimum accuracy of plus or minus two percent (i.e., indicated weight must be within plus or minus two percent of actual weight). A list of test weights, with identification numbers and weights, must be retained. The list must include the type and serial number (or other identifier) of the weighing device(s) used to weigh the test weights. Where a lifting attachment supports multiple test weights (e.g., stacked weights or multiple weights suspended from a padeye), the total capacity must be marked on the attachment. All rigging gear must meet OSHA and ASME requirements.

[3.4.5.1 Wire Rope Run-In

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NOTE: This section is not applicable for hoists with load chain.

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The primary purpose of this procedure is to exercise the newly installed wire rope.

Place the load on the hook. Start at ground level and hoist up to one foot below upper limit at slow speed. Hoist down to lower limit at slow speed. Repeat hoisting and lowering of the load for approximately 10 hoisting cycles, increasing the speed for each cycle. During this test, the capacity overload lockout should not activate.

]3.4.5.2 Rated Load Test

3.4.5.2.1 Hoist

a. Static Load Test: With the trolley in the center of the bridge span, raise the test load approximately 300 mm one foot. Hold the load for 10 minutes. Rotate the load and hook 360 degrees clockwise and counterclockwise to check bearing operation with no binding. Observe for lowering of the load, which may indicate a malfunction of hoisting components or brakes. Verify that maximum beam and girder deflections do not exceed CMAA 74 and MHI MH27.1 design limits, as applicable.

b. Dynamic Load Test: Raise and lower test load through the full lift range and visually observe smooth control and acceleration between points. Completely stop the machinery at least once in each direction to ensure proper brake operation.

c. Hoist Mechanical Load Brake (or Self-locking Worm Gear): Raise test load approximately 1500 mm 5 feet. With the hoist controller in the neutral position, release (by hand) the holding brake. Document the method used to release the holding brake. The load brake must hold the test load. Again, with the holding brake in the released position start the test load down at slow speed and return the controller to the "off" position as the test load lowers. The load brake must stop and hold the test load.

d. Hoist Loss of Power Test: Raise the test load to approximately 2400 mm 8 feet. While slowly lowering the test load, disconnect the crane's power source. Verify that the test load does not lower and that the brake is set.

3.4.5.2.2 Trolley

Operate the trolley (if space is available) the full distance of the bridge rails in each direction with a test load on the hook. Check proper functioning through the range of speeds. Verify proper brake action and stopping distance.

3.4.5.2.3 Bridge

With a test load on the hook, operate the bridge for the full length of the runway (if space is available) in one direction with the trolley at the far end of the bridge, and in the opposite direction with the trolley at the opposite end of the bridge. Use extreme caution. Check proper functioning through the range of speeds. Check for any binding of the bridge end trucks. Verify proper brake action and stopping distance. Record deficiencies. Secure from testing if deficiencies are found.

3.4.5.2.4 Trolley Loss of Power Test

Raise the test load approximately midway between the trolley and any permanent obstruction on the operating floor. Starting at a safe distance from walls or other obstructions, attain a slow speed of trolley travel. While maintaining a safe distance from obstructions, disconnect the main power source at the wall mounted safety switch (disconnect) to simulate a power failure. Verify that the trolley stops and that the brake sets properly. Measure the distance required for the trolley to stop.

3.4.5.2.5 Bridge Loss of Power Test

Raise the test load approximately midway between the trolley and any permanent obstruction on the operating floor. Starting at a safe distance from walls or other obstructions, attain a slow speed of bridge travel. While maintaining a safe distance from obstructions, disconnect the main power source at the wall mounted safety switch (disconnect) to simulate a power failure. Verify that the bridge stops and that the brake sets properly. Measure the distance required for the bridge to stop.

3.4.5.3 Overload Test

3.4.5.3.1 Hoist

Disconnect or adjust the overload limit device to allow the hoist to lift the test load. Verify proper operation of the overload limit device after it is reconnected.

a. Static Load Test: With the trolley in the center of the bridge span, raise the test load approximately 300 mm one foot. Hold the load for 10 minutes. Rotate the load and hook 360 degrees clockwise and counterclockwise to check bearing operation with no binding. Observe for lowering of the load, which may indicate a malfunction of hoisting components or brakes.

b. Dynamic Load Test: Raise and lower test load and visually observe smooth control. Stop the load during raising and lowering to verify that the brakes holds the load.

c. Hoist Mechanical Load Brake (or Self-locking Worm Gear): Raise test load approximately 1500 mm 5 feet. With the hoist controller in the neutral position, release (by hand) the holding brake. Document the method used to release the holding brake. The load brake must hold the test load. Again, with the holding brake in the released position start the test load down at slow speed and return the controller to the "off" position as the test load lowers. The load brake must stop and hold the test load.

d. Hoist Loss of Power Test: Raise the test load to approximately 2400 mm 8 feet. While slowly lowering the test load, disconnect the crane's power source. Verify that the test load does not lower and that the brake is set.

3.4.5.3.2 Trolley

Operate the trolley the full distance of the bridge rails in each direction with a test load on the hook (one cycle) through the range of speeds. Verify proper brake action.

3.4.5.3.3 Bridge

With a test load on the hook, operate the bridge for the full length of the runway in one direction with the trolley at the extreme end of the bridge, and in the opposite direction with the trolley at the opposite extreme end of the bridge (one cycle). Check proper functioning through the range of speeds. Check for any binding of the bridge end trucks and verify proper brake action. Record deficiencies. Secure from testing if deficiencies are found.

3.5 MANUFACTURER'S FIELD SERVICE REPRESENTATIVE

Furnish a qualified experienced manufacturer's field service representative to supervise the crane installation, assist in the performance of the on-site testing, and instruct personnel in the operational and maintenance features of the equipment.

3.6 OPERATION AND MAINTENANCE MANUALS

Provide [two] [_____] hard copies of operation and [two] [_____] hard copies of maintenance manuals for the equipment furnished along with an electronic copy (PDF) of each on a Compact Disc. Provide one complete set prior to performance testing and final copies upon acceptance. Provide operation manuals that detail the step-by-step procedures required for system startup, operation, and shutdown. Include the manufacturer's name, model number, parts list, and brief description of all equipment and basic operating features. List in the maintenance manuals routine maintenance procedures, including weekly, monthly, semi-annual, and annual required maintenance items, possible breakdowns and repairs, and troubleshooting guides. Also include as-built drawings, piping and equipment layout, design calculations, Control Parameter Settings and printouts of any software, and simplified wiring and control diagrams of the system as installed. Secure approval of operation and maintenance manuals prior to the field training course (as applicable).

[3.7 FIELD TRAINING

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NOTE: Training is recommended, but not required.

Additional items that could be included in the blank: general review of the entire capabilities, limitations, and safety features of the crane.

An optional variable frequency drive (VFD) training is available, should the crane be provided with VFD's and the command feel the additional training is beneficial.

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Conduct a training course for [eight] [_____] operating and maintenance staff[and provide a copy of the training material to each participant]. Provide a training period consisting of a total of [four] [eight] [_____] hours of normal working time and starting after the system is functionally completed but prior to final acceptance. Cover all pertinent points involved in operating, starting, stopping, and servicing the equipment, including all major elements of the Operation and Maintenance Manuals. Demonstrate in course instructions all routine maintenance operations such as lubrication, general inspection, and basic troubleshooting[, and [_____]].

[Provide a minimum [four] [_____] hour training session on the Variable Frequency Drives (VFDs) discussing maintenance, troubleshooting of fault codes, theory of operation, and adjustment of crane parameters. This training session will be for an audience of approximately [eight] [_____] people.

]][3.8 FINAL ACCEPTANCE

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NOTE: Use this paragraph as written for projects where the crane is the principal construction element, or represents a very significant portion of the Contract cost. However, if the crane is part of a new facility or renovation, delete the acceptance paragraph from this section. Warranty period and operating and maintenance processes must coincide with the actual beneficial occupancy of the entire facility.

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Final acceptance of crane system will not be given until Contractor has successfully completed all testing operations, corrected all material and equipment defects, made all proper operation adjustments, and removed paint or overspray on wire rope, hook, and electrical collector bars.

] -- End of Section --