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NAVFAC PTS-D10 (June 2023)  
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Preparing Activity: NAVFAC SUPERSEDING PTS-D10 (September 2022)  
PERFORMANCE TECHNICAL SPECIFICATION  
  
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SECTION D10

CONVEYING  
06/23

**\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*   
NOTE: This section is intended to be used as a guide and contains requirements that are common to many different types of facilities. In addition, there may be special requirements for a particular project that are not addressed at all. The RFP preparer will need to incorporate additional information to address these special requirements in this PTS and corresponding Part 3 ESR. If the RFP Preparer chooses to delete building elements that are not required for the project, do not change the remaining Uniformat paragraph designations (example A102001). Uniformat designations are unique to the products they are assigned to. However, the subparagraphs numerical extension (example - 1.2 or a,b,c of the Uniformat designations may change if subparagraphs are deleted).  
  
This guide specification is formatted utilizing Uniformat II, an industry recognized standard, ASTM E 1557. When the RFP preparer chooses to add a paragraph that does not apply to an existing building element already included in the specification, refer to the Uniformat/WBS located on the NAVFAC Design-Build Website for a listing of Uniformat II designations and definitions.  
  
NOTE: The RFP preparer may view or hide the criteria notes in this PTS section by modifying the WORD preferences for "Hidden text". To view the criteria notes, choose "File" then "Option". Click "Display" then check the "Hidden text" box under "Always show these formatting marks on the screen". In the same section, check the box for "Print hidden text" under "Printing options" to print the criteria notes.  
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NOTE: This PTS Section covers Passenger Elevators, Freight Elevators, and other Vertical Transportation Equipment (VTE), Moving Walks, and Weight Handling Equipment. The Designer of Record shall use this PTS section for under running cranes under 10 tons capacity. Forward procurement of all cranes of 10 ton capacity or greater to Navy Crane Center (NCC), Naval Facilities Engineering Command, Building 491, Norfolk Naval Shipyard, Portsmouth, Virginia 23709-5000. (See NAVFAC Instruction 11450.2).  
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**D10 GENERAL**

RFP Part 3 including the Engineering System Requirements (ESR) provide project specific requirements. The RFP Part 4, Performance Technical Sections (PTS) provide generalized technical requirements that apply to multiple facility types and include more requirements than are applicable to any one project. Therefore, only the RFP Part 4 requirements that apply to the project and further define the RFP Part 3 project specific requirements are required.

Comply with the requirements of UFC 1-200-01, *DoD Building Code*.

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NOTE: All new passenger elevators must comply with ABA Standards requirements. \*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\***

**D10 1.1 DESIGN GUIDANCE**

Provide the design and installation in accordance with the following references. This Performance Technical Specification (PTS) adds clarification to the fundamental requirements contained in the following Government Standards. The general requirements of this PTS section are located in PTS Section Z10, *General Performance Technical Specification*.

Industry standards, codes, and Government standards referenced in the section text that are **not** found in the [Unified Master Reference List (UMRL)](http://www.wbdg.org/ffc/dod/unified-master-reference) in the [Federal Facility Criteria (FFC)](http://www.wbdg.org/ffc/federal-facility-criteria) at the [Whole Building Design Guide (WBDG)](http://www.wbdg.org/) website, are listed below for basic designation identification. Refer to the UMRL for full reference standard title and current document date. Comply with the required and advisory portions of the current edition of the referenced standard at the time of contract award.

**\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*   
NOTE: Do not use this specification to procure cranes, monorail systems or hoist that have the following requirements;  
  
(a) Nine (9) metric ton (10 short ton, 9072 kg, 20,000 pounds) capacity or greater;  
  
(b) Cranes that operate in "hazardous locations" as defined in the National Electrical Code;  
  
(c) Cranes intended for precision handling operations requiring complex or synchronized lifting;  
  
(d) Cranes that handle hot (molten) metals or ordnance.   
  
(e) Cranes for special purpose service associated with servicing of nuclear reactors and related components.  
  
Contact the Naval Facilities Engineering Command, Navy Crane Center, for assistance with equipment in these categories (See NAVCRANECEN Instruction 11450.2).  
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NOTE: This PTS Specification covers the design and construction of facility bridge cranes, girder cranes, and monorails. Other types of cranes require a prescriptive specification to be written and placed in RFP Part 5 as a programmatic requirement. Refer to the Whole Building Design Guide, UFGS website and/or contact the Naval Facilities Engineering Command, Navy Crane Center, to obtain other types of crane specification templates.  
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**D10 1.1.1 Industry Standards and Codes**

Although some the following references are listed in the UMRL, they are repeated here for emphasis.

References publications in this RFP that refer to the "authority having jurisdiction" must be interpreted to mean the "Contracting Officer."

AMERICAN GEAR MANUFACTURERS' ASSOCIATION (ANSI/AGMA)

|  |  |
| --- | --- |
| AGMA 6035-A02 | Design, Rating and Application of Industrial Globoidal Wormgearing |

AMERICAN NATIONAL STANDARDS INSTITUTE (ANSI)

|  |  |
| --- | --- |
| ANSI B4.1 | Preferred Limits and Fits for Cylindrical Parts |

AMERICAN SOCIETY OF CIVIL ENGINEERS (ASCE)

|  |  |
| --- | --- |
| ASCE 7-10 | Minimum Design Load for Buildings and Other Structures |

AMERICAN SOCIETY OF MECHANICAL ENGINEERS (ASME)

|  |  |
| --- | --- |
| ASME A17.1 | Safety Code for Elevators and Escalators |
| ASME A17.2 | Guide for Inspection of Elevators, Escalators and Moving Walks |
| ASME A18.1 | Safety Standard for Platform Lifts and Stairway Chairlifts |
| ASME B20.1 | Safety Standards for Conveyors and Related Equipment |
| ASME B30.10 | Safety Standard for Cableways, Cranes, Derricks, Hoists, Hooks, Jacks and Slings |
| ASME B30.2 | Overhead and Gantry Cranes (Top Running Bridge, Single or Multiple Girder, Top Running Trolley Hoist) |

AMERICAN SOCIETY FOR TESTING AND MATERIALS (ASTM)

|  |  |
| --- | --- |
| ASTM A27 | Standard Specification for Steel Castings, Carbon, for General Application |
| ASTM A36 | Standard Specification for Carbon Structural Steel |
| ASTM A434 | Standard Specification for Steel Bars, Alloy, Hot-Wrought or Cold-finished, Quenched and Tempered |
| ASTM A521 | Standard Specification for Steel, Closed Impression Die Forgings for General Industrial Use |
| ASTM A563 | Standard Specification for Carbon and Alloy Steel Nuts |
| ASTM A1023/A1023M | Standard Specification for Stranded Carbon Steel Wire Ropes for General Purposes |
| ASTM E1417 | Standard Practice for Liquid Penetrant Examination |
| ASTM F788 | Standard Specification for Surface Discontinuities of Bolts, Screw, and Studs, Inch and Metric Series |

AMERICAN WELDING SOCIETY (AWS)

|  |  |
| --- | --- |
| AWS D1.1 | Structural Welding Code Steel (NOT in Spec TEXT) |

NATIONAL FIRE PROTECTION ASSOCIATION

|  |  |
| --- | --- |
| NFPA 70 | National Electric Code |

RESEARCH COUNCIL ON STRUCTURAL CONNECTIONS (RCSC)

|  |  |
| --- | --- |
| RSCS | Specification for Structural Joints Using High-Strength Bolts |

SOCIETY OF AUTOMOTIVE ENGINEERS (SAE)

|  |  |
| --- | --- |
| SAE J995 | Mechanical and Material Requirements for Steel Nuts |

**D10 1.1.2 Government Standards**

NAVAL FACILITIES ENGINEERING COMMAND (NAVFAC)

|  |  |
| --- | --- |
| Navy Crane Instruction 11450.2 | Design of Navy Shore Weight Handling Equipment |

NAVAL SEA SYSTEMS COMMAND (NAVSEA)

|  |  |
| --- | --- |
| T9074-AS-GIB-010/271 | Requirements for Nondestructive Testing Methods. |

US NATIONAL ARCHIVES AND RECORDS - OCCUPATIONAL SAFETY AND HEALTH ADMINISTRATION (NARA/ OSHA) - Code of Federal Regulations (CFR)

|  |  |
| --- | --- |
| 29 CFR, Part 1910.23 | Guarding Floor and Wall Openings and Holes |
| 29 CFR, Part 1910.27 | Fixed Ladders |
| 29 CFR, Part 1910.179 | Overhead and Gantry Cranes |
| 29 CFR, Part 1910.306 | Specific Purpose Equipment and Installations |

U.S. DEPARTMENT OF DEFENSE (DOD) UNIFIED FACILITIES CRITERIA (UFC)

|  |  |
| --- | --- |
| UFC 1-200-01 | DoD Building Code (UFC 1-200-01 is a hub document that provides general building requirements and references other critical UFCs. A reference to UFC 1-200-01 requires compliance with the Tri-Service Core UFCs listed in the document.) |
| UFC 1-200-02 | High Performance and Sustainable Building Requirements |
| FC 1-300-09N | Navy and Marine Corps Design Procedures |
| UFC 3-101-01 | Architecture |

U.S. DEPARTMENT OF DEFENSE (DOD) UNIFIED FACILITIES GUIDE SPECIFICATIONS (UFGS)

|  |  |
| --- | --- |
| UFGS 01 33 00 | Submittal Procedures |
| UFGS 01 78 24.00 20 | Facility Data Workbook (FDW) |

**D10 1.2 PERFORMANCE VERIFICATION AND ACCEPTANCE TESTING**

Provide verification of satisfactory Conveying systems performance via Performance Verification Testing, as detailed in this section of the RFP.

**D10 1.2.1 Testing and Inspections for Elevators**

a. Conduct all testing and inspections in the presence of both the Elevator Specialist and a NAVFAC Certified Elevator Inspector. The Elevator Inspector must complete, sign and post the results of all tests and inspection results after successful completion of inspection and testing. The Contractor is responsible for all costs involved with reinspection and retesting required to correct discrepancies discovered during testing and the subsequent retesting required, including all costs and expenses incurred by the Government Furnished Inspector.

b. Testing Materials and Instruments  
Provide testing materials and instruments required for final inspection, including a current equipment calibration certification.

c. Field Tests for Elevators  
  
In addition to the tests required by AMERICAN SOCIETY OF MECHANICAL ENGINEERS (ASME) A17.1 AND ASME A17.2, perform the following:   
  
(1) Endurance Tests - Test each elevator for a period of one hour continuous run, with specified rated load in the car. Restart the one hour test period from beginning, following any shutdown or failure. During the test run, stop car at each floor in both directions of travel for standing period of 10 seconds per floor. Meet the requirements for Rated Speed, Leveling, Temperature Rise, and Motor Amperes testing specified herein throughout the duration of the Endurance test.   
  
(2) Speed Tests - Determine actual speed of each elevator in both directions of travel with rated load and with no load in elevator car. Minimum acceptable elevator speed is the Rated speed specified. Maximum acceptable elevator speed is 110 percent of Rated speed.   
  
(3) Leveling Tests - Test elevator car leveling devices for landing accuracy of plus or minus 1/4-inch (6 mm) at each floor with no load in car, symmetrical load in car, and with rated load in car in both directions of travel. Car sill must be level with landing sills.   
  
(4) Temperature Rise Tests - Determine temperature rise of elevator hoisting motor, motor-generator, exciter, and booster during full-load test run for one hour minimum. Under these conditions, maximum acceptable temperature rise must not exceed acceptable temperature rise indicated on manufacturer's data plate. Start test only when equipment is within 9 degrees F (5 degrees C) of ambient temperature.   
  
(5) Motor Ampere Tests - Measure and record motor amperage when motor is running and elevator is lifting at rated load and speed. Measure and record motor amperage at beginning and end of Endurance test. Test results must not exceed nameplate amperage when motor is running and elevator is lifting at rated load speed.   
  
(6) Balance Load for Electric Elevators Tests - Perform electrical and mechanical balance load tests of car and counterweight.  
  
(7) Automatic Shutoff Valve Tests - For hydraulic elevators, test the automatic shutoff valve twice. Once at beginning of acceptance test and again at conclusion of one-hour Endurance test to ensure consistent performance of shutoff valve, regardless of temperature of equipment and oil.   
  
(8) Perform miscellaneous tests called for in this Section.

**D10 1.2.2 Crane System and Monorail with Hoist/Trolley System Installation and Certification**

Provide verification of satisfactory conveying systems performance via Inspection and Testing, as detailed in this section of the RFP. Erect and install the crane or monorail system, complete in accordance with the approved submittals and in condition to successfully perform the inspections, operational tests, and acceptance tests listed below. In addition, provide statements and certifications listed below.

a. Certification

The following certifications are required to be submitted and approved prior to acceptance load testing.

(1) Load Chain or Wire Rope - Submit wire rope or chain manufacturer's certification of minimum wire rope or load chain breaking force for each hoist.

(2) Overload Test Certificate - Submit a statement that the crane or monorail system and hoist/trolley can be periodically load tested at up to 125 percent of rated load.

(3) Loss of Power Test Certificate - Submit a statement that the crane or monorail system can be subjected to loss of power testing without damage (See paragraph entitled "Load Test").

(4) Hazardous Material Certificate - Submit a statement that the crane or monorail system contains no asbestos, lead paint, polychlorinated biphenyl's (PCB's), elemental mercury and that chromates have been avoided where feasible.

(5) Hook Proof Test - Submit a statement that load and suspension hooks have been proof tested and satisfy the acceptance criteria of ASME B30.10.

(6) Welding Certifications

(a) Submit a statement that all welders, welding operators, weld inspectors and welding procedures meet the requirements of AMERICAN WELDING SOCIETY (AWS) D14.1 for all work performed in manufacturing the cranes.

(b) Submit a statement that all welders, welding operators, weld inspectors, and welding procedures meet the requirements of AWS D1.1 for all field welds.

(7) Design Review by Professional Engineer - Submit a statement that non-commercial component design and any modifications to commercial products have been reviewed by a professional engineer. Indicate on the certificate, the name, state of licensure and license number of the professional engineer.

(8) Crane Runway Rail - For runway rails provided as part of this contract, submit survey data and a statement that the runway rails are in accordance with the requirements of CRANE MANUFACTURERS' ASSOCIATION OF AMERICA (CMAA) 70, Table 1.4.2-1, or MH 27.1, Figure 1, as applicable.

(9) Frequency Allocation Application - Complete the technical section of the Application for Equipment Frequency Allocation, Form DD 1494, addressing the radio equipment provided, submitted by the manufacturer of the radio control equipment being furnished under this contract.

b. Inspection and Testing

After erection, jointly inspect the crane or monorail system and associated components to determine compliance with specifications and approved submittals with representatives of the Contracting Officer and of the end user's Weight Handling Equipment (WHE) Certifying Official. The WHE certifying official is the designated representative of the supported command empowered to designate lifting and handling equipment acceptable for use. Provide a report of the inspection indicating the crane or monorail system is considered ready for operational tests

(1) Operational Tests - After erection and inspection, test the crane or monorail system and hoist/trolley as specified herein. Test the systems in service to determine that each component 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 under load to prove the system is operational. Furnish loads for testing, operating personnel, instruments, and all other necessary apparatus.

(2) Test Data - Record test data on appropriate test record forms suitable for retention for the life of the crane or monorail system. Record operating and startup current measurements for electrical equipment (motors) using appropriate instrumentation (i.e., clamp-on ammeters). In addition, note, investigate, and correct high temperatures or abnormal operation of any equipment or machinery. Record function speeds during each test cycle.

(3) Hook Measurement

(a) Measure hook for hook throat spread before and after load test. Establish a throat dimension base measurement by installing two tram points and measuring the distance between these tram points. Record this base dimension. Measure the distance between tram points after load test. Any twist or increase in the throat opening from the base measurement will be cause for rejection.

(b) Hook Identification - Uniquely identify each hook and nut or eye pin (and swivel eye bar as applicable) with some type of permanent marking in order to provide positive traceability to the non-destructive test report. Mark hooks in low stress areas using low stress marking methods.

(4) Load and Suspension Hook Inspection - Non-Destructive Test (NDT) the entire hook, eye pin (and swivel eye bar as applicable) for defects. No linear indications greater than 1/16 inch (1.6 mm) is the acceptance criterion. Acceptance criteria for external hook threads may be based on the acceptance criteria in ASTM F788, Standard Specification for Surface Discontinuities of Bolts, Screws, and Studs, Inch and Metric Series. Use magnetic particle method in accordance with NAVAL SEA SYSTEMS COMMAND (NAVSEA) Technical Publication T9074-AS-GIB-010/271 for NDT. American Society for Testing and Materials (ASTM) A275 may be used with the following restrictions: DC yokes (including switchable AC/DC yokes used in the DC mode) and permanent magnet yokes must not be used; automatic powder blowers or any other form of forced air other than from a hand-held bulb must not be used for the application or removal of dry magnetic particles; arc strikes shall be removed; and equipment ammeters must have an accuracy of +/- 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). For hooks of non-magnetic material, use liquid penetrant (PT) method in accordance with ASTM E 1417 or T9074-AS-GIB-010/271 for NDT. 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 T9074-AS-GIB-010/271. 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. Perform NDT prior to load tests.

(5) Non-Destructive Test Quality Assurance Requirements.

(a) The magnetic particle inspection report must include a letter from the performing vendor certifying that the vendor meets the requirements of ASTM E543. Provide current certification, within one year of the date the NDT was performed.

(b) In addition, include report procedures, for review, including technique sheets specific to the types, shapes, and sizes of the parts being examined (e.g., shank hook, eye hook, duplex hook, eye pin, swivel eye bar). Describe the orientation of the hook or pin to the magnetizing equipment in the procedures.

(c) Indicate review by an independent Level III examiner certified in the applicable NDT method and not an employee of the NDT vendor in the procedures.

(d) In lieu of a., b., and c. above, state in the NDT report that non-destructive testing was performed per Crosby Quality Control Procedure No. 0120, Revision 16, and Technique Sheet No. 319N, Revision 1, or Gunnebo Johnson Quality System Procedure QSP-69, Revision A.

(6) No-Load Test

(a) Hoist: Lower and raise each load hook through the hoist range. Operate at various speeds in both directions. Operate each load hook slowly the full operating lift distance into the hoist primary limit switch or stop and verify satisfactory operation of hoist, upper limit switch or stop, and lower limit switch or stop. Verify that a minimum of two wraps remain on the drum for wire rope hoists and that the load chain is slack on the dead end side for chain hoists when the lower limit switch is engaged. If the hoist is equipped with slow down limits, verify proper operation during the hook travel test. For electric or air powered hoists with primary and secondary limit switches, bypass the primary upper limit switch and check for proper operation of the backup limit switch. For electric hoists, verify all power to hoist is removed upon actuation of backup limit switch, and the keyswitch reenergizes hoist and allows operation in the down direction only. Operate the hoist at gradually increasing speed to full speed in the up direction until the primary upper limit switch activates. Verify that the hoist stops prior to secondary limit switch operation. Operate the hoist at gradually increasing speed to full speed in the up direction with the primary limit switch bypassed until the secondary upper limit switch is activated. Verify that the hoist stops prior to the load block contacting any portion of the hoist frame. For hoists with two electromechanical brakes, remove power to the crane and observe the proper timing sequence in the application of the primary and secondary brake.

(b) Trolley: Operate the trolley the full length of the monorail or crane bridge rails in both directions. Check the existence of OSHA required 2 inch side and 3 inch overhead clearances during the trolley operation check. Operate at all various speeds in each direction. Verify proper trolley brake operation, if equipped. Slowly contact all trolley stops with the bumpers to verify even bumper contact and that there will be no contact between the crane and any obstruction within the crane envelope with the bumpers fully compressed. Contact the trolley stops with the bumpers at full rated speed, unpowered, and verify structural integrity and that there was no contact between the crane and any obstruction within the crane envelope with the bumpers fully compressed.

(c) Bridge (if equipped): Operate the crane assembly the full length of the crane runway in both directions. Check the existence of OSHA required 2 inch side and 3 inch overhead clearances during the bridge operation check. Operate at all available speeds in each direction. Verify proper bridge brake operation, if equipped. Slowly contact all bridge end stops with crane bumpers to verify even bumper contact and structural integrity and that there will be no contact between the crane and any obstruction within the crane envelope with the bumpers fully compressed. Contact the runway stops with the bumpers at full rated speed, unpowered, and verify structural integrity and that there was no contact between the crane and any obstruction within the crane envelope with the bumpers fully compressed.

(7) Rated Load Speed Test - Test at 100 percent (plus 0 percent minus 5) of rated capacity. If the crane is equipped with multiple trolleys that are used to achieve the rated load of the crane (e.g., two 2,000 pound trolleys which together allow for a 4,000 pound maximum capacity), then perform this bridge rated load speed test with the multiple trolleys loaded simultaneously.

(a) With the hoist loaded to rated capacity, raise and lower the load and record maximum and minimum load speeds in each direction. Also record the voltage and steady state motor amperage draw in both directions at maximum speed. Verify that the hoisting and lowering speeds are provided as specified. Verify slow speed operation (if equipped).

(b) If the capacity overload limit activates during lifting of the rated load (typical of the adjustable type), verify that the drive stops and the load can only be lowered. Bypass capacity overload device utilizing keyswitch and continue with test.

(c) With the hoist loaded to rated capacity and the load lifted a minimum distance, operate the trolley along the crane bridge, or monorail and record maximum and minimum load speeds in each direction. Also record the steady state motor amperage draw in both directions at maximum speed. Verify that the trolley speeds are provided as specified. Further, verify that the trolley comes to a stop from maximum speed in each direction within a distance (in feet) equal to 10 percent of rated capacity high speed (in feet per minute). Verify slow speed operation (if equipped).

(d) With the hoist loaded to rated capacity and the load lifted a minimum distance, operate crane bridge (if equipped) along the crane runway and record maximum and minimum load speeds in each direction. Also record the steady state motor amperage draw in both directions at maximum speed. Verify that the bridge speeds are provided as specified. Further, verify that the crane bridge comes to a stop from maximum speed in each direction within a distance (in feet) equal to 10 percent of rated capacity high speed (in feet per minute). Verify slow speed operation (if equipped).

(e) With the hoist loaded to rated capacity and the load lifted a minimum distance, operate the swing function (if equipped) at maximum and minimum radius and record maximum and minimum load speeds in each direction. If swing function is powered, record the steady state motor amperage draw in both directions at maximum speed. Verify that the swing speeds are provided as specified. Further, verify that the boom comes to a stop and retains its position. Verify slow speed operation (if equipped).

(8) Rated Load Deflection Test - Test at 100 Percent (plus 0 percent minus 5) of rated capacity.

(a) With the unloaded trolley moved to one end of the bridge or monorail, measure the height of a point near the midpoint of a bridge crane, near the midpoint of the longest unsupported length of a monorail.

(b) With the hoist loaded to rated capacity, move the trolley to the midpoint of the bridge, midpoint of the longest unsupported length of a monorail. Repeat the measurement taken in step a. Record the difference between the measurements taken in step a. and step b.

(c) Verify that the difference recorded in step b. is less than 1/888 of the span for top running and cambered underunning girder bridge cranes, 1/600 of the span for uncambered underrunning bridge cranes, 1/450 of the longest unsupported length for monorails. Patented track deflection may not exceed 1.25 inch regardless of span.

(d) For bridge cranes, move the unloaded bridge crane over a runway structural support, move the trolley to the opposite end of the bridge, and measure the height of a point near the midpoint of the longest unsupported length of runway. Hoist a load at rated capacity a minimum distance, move the trolley to the end of the bridge nearest the structural support, and travel the bridge to the midpoint of the longest unsupported length of runway. Repeat the measurement. Record the difference between the measurements. Verify that the difference is less than 1/450 of the unsupported span length for patented rail and underrunning runways, or 1/600 of the longest unsupported length for top running rolled shape runways. Patented track deflection may not exceed 1.25 inch regardless of span.

(9) Load Test - Test at 125 Percent (plus 0 percent minus 5) of rated capacity. If the crane is equipped with multiple hoists or trolleys that are used to achieve the rated load of the crane (e.g., two 2,000 pound trolleys which together allow for a 4,000 pound maximum capacity), then perform these tests with the multiple hoists or trolleys loaded simultaneously. During load testing, only lift the test load a minimum height as necessary to perform the specified tests.

(a) If the capacity overload limit activates during lifting of the test load (typical of the adjustable type), verify that the drive stops and the load can only be lowered. Bypass capacity overload device utilizing keyswitch and continue with test

(b) Hoist Static Test: Raise test load approximately 12 inches (300 mm) above the floor and hold for 10 minutes. Rotate load and hook 360 degrees clockwise and counter-clockwise to check bearing operation. Observe for load lowering that may occur indicating possible malfunction of hoisting components or brakes. Lower the test load to the floor until the hoist line is slack.

(c) Hoist Dynamic Test: Raise the test load using all available speeds. Lower the load back to the floor using all speeds. Visually observe smooth control and acceleration/deceleration between speeds. Stop the test load at least once while hoisting and once while lowering at highest speed and observe that the brake stops and holds the load. Repeat the above cycle for at least 15 minutes.

(d) Load Brake Test (for powered hoists equipped with mechanical load brake and single holding brake):

1. Raise test load no more than 5 feet (1.5 meters). With the hoist controller in the neutral position, release the holding brake. The load brake must hold the test load.

2. Raise test load the minimum amount to perform the following test. Again, with the holding brake in the released position, start the test load down slowly and return the controller to the neutral position as the test load lowers. The load brake must stop and hold the test load.

3. Document the method used to release the holding brake. Brake release method must be recorded to enable repeating that method during later periodic load testing by the end user. Methods of releasing the holding brake vary from hoist to hoist depending upon the design of the brake and hoist and must be specified by the crane manufacturer prior to testing.

(e) Trolley: With test load hoisted to a minimum height, operate the trolley the full distance of the monorail or crane bridge in both directions using slow speed. Verify satisfactory operation. Verify proper brake operation, if equipped.

(f) Bridge (if equipped): With test load hoisted to a minimum height and the trolley at one end of the bridge, operate the crane assembly the full length of the crane runway. Move the trolley to the opposite end of the bridge, then operate the crane assembly the full length of the crane runway in the opposite direction. Verify satisfactory operation and that bridge trucks move without binding. Verify proper brake operation, if equipped.

(g) Loss of Power Test: Raise the test load approximately 3 feet (900 mm) and while lowering test load, disconnect main power to hoist and return the hoist controller to neutral. Load must stop. Repeat the test for the trolley, bridge and swing functions, as applicable.

c. Field Test Reports.

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NOTE: The brake adjustment record form is available at the** [**https://portal.navfac.navy.mil/portal/page/portal/NAVFAC/NAVFAC\_WW\_PP/NAVFAC\_NCC\_PP**](https://portal.navfac.navy.mil/portal/page/portal/NAVFAC/NAVFAC_WW_PP/NAVFAC_NCC_PP) **under the Downloads page.  
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(1) Brake Adjustment Records. Provide a brake adjustment record for each brake on the crane or monorail system that contains the adjusted air gap, measured brake lining thickness, measured torque spring length, as well as the manufacturer provided range of acceptable measurement for each. Submit the brake adjustment records on the official form, which can be obtained from the Contracting Officer upon request.

(2) Field Test Record. Upon successful completion of all testing, submit a copy of the completed test record and all test data.

(3) After the crane has passed the acceptance test, complete a control system parameter record for the crane including all control system parameters, and explanation of their functions, and their final settings. Designate each control system parameter as either used or unused.

**D10 1.3 DESIGN SUBMITTALS**

Provide design submittals in accordance with PTS Section Z10, *General Performance Technical Specifications*, UFGS Section 01 33 00, *Submittal Procedures*, Facilities Criteria (FC) 1-300-09N, *Navy and Marine Corps Design Procedures*, UFC 3-101-01, *Architecture* and UFC 3-301-01, *Structural Engineering*. Provide design submittals that include the following items:

a. Elevators and Weight Handling Equipment (WHE):

(1) Drawings. Show the design of the track beam system, including weight handling equipment curves and switches, principal dimensions, details of structural connections, all component details, and electrical one-line diagrams. Show clearances between elevator and/ or crane structure and building and identify interferences. Provide weight handling equipment wheel load diagrams and hook configuration.

(2) Specification. Provide edited version(s) of the UFGS elevator and weight handling equipment specification(s) that are applicable to this project. Edit the UFGS's in accordance with restrictions of RFP Part 4 - PTS Section Z10 and refer to UFGS 01 33 00, *Submittal Procedures* for format and further specification requirements. Do not add or delete requirements to the UFGS for weight handling equipment unless specifically approved by Navy Crane Center. Edit UFGS for weight handling equipment only to add project specific information such as capacity and hook height. Submit the applicable UFGS as a part of the Contractor originated design submittal, DO NOT submit RFP Part 4 - D10 as part of the design submittal.

If this RFP includes a type of elevator and weight handling equipment that is not covered in this D10 PTS Section and is specified in a Prescriptive Specification located RFP Part 5, include this Prescriptive Specification in the Contractor's design submittal without modification.

(3) Catalog Cuts. Include catalog cuts in addition to the UFGS sections for all major components. Mark and highlight all catalog cuts to identify all the specific components that are applicable to the project.

**D10 1.4 CONSTRUCTION SUBMITTALS**

**\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*   
NOTE: Coordinate with PM and CM who will provide approval or surveillance of the elevator and crane construction drawings and designate who has that responsibility in Part 2 Section 01 33 00.05 20, Construction Submittal Procedures.  
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Submit construction submittals in accordance with PTS section Z10, *General Performance Technical Specifications*. In addition to the Z10 requirements, the Designer of Record (DOR) will approve the following construction submittals as a minimum:

a. Construction Submittals for Vertical Transportation Equipment (VTE)

(1) Elevator Construction Submittals

In addition to the submittal requirements of ASME A17.1, provide the following submittals:

Detail drawings must include dimensioned layouts in plan and elevation showing the arrangement of elevator equipment, accessories, supporting systems, anchorage of equipment and anchorage forces from seismic, gravity, impact, etc. loads, clearances for maintenance and operation; and details on hoistway, doors and frames, operation and signal stations, controllers, motors, guide rails and brackets, and points of interface with normal power, fire alarm system, HVAC or exhaust systems, and interface with emergency power systems. Drawings must show any revised building electrical system required to make supplied elevator system function as specified. Drawings must contain complete wiring diagrams showing electrical connections and other details required to demonstrate sequence of operations and functions of system devices. Drawings must include the appropriate sizing of electrical protective devices, which are frequently different from National Electrical Code standard sizes.

Submit one set of wiring diagrams in plastic or glass cover, framed and mounted in elevator machine room. Deliver other sets to Contracting Officer. Coded diagrams are not acceptable unless adequately identified.

(2) Construction Submittals for Facility Electronic Operation and Maintenance Support Information (eOMSI):

Submit final submittals for eOMSI Submittal. After approval by the DOR and sign-offs by the elevator inspector, assimilate construction submittals into the OMSI manuals required under Part 2 Section 01 78 24.00 20, *Facility Data Workbook (FDW)*.

b. Construction Submittals for Weight Handling Equipment (WHE):

(1) Drawings. Submit to DOR for approval, the construction submittal and drawings described below. After DOR approval submit to the Government for approval or surveillance as required in Part 2 Section 01 33 00, *Submittal Procedures.* Manufacturer's catalog data will suffice for standard commercial products. Each assembly and subassembly drawing must include an integral Bill of Materials or must be followed by a consecutively numbered drawing with the applicable Bill of Materials.

(a) General Arrangement Drawings. Show in plan, elevation and end view the crane or monorail system assembly and each major component, including runways for underrunning cranes to demonstrate proper interface with the facility building. Show all major features including: clearances, lifts, speeds, hook approaches (on all sides), maximum wheel loads (without impact), electrical or pneumatic power supply, and general locations of components such as: hoists, trolleys, brakes, motors, speed reducers, and control panels (including size). Indicate torque value or tightening method (e.g. turn of the nut) for bolts on the drawing. In addition, show estimated weights for major components (girders, trolleys, runway beams, control panels and end trucks) and the completely assembled crane. Provide approximate locations of center of gravity and location of lifting points for completely assembled crane and for each major component with the design drawings.

(b) Structural Drawings. Show fabrication details including all weldments, fastener joints, structural components, and list of materials for fabricated crane girders (including end stops), fabricated trolleys and fabricated end trucks on these drawings. Specify the type of structural bolted connection (i.e. slip critical, snug-tightened, or pretensioned) on the drawing.

(c) Mechanical Drawings. Show the layout of mechanical equipment on cranes and monorail systems on the drawings, in particular drive arrangements (including assembled components). On pneumatically powered cranes, show the layout of pneumatic equipment, including control panel enclosures, motors, brakes, limit switches, piping and valves on the drawings. The drawings must also include:

1. Complete schematic diagram of pneumatic systems with narrative of any special description of operation. All components shown on schematics must have labels that correspond to the nameplates that will be on the crane. Pipe material and size must be included.

2. Rating and types of over-pressure protective devices.

3. Complete assembly diagrams including a component material list. Show on the drawings the layout of pneumatic equipment on the crane including: motors, brakes, limit switches, conduits, and piping systems.

(d) Electrical Drawings. Show the layout of electrical equipment on cranes and monorail systems, including control panel enclosures, motors, brakes, limit switches, conduits, disconnects, and conductor systems on the drawings. The drawings must also include:

1. Complete schematic diagram with narrative of any special description of operation. All components shown on schematics must have labels that correspond to the nameplates that will be on the crane. Wiring type, size, and temperature ratings must be included on schematic diagrams. Remove all optional equipment not included in this project from the schematic diagrams.

2. Motor nameplate data (including all information called for in NATIONAL FIRE PROTECTION ASSOCIATION (NFPA) 70, Section 430.7 (A) items 1 through 7)

3. Rating and types of over-current protective devices.

4. Complete assembly (wiring) diagrams including a component material list. Show on the drawings, the layout of electrical equipment on the crane, including control panel enclosures, motors, brakes, limit switches, conduits, and conductor systems.

5. Layout diagrams showing component placement in control panel enclosures.

(2) Product Data. Provide manufacturer's catalog data for all major components of cranes and monorail systems. Mark-up or supplement the catalog cuts with additional sheets to clearly identify the model or size, selected options, features, and/or modifications to demonstrate compliance with specification requirements. Catalog cuts which show modifications beyond the standard options and all supplemental pages must bear original signatures and dates of the equipment manufacturer's authorized representative. Clearly identify the item on the catalog cuts and each supplemental sheet to which it applies.

(a) Structural Product Data. Submit product data for Bridge End Trucks, Trolley Frame, Patented Track, Runway and Bridge Rails and Support System, and End Stops.

(b) Mechanical Product Data. Submit product data for Speed Reducers, Brakes (including electrical information), Bearings, Couplings, Load Blocks, Hoist/Trolley (if procured as a packaged unit), Hose Reels, Oilers, Pressure Regulators and Bumpers.

(c) Electrical Product Data. Submit product data for Variable Frequency Drives, Motors, Electrical Enclosures, Runway Electrification and Collectors, Limit Switches, Bridge to Trolley Electrification, Pendant or Radio Control Station, Warning and Pilot Devices, Disconnect Switches, and Fuses and Circuit breakers.

(3) Design Data. Provide calculations that demonstrate compliance with all design requirements. Design data will not be approved if their evaluation/review is dependent on data or information not previously approved. List and define all variables at the beginning of each calculation section; variables must be in accordance with required references. Include sufficient information in the design data, so that they may be approved without reference to detail (shop) drawings.

When there is one hoist on one monorail system, the monorail system rated capacity and the hoist rated capacity will be equal. When there is more than one hoist on the monorail system, the rated capacity of the monorail track beam system must be designed equal to the sum of the two hoists rated capacities. An exception to this is that if the two hoists are separated by positive track beam stops and distance so that the track beam is strength-wise essentially two independent track beam systems.

(a) Structural Calculations. Submit calculations verifying the sizing of any track, track suspension device and additional supports, which are not the runway or monorail system manufacturer's standard cataloged product. Include support reactions and recommended method of connecting/attaching the support. Provide calculations verifying compliance with Section 3 of CMAA No.70 or No. 74 or Section 6 of MH 27.1. In addition to Load Cases 1 and 2 of CMAA No. 70 and 74, the following load combinations are also required in the crane design calculations:

1. CMAA Case 3: Test Loads. The crane will be periodically tested up to 125% of rated capacity. Combined stresses for the following load combinations must be calculated to ensure structural adequacy during testing:

DL (DLFB) + TL (DLFT) + LL (1 + HLF) + IFD + SK

Test Loads (Stress Level 3). In this calculation use LL = 1.25 x rated capacity. Do not consider the test and extraordinary loads in the fatigue analysis. Formula abbreviations correspond to principal loads as defined in CMAA #70 and 74, Section 3.3. The subscripts T and B refer to trolley and bridge, respectively.

2. CMAA Case 4: Seismic Load. Provide seismic analysis in accordance with AMERICAN SOCIETY OF CIVIL ENGINEERS (ASCE) 7-05. Consider loading condition in an event while the crane is operating at rated capacity without lowering or dropping the load.

3. Calculations verifying design of runway and bridge rail stops and bumpers in accordance with the dynamic requirements of Association for Iron and Steel Technology (AIST) TR-06.

4. For cranes that operate outdoor without wind protection, calculations determining the wind speed that will cause the crane travel, trolley, and rotate functions to drive through the brake with the brakes set, and, for rail mounted or wheel mounted cranes, the wind speed that will cause the crane to slide on the rail or runway surface with the brakes set.

(b) Mechanical Calculations. Calculations verifying compliance with Section 4 of CMAA #70, regardless of crane type, for any non-commercial items.

(c) Electrical Calculations

1. Minimum required horsepower for each drive motor - Motor power rating must be based upon the formulae given in CMAA #70 regardless of crane type. For hoist motor sizing calculations, the factor "Kc" must not be less than 1.0. For bridge and trolley drive motor sizing calculations, the factor "E" must be the published gear reducer efficiency ratings. For the bridge drive the minimum acceleration rate must be 4 seconds and 2 seconds for simulated plugging (deceleration). For the trolley drive the minimum acceleration rate must be 3 seconds and 1.5 seconds for simulated plugging. Calculations are not required for packaged hoists, but packaged hoists must still meet acceleration and deceleration requirements.

2. Overcurrent protection.

3. Conductor sizing and Conduit fill calculations (using tables from NFPA 70, Chapter 9 or manufacturer's data sheets).

4. Protective device coordination study showing proper coordination for any overcurrent devices that have the same rating as another overcurrent device upstream

5. Transformer sizing.

6. Drive controller sizing for hoist motors.

(4) Facility Electronic Operation and Maintenance Data, Documents, and Training Information. Submit the WHE's operation and maintenance data, document, and training information to be incorporated in the Part 2 Section 01 78 24.00 20, *Facility Data Workbook (FDW)* submittal. Make a copy of the eOMSI submittal available at the acceptance test. Include in the eOMSI submittal a table of contents, operation instructions, preventive maintenance instructions including maintenance, training materials, and programming instructions for the adjustable frequency drives, parts information, a drawing list, design drawings, lubrication drawing supply list, catalog cuts, photographs as needed to explain maintenance or repair procedures, and calculations. Provide maintenance instructions to include recommended maintenance procedures and component manufacturer's installation and maintenance manuals and lubrication instructions. Include detailed crane operating and safety instructions in the operating instructions. Parts information must include information on purchased sub-assemblies and components, including manufacturer's original part number, and detailed drawings of Contractor-designed parts. Break-out the parts information into the smallest replacement part.

(5) Provide onsite training for unique critical job skills associated with the crane or attachments

(6) Field Test Reports. Submit a copy of all Field Reports.

**D1010 ELEVATORS AND LIFTS**

Comply with the *UFC 3-490-06 Elevators* for the design and construction of elevators.

**D1010 1.1 QUALIFICATION OF MANUFACTURER AND INSTALLER**

Provide elevator by manufacturer regularly engaged in the manufacture of elevator systems. Manufacturer must either install elevator system or provide letter of endorsement certifying that installer is acceptable to manufacturer. Installer is required to be regularly engaged in installation and maintenance of elevator systems.

If the project is located in the State of Hawaii, perform work involving the installation or repair of elevator equipment under the supervision of a person who is licensed in elevator repair in the State of Hawaii or who possesses the equivalent experience. Furnish data to the Contracting Officer for verification that the person exercising direct supervision of the work possesses such experience.

**D101001 GENERAL CONSTRUCTION ITEMS**

Comply with ASME A17.1 AND ASME A17.2 in their entirety, and additional requirements specified herein. Install in accordance with manufacturer's instructions, ASME A17.1, DoD Architectural Barriers Act (ABA) and Deputy Secretary of Defense (DEPSECDEF) Memorandum (dated October 31, 2011), and NFPA 70. Do not cut or alter Structural Members. Restore damaged or defaced work to original condition. Include recesses, cutouts, slots, holes, patching, grouting, and refinishing to accommodate installation. Use core drilling to drill new holes in concrete ensuring that no existing reinforcing is cut. Finish work to be straight, level, and plumb. During installation, protect machinery and equipment from dirt, water, or mechanical damage. At completion, clean all work, and repair any prefinished items that have been damaged during the performance of the work.

Elevators that are intended to carry personnel other than one (1) operator must be classified as a passenger elevator. Passenger elevators that are intended to carry furniture or equipment, must have an oversized cab. Refer to the Project Program for the type of elevator required.

**D101001 1.1 TRAFFIC ANALYSIS**

Provide a traffic analysis in accordance with criteria established by a nationally recognized elevator manufacturer's association and conduct interviews with the User to determine the following:

a. Passenger

b. Rated load

c. Rated speed

d. Travel length

e. Number of stops

f. Number of hoistway openings

g. Car platform, car inside, and hoistway door opening dimensions

h. Hoistway Door Types

i. Car Door type

**D101001 1.2 ELEVATOR MACHINE ROOM**

Provide a machine room for every elevator. Locate the elevator machine and controller in the Elevator Machine Room.

**D101002 PASSENGER ELEVATORS**

**D101002 1.1 HOISTWAY AND CAR EQUIPMENT**

**D101002 1.1.1 Car and Counterweight Guide Rails and Fastenings**

Paint rail shanks with one coat of black enamel. Only T-section type guide rail is acceptable.

**D101002 1.1.2 Pit Channel**

Provide pit channel for anchorage of main guide rail brackets and also for anchorage of counterweight guide rail brackets and buffer for electric elevators. Each channel must span distance between guides. Fully grout both pit channels on completion of guide rail and buffer installation.

**D101002 1.1.3 Pit "STOP" Switch**

Provide push/pull type pit "STOP".

**D101002 1.1.4 Wiring and Traveling Cables**

Suspend cables by means of self-tightening webbed devices.

**D101002 1.2 CAR AND LANDING DOOR EQUIPMENT**

**D101002 1.2.1 Infrared Curtain Unit**

Provide Infrared Curtain Unit (ICU) with multiple infrared beams that protect to the full height of the door opening. Extend minimum coverage from 2 inches (50 mm) off the floor to 70 inches (1778 mm) above floor level.

**D101002 1.2.2 Hoistway Entrance Frames**

Provide 14 gage (1.8 mm) thick #4 brushed stainless steel door frame unless directed otherwise by Contracting Officer. Solidly grout uprights of entrance ways to height of 5 feet (1500 mm).

**D101002 1.2.3 Car and Hoistway Landing Sills**

Car and Hoistway Landing Sill - Provide one piece cast solid white bronze or nickel silver entrance sill. Use same material for hoistway and car entrance sills. Solidly grout under full length of sill.

**D101002 1.3 IN-CAR AND LANDING FIXTURES**

**D101002 1.3.1 Car and Hall Buttons**

Provide recessed vandal-resistant push buttons of minimum 3/4-inch (19 mm) size satin-finish stainless steel with illuminating jewel center.

**D101002 1.3.2 Direction Audible Signals**

Provide audible signals in car and at each landing.

**D101002 1.4 CAR AND CAB EQUIPMENT**

**D101002 1.4.1 Roller Guides**

Provide coil-spring loaded roller guide assemblies in adjustable mountings on each side of car and counterweight frames in accurate alignment at top and bottom of frames.

**D101002 1.4.2 Certificate Window**

Provide 4 inch (100 mm) high by 6 inch (150 mm) wide certificate window in car operating panel for elevator inspection certificate.

**D101002 1.4.3 Cab Ventilation**

Provide natural and forced ventilation with two-speed fan.

**D101002 1.4.4 Protection Pads and Mounting Hooks**

Provide stainless-steel hooks and fire retardant protective pads.

**D101002 1.4.5 Car Enclosure**

Car Shell Return Panels, Entrance Columns, Cove Base, and Transom: Provide 14 gage (1.9 mm) minimum non perforated steel. Apply sound-deadening mastic on all exterior components.

Provide finishes for the elevator cab interior that are appropriate for the type of facility. Finishes must not exceed the flame spread rates mandated by ASME A17.1.

**D101002 1.4.6 Car Size**

Provide at least one elevator of a size and arrangement to accommodate an ambulance stretcher in the open, horizontal position. The minimum size of the ambulance stretcher used to design the elevator must be 24 inch by 84 inch (609.6 mm by 2133.6 mm) with not less than 5 inch (127 mm) radius corners. Identify all stretcher accessible elevators with the international symbol for emergency medical services (Star of Life).

**D101002 1.5 ELEVATOR CONTROLLER**

**D101002 1.5.1 Non-proprietary Controller**

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NOTE: Use microprocessors for elevator logic control. However, solid-state microprocessor control is not desirable for any facility that is subject to an erratic building power supply, or at a remote location. In this situation, specify an electromagnetic switch, relay logic controller.  
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Provide micro-processor controllers from controller manufacturers who provide generic controllers that are designed to function with all or most manufacturers elevator equipment. The manufacturer of the controller must engage solely in the manufacture and sale of controllers to the elevator industry and not engage in the elevator installation, service, or maintenance. The follow controller manufactures comply with this requirement:

a. Elevator Controls Corporation, 3525 La Grande Boulevard, Sacramento, CA 95823

b. G.A.L. Manufacturing Corporation, 50 East 153th Street, Bronx, New York 10451

c. Motion Control Engineering, Inc., 11354 Whiterock Road, Rancho Cordova, CA 95742-6522

d. Virginia Controls, Inc., 2513 Mechanicsville Turnpike, Richmond, VA 23223

e. Computerized Elevator Control Corporation (Swift), 24 Empire Blvd., Moonachie, NJ 07074-1303

The following are required features of the generic micro-processor controllers and manufacturers training:

a. On-Board Diagnostic Panel

(1) Provide a non-proprietary micro-processor controller for each individual elevator and group controller. Provide an on-board diagnostic control and LCD display panel that allows unrestricted access to the comprehensive range of adjustable parameters necessary to perform installation, adjusting, service, maintenance, and testing of the elevator.   
  
(2) Provide LCD displays with the capability to display, monitor, and diagnose any and all fault logs, fault history, trouble calls, and diagnostics. Provide three (3) copies of the complete manufacturer's software program, with complete software documentation, that must enable the same level of unrestricted access to all controllers of the same make and model, regardless of the installation date or location.

b. External Port - For each individual elevator and group controller, provide a USB port or an RS 232 port that allows connection to an on-site portable laptop computer. Provide the same level of unrestricted access as the on-board diagnostic panel.

c. Repair Requirements - For repair of the microprocessor control system(s), provide maintenance tools, supporting computer software, and software documentation required for complete maintenance of elevator system including diagnostics and adjustments. On-board diagnostic panels must not require recharging to maintain their memory or authorization for use. Software must not require periodic reprogramming, or reauthorization. Store programs in non-volatile memory.

d. Training - The elevator controller manufacturer must offer and conduct technical support and factory training that is available to all state licensed elevator service providers qualified to bid on navy elevator maintenance service contracts. Include in the factory training all aspects of the installation, service, and maintenance of the elevator controller.

**D101002 1.6 OPERATIONAL CONTROLS**

**D101002 1.6.1 Independent Service**

Provide exposed key-operated switch in car operating panel to enable independent service.

**D101002 1.6.2 Hoistway Access Switches**

Provide key-operated hoistway access switch to permit limited movement of car at terminal floors for car positioning, operative only when "INSPECTION" switch in car operating panel is in the "INSPECTION" position. Locate switch 6 feet (1800 mm) above floor level, within 12 inches (300 mm) of hoistway entrance frame or with only ferrule exposed when located in entrance frame.

**D101002 1.6.3 Keys for Elevator Key Switches**

Provide minimum of twelve keys per unique cylinder used on all key switches for single elevator.

**D101002 1.7 MAINTENANCE AND DIAGNOSTIC COMPONENTS**

**D101002 1.7.1 Maintenance and Diagnostic Tools**

Provide all special tools and software necessary to service and maintain each elevator; deliver at time of final acceptance. Provide one of each tool for each elevator machine room.

**D101002 1.8 ADDITIONAL REQUIREMENTS FOR HYDRAULIC ELEVATORS**

**D101002 1.8.1 Hydraulic System**

Provide hydraulic system which operates at a maximum working pressure of less than 500 psig.

a. Scavenger Pump Unit - Provide a scavenge oil reservoir, with strainer and transfer pump. Provide a manual-reset pit flood switch to prevent pump operation if pit is flooded. Anchor pump and oil reservoir to the pit floor.

b. Pressure Piping and Accessories - Provide ASTM A 53/A 53M or ASTM A 106/A 106M, Schedule 80, black steel piping with ASME B16.9 or ASME B16.11 fittings for supply piping. Provide welded or threaded forged pipe fittings that are located between the pump control valve body and the cylinder inlet. Extend Schedule 80 piping from the pump control valve body, inside the pump unit, to the hydraulic cylinder in the hoistway. Provide dielectric union at each end of the "pump to cylinder" oil supply line. Provide hangers or supports for all piping.

c. Oil Temperature Device - Provide means to maintain oil temperature between 80 and 120 degrees F (27 and 49 degrees C) regardless of ambient temperature.

**D101002 1.8.2 Cylinder-Plunger Unit**

Provide a plunger of single-piece seamless steel construction. Provide threaded 1/4-inch (6 mm) bleeder valve at top of cylinder just below packing gland. Telescopic or inverted cylinder-plunger units are not acceptable. Provide cylinder with self-stabilizing mount that will support and hold cylinder plumb without the need for stabilization means at the bottom of the cylinder.

**D101002 1.8.3 Automatic Shutoff Valve**

Provide automatic shut-off valve in oil supply line as close to cylinder inlet as possible. Provide threaded pipe connections to the valve. Provide manual lowering feature on valve. Provide exposed adjustments of automatic shut-off valve with means of adjustment sealed by certified elevator inspector after being set to correct position and tested.

**D101002 1.8.4 Well Casing**

Line well with steel casing, minimum 1/4-inch (6 mm) wall with welded 1/2-inch (10 mm) steel bottom, set plumb. Install cylinder well casing plumb using spider bob method.

a. PVC Liner - Provide Schedule 80 PVC pipe liner with bottom cap and couplings; joints sealed watertight using PVC pipe manufacturer's recommended adhesive or heat welding methods. Provide liner inside diameter not less than 3-inch (76 mm) larger than elevator cylinder maximum outside diameter. Set PVC liner into well casing, centered and plumb. PVC liner may be provided as a manufacture’s applied liner or as a separate component.

b. Cylinder Installation - Install Cylinder plumb into PVC.

c. Cylinder Evacuation Tube - Provide a 3/4-inch (19 mm) PVC evacuation tube with strainer located within 6 inch (152 mm) of bottom of liner. Provide top of test tube with removable cap to exclude foreign matter.

d. Pressure Test - Test liner-cylinder assembly as a sealed unit. Provide safety relief valve set to relieve at 10 psig (69 kPag); 4.5 inch (114 mm) diameter dial pressure gage scaled for 0 to 50 psig (0 to 175 kPag) and calibrated to 0.5 percent accuracy; and an air pressure admission throttling and shutoff valve. Perform air pressure test in the presence of the Elevator Inspector. For safety, pressure test must only be performed when liner and cylinder are fully inserted and assembled in the well casing. Perform the test from remote location outside of the elevator pit.

e. Secure cylinder/PVC liner assembly as recommended by cylinder manufacturer.

f. Seal - Seal gap between steel well casing and PVC liner with foam insert strong enough to retain and support final grouting. Provide 3000 psi (21 MPa) grout to a minimum of 4 inch (102 mm) thickness and level top of final grouting with pit floor.

g. Containment - Protect exposed portions of hydraulic elevator oil supply line that are installed below ground, including portions encapsulated in concrete, or covered by construction, with continuous Schedule 80 PVC containment.

h. Provide layout diagram, foundation support details, and foundation loads.

**D1020 WEIGHT HANDLING EQUIPMENT**

Cranes and monorail systems must be designed, fabricated, assembled, shop tested, delivered, installed, inspected, field tested, and made ready for use in accordance with these RFP requirements, the applicable UFGS specification, the reference standards, and building codes. Build the crane or monorail system to the design drawings of a registered professional engineer. This PTS section is designed to provide requirements for all of the most commonly used building cranes types. Equipment provided must meet the paragraphs entitled BASIC REQUIREMENTS FOR CRANES AND MONORAIL WITH HOIST/TROLLEYS below, requirements of paragraphs entitled OVERHEAD CRANES for the crane type provided below, requirements of paragraphs entitled HOISTS for the hoist type provided as stated below, and the applicable UFGS specification section.

**D102001 BASIC REQUIREMENTS FOR CRANES OR MONORAILS WITH HOISTS/TROLLEYS**

**D102001 1.1 SAFETY**

Comply with ARCHIVES AND RECORDS (NARA/ OSHA) 29 CFR, Part 1910.179, *Overhead and Gantry Cranes* and the mandatory (shall or must) and advisory (should) safety requirements of ASME B30.2, B30.11, B30.16 and B30.17, as applicable depending upon crane type.

**D102001 1.2 MATERIALS**

Provide material free from defects and imperfections that might affect the serviceability and appearance of the finished product. Provide new and unused materials that conform to the following standards.

a. Ductile Materials. All components directly supporting the load must be of ductile materials. These components include, but are not limited to all hoist drive gear reducer housings, motor frames and end bells (except for C-face mounted components of packaged hoists), flanged adapters, and brake wheels and discs. For the purposes of this specification ductile is defined as having a minimum elongation of 5% in 2 inches. Furthermore, provide all shafts, keys, gears, torque carrying coupling components, and wire rope drum of steel.

b. Structural Steel conforms to ASTM A36, A572 or A992.

c. Cast Steel conforms to ASTM A27 or ASTM A148.

d. Ductile Cast Iron conforms to ASTM A536.

e. Forged steel conforms to ASTM A668 or ASTM A521, grade as applicable.

f. Steel shafts conform to ASTM A434.

g. Aluminum castings conform to ASTM B26 or ASTM B108.

h. Welding materials for crane fabrication conform to AWS D14.1

i. Welding materials for the facility must conform to AWS D1.1.

**D102001 1.3 TOLERANCES**

Provide tolerances in accordance with the RFP requirements and the standards referenced herein.

**D102001 1.4 OPERATING ENVIRONMENT**

Provide pendant or radio controlled cranes and monorail systems designed to operate on electric or pneumatic or hand power as indicated in the Project Program. Design indoor equipment for an environment with an ambient temperature range of 40 Â°F to 105 Â°F. Design outdoor equipment for an environment typical of the installation location, including protection against adverse temperature, humidity, ultraviolet radiation, wet weather, salt air, corrosive atmosphere, and include features necessary to prevent in-service or premature age related failure.

**D102001 1.5 APPLICABLE DESIGN STANDARD**

Design cranes and monorail systems in accordance with CMAA #70, CMAA #74, MH 27.1, 29 CFR 1910.179, 29 CFR 1910.306, paragraph (b), ASME B30.2, ASME B30.11, ASME B30.16, ASME B30.17, ASCE 7 and other requirements specified herein. Design packaged hoist in accordance with ASME HST. A packaged hoist is defined as a hoist where the components are mounted via c, d, or p-face flanges as opposed to base mounted. All packaged hoists must be produced by established manufacturers. Furnish and install runway electrification or air distribution system as well as runways for underhung cranes, monorails as part of this specification. Provide the hook work envelope to be the maximum practical consistent with good design.

Choose rated speed of all crane functions from the SLOW or MEDIUM speeds provided in CMAA 70 or CMAA 74 for the crane configuration and rated capacity and to agree with the Project Program stated end User requirements. Provide minimum function speeds to be 1/10 rated speeds.

**D102001 1.6 COMPONENTS**

A standard commercial product/assembly is defined as an item that is advertised for sale in current commercial literature and is being sold in substantial quantities on the open market in the course of normal business operations. Nominal quantities, as normally associated with models, samples, prototypes, or experimental units are not acceptable under this definition. The Contractor may utilize standard commercial products/assemblies in the design of the crane provided such components meet the requirements of this specification. Component selection must be substantiated by means of manufacturer's published ratings, selection method, or pro-rating. All components and assemblies furnished must be new and unused.

**D102001 1.7 STRUCTURAL DESIGN**

Structural design must conform to American Institute of Steel Construction (AISC) Steel Construction Manual, CMAA No. 70, CMAA No. 74 or MH27.1, 29 CFR Part 1910.179, ASME B30.2, 29 CRF Part 1910.23 and 1910.27, ASCE 7-05, and other requirements specified herein.

**D102001 1.7.1 Space Envelope**

Design cranes and monorail systems to operate in the space and match the runway dimensions indicated in building design drawings. Provide the maximum practical hook work envelope to be consistent with good design, but not less than indicated in the Project Program.

**D102001 1.7.2 Structural Fastener Tightening**

All bridge girder to end truck connection fasteners and any other fasteners critical to the structural integrity of the cranes must be installed and tightened in accordance with one of the methods in the RCSC Specification for Structural Joints using High Strength Bolts.

**D102001 1.7.3 Welding**

All welding procedures, nondestructive testing requirements and welder qualifications must be in accordance with the requirements of AWS D14.1 for crane and monorail system fabrication and D1.1 for building interface welds.

**D102001 1.7.4 Wheel Loads**

Maximum wheel loads (without impact), as well as column loads and moments due to dead load and the rated capacity live loads, with the trolley in any position, must not cause greater shear or moment in runway girders and/or supporting structures than that produced by the design crane or monorail system load and spacing shown in the facility final design. Building designs/drawings will be provided to the Contractor for planning the design, shipping and erection of components.

**D102001 1.7.5 Patented Track Monorail, Runway Systems and Bridge Girders**

Provide monorails, underrunning runway systems and bridge girders for underrunning hoists with patented steel track, specially designed, fabricated and heat treated in accordance with MH 27.1, minimum Duty Service Classification C.

Utilize the runway or monorail (be supported from) the structural supports indicated on the facility final design. The track system and track suspension are the sole responsibility of the runway track supplier. However, design in accordance with the requirements of this RFP. Design and construct the suspension system to ensure no impairment of the strength of track or the structural support. Locate hanger or suspension at each track splice joint. Provide bracing to hold track sections in rigid alignment at all joints.

a. Sway Bracing - Brace track laterally and longitudinally to prevent damaging sway from loading conditions (dynamic, impact, seismic, etc.).

b. Cataloged Products - If possible, provide track manufacturer's standard cataloged devices for connection of the track to the indicated supporting structures. If track manufacturer's cataloged devices are not provided for this suspension system, submit complete shop drawings and calculations for each custom suspension device for review and approval.

c. Suspension of Curves and Switches - Provide steel framing (structural supports), in addition to that indicated, as required by the track curve and switch manufacturer to support curves and switches. The additional steel framing must be the sole responsibility of the track supplier.

**D102001 1.7.6 Wind Force Countermeasures for Outdoor Cranes**

Provide wind brakes for each function (e.g. travel, trolley, rotate) of outdoor operating cranes where design calculations show that the function brake(s) are not sufficient to prevent inadvertent movement during crane operation in the event of worst case anticipated wind forces. Provide a securing method for each function (e.g. travel, trolley, rotate) of cranes stowed outdoors where design calculations show that the function brake(s) and additional wind brakes are not sufficient to prevent inadvertent movement during stowed condition in the event of worst case anticipated wind forces.

**D102001 1.8 MECHANICAL DESIGN**

The mechanical design of the cranes must conform to minimum of CMAA 70, Class C, MH 27.1, Duty Service Classification C, ASME B30.2, ASME B30.11, ASME B30.17 and other requirements specified herein. All drives which are not direct-connected with shafts in line must be driven through gears. Do not rely upon retaining rings for axial retention of sheave pins or bearings on pins and axles and they are permitted only on standard commercial assemblies. Do not rely on press fits for transmission of torque, except in travel drives. Cotter pins are permitted only for locking nuts to prevent loosening and for retaining pins in standard commercial brake assemblies. Conform enclosed gearing to ANSI/ AMERICAN GEAR MANUFACTURERS' ASSOCIATION (AGMA) 6013, 6034, or 6035, as permitted. Design open gearing in accordance with ANSI/AGMA 2001.

**D102001 1.8.1 Design Factors**

Design cranes and monorails using the following factors:

a. Compute stresses and ratings, except as modified herein, using the locked rotor torque or horsepower of the driving motor.

b. For wire rope drum and related component calculations, the line pull off the drum must be taken as that necessary to balance rated motor torque.

c. Design the hoist drive, except the wire rope, to withstand the setting of the hoist brake(s) under a full speed lowering condition with either no-load or rated load on the hook whichever load condition represents the worst case scenario.

d. Unless otherwise specified, design or select all mechanical components, including fasteners, to provide design factors of 4.0 and 5.0 based on material yield and ultimate tensile strengths respectively at rated load. Furthermore, except where stated otherwise, those components that are subjected to momentary peak loads (due to starting, braking, or locked rotor torque) must be designed to limit the peak stresses to 0.75 of the material yield strength, except that peak compressive stresses must be limited to 0.90 of the material yield strength.

e. Design the load suspension parts of hand chain operated hoists including load chain so that the static stress calculated for the rated load do not exceed 25% of the minimum ultimate tensile strength.

f. Design shafts and axles subjected to reversing stresses for fatigue loading per CMAA #70, regardless of crane configuration. Do not consider shaft loading resulting from the setting of brakes in the fatigue evaluation.

**D102001 1.8.2 Mechanical and Threaded Fasteners and Tightening**

All fasteners used in securing mechanical or electrical-mechanical (i.e., brakes) components to their foundations must be tightened to accepted torque values from standard tables based on the lubricant used. The fasteners must be lubricated and not be installed "dry". Where self-locking nuts are used, the prevailing torque of the locking element must be accounted for. Nominally tighten all mechanical fasteners to 70% of the fastener yield strength, except in applications where component manufacturers prescribe specific fastener torque requirements.

Fasten all flange-mounted components and all mechanical connections subjected to calculable loads with SAE J429, Grade 5 or Grade 8 fasteners, ASTM F436 washers, and SAE J995 Grade 5 or Grade 8 nuts. Mounting fasteners from flange-mounted components, including keeper bars, may be installed into tapped holes provided that adequate thread engagement is provided to develop the full tensile strength of the fastener. Provide all nuts with a minimum of one thread pitch of the bolt protruding above the nut top surface. Size fastener connections neglecting any benefit from shear bars or dowel pins.

**D102001 1.8.3 Hoist Load Chain or Wire Rope**

Provide uncoated load chain. Provide uncoated wire rope that conforms to XIP or XXIP, 6x36, IWRC per ASTMA1023/A1023M. Minimum design factor of 5 to 1 must be provided based on ratio of minimum chain or wire rope breaking force to the calculated load on the chain or wire rope when the hoist is assumed loaded to rated capacity. Certification from hoist manufacturer of provided chain's proof test at 150% of the hoist's rated load divided by the number of chain parts supporting the load for at least 10 minutes without deformation or wire rope's breaking force must be submitted to Contracting Officer and approved prior to final acceptance of hoist. Do not paint, galvanize or coat the load chain or wire rope. Wedge sockets are not permitted as terminal fittings on wire rope. Hoisting rope dead end connections to equalizer bar (if used) or hoist frame must be by means of poured socket connections or swaged fittings installed in a manner that develops the full breaking strength of the hoisting rope. Provide forged steel sockets. Anchor hoisting rope ends on the drum by means of swaged fittings or by clamping. Clamped hoisting rope ends must be neatly and securely seized with wire. Maintain a minimum of two full wraps of rope at the dead end(s) of the drum with the block in its lowest indicated position.

**D102001 1.8.4 Load Block and Hook**

Construct load blocks of steel. Design the load block to preclude the wire rope from being cut, pinched, crushed, or chafed in case of two-blocking or unloading of the wire rope. Construct load blocks so that hooks and hook nuts can be removed without re-reeving the hoist. Hooks must be able to rotate freely with 125% of rated load and employ a thrust bearing rated at no less than 150% of the rated load. Clearly mark hoist capacity in pounds on both sides of the load blocks.

Provide single barb forged carbon steel (conforming to ASTM A668 or ASTM A521 with a material longitudinal elongation of not less than 18% and a safety factor of no less than 5:1), swivel type hook in accordance with ASME B30.10. Proof test hooks in accordance with ASME B30.10 for a minimum of 10 minutes without deformation. Secure hook nuts to hooks by a commercial standard removable and reusable means (tack-welding is prohibited). Size hook throat opening for users' needs. Provide hook with spring loaded steel safety latch for closing the hook throat opening. Do not paint or coat the hook or hook nut. Permanently mark hook and hook nut with a unique identification number traceable to each other and to the NDT certification. Locate unique hook and nut markings to be visible when the hook and nut are assembled on the hook block. Mark in a low stress area using low stress marking methods.

**D102001 1.8.5 Wire Rope Sheaves**

Provide forged steel sheaves. The minimum pitch diameters of running and equalizer sheaves must be in accordance with HST-4 for packaged hoist. Do not paint contact surfaces of sheaves. Machine or grind the grooves to contour and rim toughen them to not less than 320 BHN. Sheave groove depth must not be less than 1.15 times the hoisting rope diameter. Mount all rotating sheaves on bearings.

**D102001 1.8.6 Wire Rope Drum**

The drum must be a one-piece steel weldment; finish-machined after all welding and stress relieving has been completed. Include in the drum integral stub shafts or shaft hubs for through shafts as required. Design the drum such that all hoisting rope is wound in a single layer. Do not mount drums in a 3 bearing configuration. Provide drums that are grooved, with grooves that are helical and machined right and left hand. Minimum drum groove depth must be .375 x rope diameter and drum groove pitch must be 1.14 x rope diameter or rope diameter plus 1/8 inch, whichever is smaller. Provide 18 times wire rope diameter for the minimum pitch diameter of drum.

**D102001 1.8.7 Gearing**

Provide enclosed (gear reducer) type gearing, except that the final drive may be open gearing. Do not use shafts with three or more bearing supports. Utilize standard commercial products for gear reducers. Provide enclosed reducers with a convenient means of lubricant level indication, oil sampling and draining. Provide base mounted reducers with a ball valve for draining. Hoist gearing must be spur, helical, or herringbone type only, except for high speed gearing which must be helical or herringbone. Provide spur gears only on open type drum gear-pinion sets (if applicable). Travel drive gearing may be spur, helical, herringbone or spiral bevel. Shaft mounted gear reducers may be used for travel and trolley drives only. Torque arms must be other than threaded rod type and must be designed and installed so that no eccentric loads are imposed on them. Provide enclosed gearing that complies with ANSI/AGMA 6013, 6034, or 6035, as permitted. Design open gearing in accordance with ANSI/AGMA 2001. If the design uses a drum gear, fabricate the gear to be removable from the drum. Provide guards on all gearing not enclosed in gear cases that may constitute a hazard under normal operating conditions, and include guards with provisions for lubrication and inspection.

**D102001 1.8.8 Hoist Brakes**

See HOISTS, in this section for hoist brake requirements by hoist type.

**D102001 1.8.9 Travel Brakes**

Provide powered trolley and bridge drives with end mounted electro-mechanical or pneumatic brakes that are spring applied, electrically or air pressure released. Manual and push bridges and trolleys do not require braking. Travel brakes must have a torque rating of at least 50 percent for indoor cranes and have a torque rating of at least 100 percent for outdoor cranes. The torque setting must be adjustable. Provide brakes capable of stopping within a distance in feet equal to 10% of the rated speed in feet per minute when traveling at rated speed with rated load. Equip brakes with a manual self-return to ON brake release. Provide brake housings with easy access for wear and setting inspection.

**D102001 1.8.10 Travel Drives**

The bridge and trolley drives must be A-4 type.

**D102001 1.8.11 Shafts, Axles, and Pins**

All shafts, axles, and pins must be steel. Top running bridge and trolley axles must be of the rotating type.

**D102001 1.8.12 Wheels**

Underrunning wheels must be flanged. Provide double flanged for top running bridge and trolley wheels. All wheels must be straight tread and rolled to shape or roll forged to provide properties in congruence with ASTM A504. Do not make wheels by casting, fabrication from plate steel or hollow stamping. Rim toughen wheels that run on standard runway rails to not less than 320 BHN. Heat treat wheels that run on patented track beam to have minimum tread hardness of 375 BHN. Design bridge and trolley wheels to be compatible with their respective runway's profile. Provide wheel sizing and flange-to-rail head clearances in accordance with MH 27.1 and CMAA recommendations.

Equip bridge and trolley wheels of top running cranes and trolleys with rail sweeps. Provide a means to prevent bridge end truck and trolley from dropping more than one inch in case of wheel or axle failure.

**D102001 1.8.13 Bumpers**

Provide bumpers of the elastomeric, hydraulic or spring type on trolleys (or ends of bridge girders) and bridge end trucks. Design bumpers to withstand rated load at rated speed IAW AIST TR-6. Fully mate bumpers with the end stops and crane bumpers where applicable. Mount bumpers to provide proper clearance when bumpers are fully compressed. Where practical, mount bumpers to provide for easy removal of the travel wheels. Ensure trolley and bridge end truck frames are designed so that travel wheels do not contact the end stops. Design and install bumpers per the requirements of ASME B30 with a means of retaining the bumper in case of broken or loosened mounting connection(s).

**D102001 1.8.14 Keys and Keyseats**

Provide parallel type and machined key/keyseat assemblies. Install the key/ keyset assembly in a manner that preclude any possibility of a key shifting out of its intended position.

**D102001 1.8.15 Fits**

Interference fit all gears, pinions, couplings, brake drums, wire rope drums, wheels, other similar components to their respective shaft or axle. Interference fits must conform to the force fit requirements prescribed in ANSI B4.1 and must be medium drive fits unless length of engagement, material, or loading indicates otherwise. Alternatively, in bridge and trolley drives, keyless hub-to-shaft connections must be permitted where minimum potential interface fits capable of transmitting maximum torque (not less than 200% rated motor torque) is provided. The individual component manufacturers must endorse these interference fits. Fit bearings, bushings, and seals in accordance with the manufacturer's recommendations. Where multiple interference fitted components are installed on a single shaft from the same end, there must be clearance between each component's bore and the portion of the shaft from the installation end up to its mounting location. Fits of components within standard commercial assemblies, such as gear reducers and electric motors, must comply with the applicable industry standards or with the manufacturer's standard practice if industry standard criteria are not available.

**D102001 1.8.16 Bearings**

Provide anti-friction type bearings, except those subject to a small rocker motion. Use permanently lubricated sealed bearings wherever practical. Provide an easily accessible means of lubrication for bearings not considered lifetime lubricated by the manufacturer. Supply inner races for all antifriction bearings, except that bearings without inner races are permitted as part of packaged hoist unit. If a pedestal bearing is used to support the drum, the bearing housing must be steel.

**D102001 1.8.17 Bushings and Thrust Washers**

Fit all connections, including equalizer sheaves or bars, subject only to small rocking motion with bronze bushings and/or thrust washers, as applicable. Groove bushings to distribute lubricant.

**D102001 1.8.18 Painting of System**

Protect all parts of the cranes against corrosion. Clean, prime, and finish paint all surfaces normally painted at the Contractor's plant as specified hereinafter. Do not paint, coat, or galvanize the following surfaces: load chain, hoisting rope, load hook, suspension hook, load hook nut, suspension hook nut, load chain sheave (sprocket), wire rope contact areas of sheaves and drum, trolley and travel wheel treads, gear teeth, load bearing surfaces of travel rails, machined surfaces that are bearing surfaces, lubrication fittings, corrosion resistant steel, bronze, anodized aluminum, name plates, flange mounting faces, other items not normally painted, and wheel tread contact surfaces of runway beams. Provide painting systems and scheme as follows:

a. Paint Systems. Provide primer coat and the finish coat of paint that is smooth, even and free of runs, sags, orange peel, or other defects. Take precautions to avoid painting surfaces specified as non-painted. Any painted over grease fittings must be replaced; they may not be cleaned and reused. Provide a painting system that consists of anti-corrosive primer and topcoat(s) appropriate for the intended environmental conditions. The primer and topcoat(s) must be compatible with each other, the substrate, and be products of the same manufacturer. Apply primer and topcoat(s) in accordance with the manufacturer's recommended process. The use of paint containing lead or mercury is prohibited. Identify the primer and finish coats in the technical manual or drawings.

b. Painting Scheme. The painting scheme is as follows:

(1) Paint crane structural beams, hook block, and end trucks brilliant yellow.

(2) Paint sides of hook blocks to have additional gloss black diagonal safety striping.

(3) Paint faying surfaces of slip-critical structural bolted connections, both interior and exterior, with coatings as specified in RCSC Specification for Structural Joints Using High Strength Bolts".

(4) Clean and repaint any painted surfaces damaged during erection.

(5) Paint other components not specified above. The color and coating may be in accordance with the component manufacturer's standards.

**D102001 1.8.19 Identification Plates**

Provide two capacity plates with permanent lettering, one for each side of the bridge, monorail. Indicate the rated hoisting capacity of the hook in pound units on the plates and securely attach each plate. Size lettering to be easily read from the floor. Beneath the rated capacity the following information must be included:

Naval Facilities Engineering Command

Contract Number

Manufacturer's name, address, crane model number and crane serial number

Voltage of AC or DC power supply, and phase and frequency of AC power supply, if applicable.

**D102001 1.8.20 Direction Identification**

Provide cardinal direction indication letters centered on the bottom of each trolley where space permits. Denote North, South, East, and West and reflect the travel directions given on the controller. Size lettering to be easily read from the floor.

**D102001 1.8.21 Unique Identifier Tag**

In accordance with FEDERAL ACQUISITION REGULATIONS (FAR) 252.211-7003, assign a unique identifier to the crane. Attach the Unique Identification Tag to the outside of the main electrical disconnect panel.

**D102001 1.9 ELECTRICAL DESIGN**

Electrical design must conform to CMAA #70, CMAA #74, MH 27.1, ASME B30.2, ASME B30.16, as applicable, NFPA 70, NATIONAL ELECTRICAL MANUFACTURERS' ASSOCIATION (NEMA) ICS 7, NEMA ICS 8, and other requirements specified herein. Each drive mechanism must be provided with a separate and independent drive unit with a circuit breaker branch circuit protection device capable of being locked in the open position. Design the electrical system to allow simultaneous motions of the main hoist and all traversing functions, and ancillary loads. Design the crane to operate on the designated power supply.

Provide disconnecting means for cranes and monorail hoists in accordance with NEC 610.32. Disconnecting means provided for cranes must be a lever arm type switch (rotary type switches are not acceptable) located in a separate enclosure on the crane. Configure crane disconnects such that when the disconnect is secured, there are no energized conductors in any associated control panels.

Provide a separate runway disconnecting means in accordance with NEC 610.31. Runway disconnect switches for runways or monorails longer than 50 feet must be at the midpoint of the runway as much as possible.

Feed all control circuits from a single phase, air cooled, double-wound transformer. Furnish and install all electric drive equipment on the crane, including motors, brakes, switches, controllers, panels, items associated with the pendant, wiring system, cables, and electrification. All contactors and relays must have appropriate MOVs or R-C surge absorbers installed across the respective device's coil. Do not mix power and control cables in the same conduit in order to prevent interference where feasible.

**D102001 1.9.1 Electrical Assembly**

Install electrical wiring, conduit, and components in accordance with the requirements of NFPA 70. As a minimum, comply with the following items:

a. Install all electrical connections in accordance with NFPA 70 sections 110.14 or 430.9, as applicable, or as recommended by the device manufacturer.

b. If used, properly size crimped terminal lugs for the wire and install using the device(s) - e.g., crimping tool and indenter - recommended by the terminal lug manufacturer.

c. Identify all spare conductors, and insulate their ends to preclude accidental contact with energized equipment.

d. Adhesive-backed wiring tie wraps and cable-clamping devices cannot be used unless they are secured with fasteners, in addition to the adhesive.

e. Bond all panel doors, back sheets, and panel boards with flexible bonding straps.

f. Remove paint from termination points, or install "cut" washers to insure proper grounding of equipment at bonding straps and equipment grounding conductors.

g. Wrap wiring around sharp edges, such as panel doors, to protect sleeves (e.g., "spiral wrap") and prevent wiring insulation damage from chafing, cutting or abrasion.

h. Control panels cannot be used as raceways for conductors not terminating within the panel.

i. Use bushings or chafing protection gear on all panel conduit entries.

j. Mount only equipment that needs to be viewed or accessed from the panel door (i.e. dataloggers, key switches, pilot lights, etc.) on the panel door.

k. Tie wraps are prohibited as a permanent mounting means on festoon loops.

l. Flexible metal conduit may be used in lieu of ferrous rigid metal conduit for lengths of three feet or less when flexible connections are needed for motors and lighting.

m. Excluding conduit directly connected to dynamic breaking resistors, raceways must maintain a 12-inch clearance between the raceway and dynamic braking resistors.

n. Route a separate grounding wire, sized in accordance with Section 250-122 of NFPA 70, with all ungrounded conductors.

o. Number or tag all wiring at all connection points.

p. Label power conductors which are shielded as to the conductor size.

q. Plug all unused conduit openings.

r. Terminate all conductors on terminal blocks; splices are not acceptable, with the following exceptions:

(1) Motor and brake connections may be made using split-bolts or lugged and connected with nuts, bolts, flat washers and lock washers in lieu of installing a terminal block in the motor connection box.

(2) Wire-nuts are not permitted except where making connections for lighting ballasts. Secure wire nut connections such that during operation of the crane they will not loosen.

(3) Provide encoder conductors with a continuous run from the encoder to the drive. Use fiber optic cable if the length of cable required between a drive and its respective encoder is longer than 150 feet.

(4) Wire terminals with more than one wire must be rated by the manufacturer for use with multiple wires.

**D102001 1.9.2 Enclosures**

Provide enclosures for control panels and auxiliary devices in accordance with Underwriters Laboratories (UL) or CSA listed metallic NEMA type 12 for indoor cranes or NEMA Type 4X stainless steel for all outdoor cranes as defined by NEMA Standards Publication Number 250. Design enclosures with appropriate heating and/or cooling accessories to maintain a climate within the panel that provides an appropriate internal temperature environment for proper operation of the drives. Condensation inside the control panels is not acceptable. Provide industrial grade electrical components and located so they are easily accessible for inspection and maintenance.

**D102001 1.9.3 Wiring System**

Unless otherwise specified, provide interconnecting wiring of copper stranded construction complying with Table 310-13 of NFPA 70. Aluminum conductors are prohibited. 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 at least 8 inches clearance, with the exception of type SA and FEPB insulation shown in NFPA 70 (National Electric Code (NEC)) Table 610-14(a) for 125Â°C maximum temperature. Size motor branch circuit conductors to have an ampacity not less than 150% 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 NEC 610-14 (e) for crane supply conductors. Provide raceways of ferrous rigid metal conduit.

**D102001 1.9.4 Drive Mechanism Electric Motors**

Provide electric drive mechanism motors that conform to NEMA MG 1. Hoist, bridge and trolley drive motors must be AC inverter duty, totally enclosed non-ventilated (TENV) or totally enclosed fan cooled (TEFC), squirrel cage induction type. All motors must have a 60-minute duty rating minimum. Provide motor insulation of a minimum of Class F, but with a Class B temperature rise. Furnish motors located outdoors with anti-condensation heaters.

Equip motors with thermal trip type over-temperature protection. Provide automatic resetting type temperature sensors installed integral to the motor windings. Activation of any integral motor over-temperature device energizes a red indicating FAULT light mounted on the crane and de-energizes the individual function as follows:

a. Hoists: hoisting direction only

b. Traverse Functions: motion in either direction.

The red indicating fault light remains energized until the over-temperature device resets.

**D102001 1.9.5 Hoist, Trolley, Bridge Electric Controls**

Comply with the following hoist, trolley and bridge controls requirements:

a. Provide static reversing, adjustable frequency controllers for all functions. Provide all controllers with a keypad or other interface allowing the end user to view/change parameters and view drive faults. Hoist drives are required to be selected such that the continuous rating of the controller is not less than 130% of the calculated motor full load current based on CMAA #70 paragraph 5.2.9.1.1.1, regardless of crane configuration, NFPA 70 NEC Table 430.250, and NEMA ICS7. Equip all hoist drives with a motor overtorque limit to lock out the hoist and prevent gross overload of the associated hoist. Set the overtorque limit such that an overload test can be performed without tripping the overtorque fault. All controllers must be from the same manufacturer. Each electric drive requires dynamic braking. Provide infinitely variable type speed control for each function. Design controls such that the maximum speed of each function is limited to 25% of rated speed when a slow speed switch is actuated on the operator's controller. Energize a yellow/amber light mounted on the crane while in slow speed mode.

b. Set all function brakes only after the associated controller decelerates the drive motor to a controlled stop. Size all controllers to provide sufficient starting torque to initiate motion of that crane drive mechanism from standstill with 0 to 125% of rated load on the hook and not produce any rollback. The hoist controller must enable the drive motor to develop full torque continuously at zero speed. Motors must operate smoothly at all speeds without torque pulsations, and only be energized within the frequency range of 50-60 Hz at rated speed. With respect to AC control wiring, no neutral wire must pass through the contacts of a control relay or contactor, i.e., a device must not be shut off or disengaged by breaking the device's neutral conductor.

**D102001 1.9.6 Transients and Harmonic Protection**

Provide varistors for transient protection internal to the controller. Minimum harmonics protection must consist of a reactor connected in series with each controller's line (input) terminals. Rate all reactors for continuous duty operation based upon motor nameplate amperes and design for 60 HZ operation. For a drive motor branch circuit that exceeds 100 feet in length, connect a reactor in series with the controller load (output) terminals to provide standing wave protection.

**D102001 1.9.7 Drive Faults**

Energize a red indicating FAULT light visible to the operator for drive faults.

**D102001 1.9.8 Brake Controls**

Release each drive mechanism's electro-mechanical brake only upon movement of the electric drive's controller from the OFF position and verification of motor torque, and set only after the electric drive's controller is returned to the OFF position and motors have regeneratively slowed to a controlled stop.

**D102001 1.9.9 Main Line Contactors**

Provide a main line contactor. Control energization of the main line contactor by a POWER-OFF/POWER-ON pushbutton on the control station. Except for the POWER OFF-POWER ON circuit, the control circuit including directional contactors must not be energized without energization of the mainline contactor. Provide black POWER-ON pushbutton and equipped with a guard to prevent accidental actuation. Provide red POWER -OFF mushroom-head pushbutton with no guard for quick and easy access.

**D102001 1.9.10 Electrical Overload Protection**

Protection must not be less than required by NEMA ICS 8, CMAA #70, MH 27.1, and NFPA 70. Use circuit breakers or fuses for protection. Individually protect motor branch circuits by circuit breakers capable of being locked in the open position to isolate that function without use of a portable lockout device. Calculate the circuit breaker size using the motor full load current from NEC 430, Part XIV (Tables).

**D102001 1.9.11 Operator Controls**

Comply with the following operator control requirements:

a. Control cranes from a radio control station where permitted, or pendant pushbutton station if radio frequency control is not desired (see project program for control configuration). Legibly mark and arrange operator controllers in accordance with ASME B30 guidance, except label traverse functions of bridge cranes with ordinal directions (NORTH, SOUTH, EAST, WEST) to agree with direction labels on the cranes. Provide all pushbuttons and levers with spring returns to the OFF position upon operator's release. Also provide a maintained two-position selector switch for slow speed selection and an ON/OFF switch for flood lights, if equipped. Equip operator stations to accept keys enabling a user to lock out the station from use.

b. Suspend pendant pushbutton stations by a 1/8 inch minimum stainless steel wire rope strain lead from an independent festoon system. Provide strain relief hardware consisting of a stainless steel wire mesh cable grip. The pendant pushbutton station must be a rubber molded enclosure. Provide pendant cable of type SOO.

c. Include an identical back-up transmitter unit for each radio control system. Provide portable transmitters that weigh not more than eight pounds each (including the batteries and antenna), with an adjustable belt or harness to support it when worn by the operator. Ensure that only one transmitter at a time can control the crane and assure interference from one crane's controller does not affect operation of the other cranes in the building. Each transmitter includes: individual spring return joystick motion control levers for each function; a maintained contact, keyed switch, marked ON-OFF, for portable transmitter unit power; one or more LEDs indicating POWER ON, TRANSMITTING and LOW BATTERY; a red emergency STOP mushroom pushbutton; a 25% speed selector switch; a maintained switch to control the floodlights (if equipped); and a separate auxiliary pushbutton for a crane warning device (horn).

d. Design the remote radio control system to meet the requirements of NEMA ICS 8, Part 9. Each radio remote control lever must be in the OFF position before the associated crane function can begin. Choose the system frequency to be within the unlicensed FCC Part 15 range, unless licensed frequency is required by the end User. Maintain a continuous status signal between each control unit and the associated receiver. Provide a contact monitoring board with each crane radio system receiver.

e. Use rechargeable type batteries in the radio transmitter. Provide a minimum of three sets of batteries (one for each transmitter plus one on recharge). There must be no significant loss in systems efficiency and function at the end of eight hours of continuous battery use. Provide a battery charger.

**D102001 1.9.12 Pendant Conductor System**

Operate the pendant controller on its own independent festoon system. The festoon cables must consist of flat cables suspended from carriers riding on a rigid I-beam or similar type beam. The pendant controller must be capable of traveling the entire length of the bridge. Festoon loops must not extend below the high hook position. Provide at least 20% of the conductors to be spare at the time of crane acceptance. Pendant festoon systems must move independently of the trolley.

**D102001 1.9.13 Indicator Lights and Warning Devices**

Comply with indicator lights and warning device requirements as follows:

a. Install indicator lights and beacons with LED type lights sized to be visible from the operator's location. Provide a white light to indicate that power is available on the load side of the crane disconnect, a blue light to indicate that the main line contactor is energized, a yellow/amber slow speed light, and a red fault warning light to indicate a drive fault or motor over-temperature. Design light to use 115 VAC voltage. Provide nameplates with lettering of sufficient size to be easily read from the floor. The nameplates must read in their respective order "POWER AVAILABLE", "POWER ON", "SLOW SPEED", and "FAULT".

b. Install a lamp test pushbutton on the outside of the control panel to allow for simultaneously energizing all lights in this section for testing purposes.

c. Provide a wind indicating device for outdoor cranes. This device must either provide a visible or audible alarm to the crane operator(s) when the wind velocity exceeds a preset limit. Assure that the chosen device does not conflict with any other previously listed indication/warning.

**D102001 1.9.14 Overtravel Limit Switches**

Comply with the overtravel limit switch requirements as follows:

a. See requirements in paragraph entitled HOIST for numbers and types of overtravel limit switches required by hoist type.

b. Hoist Limit Switch Settings. Set each primary upper limit switch at the maximum practical hook height but not lower than high hook position. Set the secondary upper limit switch not lower than the hook height of the primary upper limit switch setting plus the primary runout distance, but not less than the secondary runout distance below the lowest contact point of the hoist or trolley structure (two-block condition). (The runout distances are defined as the load block maximum drift, after switch activation, in the hoisting direction at rated speed with no load on the hook. Primary and secondary runout distances are associated with the primary and secondary upper limit switches, respectively.)

c. Hoist Slow-Down Limit Switches. Slow down limit switches may be used, set below the primary upper limit switch, to automatically decrease the hoisting speed to a predetermined slow speed before tripping the primary upper limit switch. The runout distances would then be defined as the load block maximum drift, after slow down switch activation, in the hoisting direction at slow speed with no load on the hook.

**D102001 1.9.15 Runway Electrification**

Comply with the following runway electrification requirements

a. Provide a runway electrification system to power the crane and connect it to the crane runway disconnect. Refer to the facility final design for the length of the system. Runway electrification for crane must be of the flat festooned type or enclosed safety bar type (see project program) with four continuous copper conductors. Ground the crane through the runway electrification system. Provide electrical work in accordance with Section D50, *Electrical*.

b. Rigid runway electrification systems must include all necessary hardware to the crane or monorail system from a wall or column mounted disconnect switch. Provide discreet rail type rigid runway electrification systems such that sections can be easily replaced if damaged and have insulating covers. Make outdoor rigid runway electrification systems with stainless steel or be coated specifically to prevent corrosion and use UV resistant insulating covers. Design rigid runway electrification systems for a dusty environment, consisting of three power conductors and an equipment grounding conductor. Color the ground runway conductor green, if individual conductor bars are used (not a 4-conductor system).

c. For overhead cranes, install a guard if normal crane operations could result in the hook block or wire rope contacting the conductors.

d. Provide heavy duty sliding shoe type design for collectors and specifically design to match conductor contact surface. Collector arms must be insulated, spring loaded and must permit sufficient lateral and vertical movement to allow for imperfect track and for misalignment relative to the crane. Provide two collector shoes (tandem design) for each conductor; each collector shoe to be rated for its branch circuit current, or higher so as to provide redundancy.

e. Utilize flat cables suspended from carriers riding on an I-beam or C-track for festooned type electrification systems. Select the conductors so as to be of the longest length without splices. Fabricate conductors from copper. Provide a minimum of 20% of the festoon control circuit conductors for each electrification system to be spares at the time of crane acceptance. Festooned cable loops must not extend below the high hook position. Provide UL or CSA listed materials.

f. Size runway conductors for simultaneous motions of the main hoist plus all traverse crane functions plus any ancillary loads. When more than one crane makes use of the same runway electrification, size the system to accommodate simultaneous operations of the main hoist plus all traverse functions of all cranes at once.

**D102001 1.9.16 Bridge-to-Trolley Electrification**

Utilize flat cables suspended from carriers riding on an I-beam or C-track for festooned type electrification systems from bridge-to-trolley. Select the conductors so as to be of the longest length without splices. Fabricate conductors from copper. Provide a minimum of 20% of the festoon control circuit conductors for each electrification system to be spares at the time of crane acceptance. Electrically powered trolleys are required to be grounded through this conductor system. Festooned cable loops must not extend below the high hook position. Provide UL or CSA listed materials.

**D102001 1.9.17 Nameplates**

Provide nameplates for all electrical control equipment such as contactors, relays, transformers, etc., and all electrical panels. As a minimum, identify the associated function and system designation on each nameplate. Retain all electrical component nameplates, markings, etc. provided by the original manufacturer.

**D102001 1.9.18 Electrical Outlets**

For cranes with maintenance walkways, provide a minimum of one 120 VAC duplex outlet on the crane. Mount the outlet on the outside of the control panel(s). Incorporate ground-fault circuit-interrupter protection and a circuit breaker with a minimum rating of 15 amps for protection of circuit supplying receptacles.

**D102001 1.9.19 Flood Lights**

Provide flood lights where the crane, hoist or trolley cast a shadow on workstations. Select flood lights to match the building lighting color and intensity. Evenly space the light bulbs along the crane to provide a minimum illumination level of 50 foot-candles at three feet above the finished floor. Provide all light fixtures rated for rough service, vibration resistant, and designed to prevent any material from falling from the fixture. Equip the lights with safety cables to prevent the fixtures from falling to the floor if dropped while being serviced. For cranes with maintenance walkways, locate the lights to be serviceable from the walkway(s). Provide a switch on the operator's controller to operate the floodlights.

**D102001 1.9.20 Capacity Overload Protection**

Provide overload limiting for each hoist motor circuit separate from the hoist drive overtorque limit specified in paragraph above entitled HOIST, TROLLEY, BRIDGE CONTROLS. The device must have a maintained keyed override located on the control panel that can be deactivated during overload testing. When an overload is detected limit the hoist function to the lowering direction only. Resetting of the overload must only be accomplished by moving the hoist in the down direction or by cycling power. Initially set the overload limit at 100% and ensure that it is adjustable from 80% to 150% of rated capacity.

**D102001 1.9.21 Hour Meter**

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. Additionally, provide non-resettable hour meters for each function, readable from the exterior of the main control panel, connected to each function's brake contactors to indicate the running time of each individual function.

**D102001 1.10 PNEUMATIC DESIGN**

Pneumatic design must conform to CMAA #70, MH 27.1, ASME B30.2, ASME B30.16, ASME HST-5, ASME HST-6 as applicable, and other requirements specified herein. The pneumatic power for the crane must be fed from a junction with a quarter-turn to off valve, accessible to the crane or monorail system operator, capable of being locked in the off position. Disconnect valves for runways or monorails longer than 50 feet must be at the midpoint of the runway as much as possible. The pneumatic supply system must have capacity to allow simultaneous motions of all hoisting and traversing functions. Design the crane to operate on the designated pressure and flow rate. Configure disconnect valves such that when a valve is secured, there are no other sources of air supply to any part of the crane.

**D102001 1.10.1 Pneumatic Assembly**

Perform Installation of all pneumatic piping and components as stated below:

a. Install all pneumatic piping and connections as recommended by the device manufacturer.

b. Use rigid metal piping of the correct pressure rating for all piping runs. Flexible lines may be used in lieu of rigid metal piping for lengths of three feet or less when flexible connections are needed between components. Flexible lines must be rated for the system pressure.

c. Number or tag piping at all connection points.

d. Pressure test piping runs to ensure that they are free of leaks prior to connection to cranes.

e. Provide system fittings, piping and connectors exposed to the outdoor environment of corrosion resistant material.

**D102001 1.10.2 Drive Mechanism Pneumatic Motors**

Provide pneumatic drive mechanism motors with adequate power and starting torque and operate without perceptible vibration at any of the hoist loads or speeds within the rated load and speed capacity. The hoist motor may be either axial piston or rotary vane type.

**D102001 1.10.3 Overload Protection**

Equip the hoist with overload protection to prevent gross overload and any resulting damage to the crane or monorail system. The device must allow load testing at up to 125% of rated capacity. If adjustable, initially set the overload limit at 100% of rated capacity. Limit hoist operation to the lowering direction only when an overload occurs.

**D102001 1.10.4 Operator Controls**

Comply with the following operator control requirements:

a. Provide an operator station suspended from the hoist/trolley unit. Pull cord or rod controls are not desired. Legibly mark and arrange control stations functions in accordance with ASME B30 guidance, except that traverse functions of OETs are labeled with ordinal directions (NORTH, SOUTH, EAST, WEST) to agree with direction labels on the cranes. Spring return all levers to the OFF position upon operator's release.

b. Suspend operator station by a 1/8 inch minimum stainless steel wire rope from the hoist/trolley unit structure.

**D102001 1.10.5 Overtravel Limit Switches**

Provide a lift limiting device so that the load hook, either loaded or empty, at any operating speed, will not allow the load block to contact the hoist frame. Install a stop or other device to prevent the load hook from being lowered beyond the hoist design limit of travel.

**D102001 1.10.6 Runway Air Supply**

Comply with the following runway air supply requirements:

a. Provide a runway air supply system, including retractable hose reel, to power the crane and connect it to the crane runway disconnect. Refer to the Project Program for the operating length of the system.

b. Pneumatic supply emergency shut-off devices must be readily accessible from the floor, and located within proximity to the crane runway, monorail track system.

c. Size runway air supply piping for simultaneous motions of all crane functions plus any ancillary loads. When more than one crane makes use of the same runway air supply, size the system to accommodate simultaneous operations of all functions of all cranes at once.

**D102001 1.10.7 Nameplates**

Provide nameplates for all pneumatic control equipment. As a minimum, identify the associated functions and system designations on each nameplate. Retain all pneumatic component nameplates, markings, etc. provided by the original manufacturer.

**D102001 1.10.8 Hour Meter**

Provide a non-resettable meter in the air supply calibrated to indicate the elapsed number of hours the crane is operating.

**D102001 1.10.9 Pressure and Flow Regulation**

Provide a device to limit inlet pressure and air flow in line between the air supply and the crane air inlet, mounted at the level of the hoist. The device(s) must ensure pressure does not exceed the rated pressure at the hoist and that the crane or monorail system functions at the desired speed and capacities. The device must allow sufficient air flow and pressure to operate the brake release mechanism.

**D102001 1.10.10 Moisture Separator/ Oiler**

Provide a device in the supply line to the crane or monorail to remove moisture and add lubrication to the incoming air supply.

**D102002 OVERHEAD CRANES**

In accordance with the project program, provide an overhead top running multiple girder bridge cranes, single girder top running bridge crane, single girder underrunning bridge crane, monorail system, or hoist with the required equipment quantity, span, runway length, capacity and hook height needed to fulfill the mission of the end user.

**D102002 1.1 TOPRUNNING MULTIPLE GIRDER CRANE**

Provide a top running multiple girder crane with hoist and trolley complete, tested and ready for operation. The crane, hoist and trolley must be electrically, pneumatically or manually powered in compliance with the Project Program. Crane, hoist, trolley, equipment, materials, installation, examination, inspection, and workmanship must meet the applicable requirements of ASME B30.2 and CMAA 70, Class C minimum, as modified and supplemented by this specification. Provide the following girder crane components in addition to the general requirements of the paragraphs entitled BASIC REQUIREMENTS FOR CRANES OR MONORAILS WITH HOISTS/TROLLEYSabove.

**D102002 1.1.1 Bridge Girders**

Provide welded box section type bridge girders for spans greater than 40 feet. For spans less than 40 feet, open web girders may be used. Minimize splices in the bridge girder and avoid splices in locations of high stress. Provide full penetration welds at splices. Design bridge girders to be end notched to fit over the end truck.

**D102002 1.1.2 Bridge Rails**

Select bridge rails from the sizes listed in CMAA #70, Table 4.13.3-4; do not use solid stock material (square, round or rectangular) for bridge rails. Select the rails so that the allowable wheel loads are not exceeded by the design rated load on the hoist. Attach the rails to the bridge girders with pairs of adjustable rail clips spaced not more than 36 inches apart designed per the wheel loading design. Secure the rail clips to the top flange of the bridge girder by welding. If rail joints cannot be avoided due to the length of the span, the joints must be staggered and located directly over girder diaphragms. Provide rail joint gaps less than 1/32 of an inch. Weld creep bars in place at each end of the rail. Locate bridge rails above the shear center of the girder.

**D102002 1.1.3 Walkways**

Where necessary to access maintainable features, provide full length maintenance walkways on both girders with crossovers at the end trucks to allow movement between girders. At least one walkway must have a means of boarding the crane and must match the elevation and position of the access platforms located in the building.

**D102002 1.1.4 Hoist and Trolley**

Provide electric, air-powered, or manual hoist and trolley in compliance with the general requirements of paragraphs entitled BASIC REQUIREMENTS FOR CRANES OR MONORAILS WITH HOISTS/TROLLEYS above and the specific requirements of HOISTS below.

**D102002 1.1.5 Bridge and Trolley End Trucks**

Provide end trucks of box section design with wheels centered between the webs. Commercially available end trucks that are not box section may be used for bridge spans less than 40 feet. Equip end trucks for the bridge and trolley with rail sweeps that conform to ASME B30.2 extending below the rail head designed to move an obstruction.

**D102002 1.1.6 Drop Lugs**

Provide safety lugs or drop lugs to prevent bridge and trolley end trucks from dropping more than one inch or derailing in the event of wheel or axle failure.

**D102002 1.1.7 End Stops**

Provide end stops on the building runway and bridge girders designed and installed in accordance with AIST TR-13 to resist crane bumper and trolley bumper dynamic forces specified in AIST TR-6. Do not bolt end stops to the bridge rails.

**D102002 1.1.8 Major Component Attachments for Lifting and Handling**

Design and fabricate major components (e.g. bridge girders, end trucks, and trolleys) with structural or mechanical attachment points (lifting lugs, safety hoist rings, hoist rings or approved equivalent) when they are to be lifted or handled by suspended rigging.

**D102002 1.2 TOP RUNNING BRIDGE, UNDERRUNNING HOIST SINGLE GIRDER CRANE**

Provide a top running bridge, underrunning hoist/trolley crane with hoist and trolley complete, tested and ready for operation. The crane, hoist and trolley must be electrically, pneumatically or manually powered in compliance with the Project Program. Crane, hoist, trolley, equipment, materials, design, installation, examination, inspection, and workmanship must be in accordance with the applicable requirements, ("shall" or "must" statements) and recommendations ("should" statements), ASME B30.17, and MH 27.1, Duty Class C, as modified and supplemented by this specification. Provide the following bridge/ girder crane components in addition to the general requirements of the paragraphs entitled BASIC REQUIREMENTS FOR CRANES OR MONORAILS WITH HOISTS/TROLLEYS above.

**D102002 1.2.1 Bridge Girder**

Provide bridge girders for single girder cranes not to exceed 50 feet in any single span. Provide a bridge girder of specially designed trackage in accordance with MH 27.1 Duty Class C, e.g., patented track beam constructed from welded steel components. Minimize splices in the bridge girder and avoid splices in locations of high stress. Provide full penetration welds at splices. Design bridge girders to be end notched to fit over the end truck.

**D102002 1.2.2 Hoist and Trolley**

Provide electric, air-powered, or manual hoist and trolley in compliance with the general requirements of the paragraphs entitled BASIC REQUIREMENTS FOR CRANES OR MONORAILS WITH HOISTS/TROLLEYS above and the specific requirements of HOISTS below.

**D102002 1.2.3 Bridge End Trucks**

Provide end trucks of box section design with wheels centered between the webs except that commercially available end trucks that are not box section may be used for bridge spans less than 40 feet. Equip end trucks with rail sweeps that conform to ASME B30.17 extending below the rail head designed to move an obstruction.

**D102002 1.2.4 Drop Lugs**

Provide safety lugs or drop lugs or a functionally equivalent feature on the trolley frame and end truck frames to prevent a drop of more than one inch in the event of wheel or axle failure.

**D102002 1.2.5 Trolley Stops**

Provide extended wrap-around trolley frame plates or similar to contact the end stops. The trolley wheels must not contact the end stops.

**D102002 1.2.6 End Stops**

Provide end stops on the bridge runway designed and installed in accordance with AIST TR-13 to resist crane bumper dynamic forces specified in AIST TR-6. Trolley end stops may be the standard product of the bridge girder manufacturer.

**D102002 1.2.7 Major Components Attachments for Lifting and Handling**

Design and fabricate major components (e.g. bridge girders, end trucks, and trolleys) with structural or mechanical attachment points (lifting lugs, safety hoist rings, hoist rings or approved equivalent) when they are to be lifted or handled by suspended rigging

**D102002 1.3 UNDERRUNNING BRIDGE, UNDERUNNING HOIST, SINGLE GIRDER CRANE**

Provide an underrunning single girder bridge crane with underrunning hoist and trolley complete, tested and ready for operation. The crane, hoist and trolley must be electrically, pneumatically or manually powered in compliance with the Project Program. Crane, hoist, trolley (carrier), end trucks, equipment, materials, installation, examination, inspection, and workmanship must be in accordance with the applicable requirements of ASME B30.11, and MH 27.1, Duty Class C, as modified and supplemented by this specification. Crane girder and runway tracks must be patented track. Provide the following bridge/girder crane components in addition to the general requirements in the paragraphs entitled BASIC REQUIREMENTS FOR CRANES OR MONORAILS WITH HOISTS/TROLLEYS components above.

**D102002 1.3.1 Bridge Girder**

Provide bridge girders for single girder cranes not exceed 50 feet (except top running multiple girder cranes) in any single span. Provide a bridge girder of specially designed trackage in accordance with MH 27.1 Duty Class C, e.g., patented track beam constructed from welded steel components. Minimize splices in the bridge girder and avoid splices in locations of high stress. Provide full penetration welds at splices.

**D102002 1.3.2 Runway Rails**

Provide runway rails in accordance with MH 27.1 of length and span to meet the requirements of the facility final design. Attachment to overhead structures or building columns must be as shown in the Project Program without exceeding design loads.

**D102002 1.3.3 Hoist and Trolley**

Provide electric, air-powered, or manual hoist and trolley in compliance with the general requirements of the paragraphs entitled BASIC REQUIREMENTS FOR CRANES OR MONORAILS WITH HOISTS/TROLLEYS above and the specific requirements **HOISTS** below.

**D102002 1.3.4 Drop Lugs**

Provide safety lugs or drop lugs or a functionally equivalent feature on the trolley frame and end truck frames to prevent a load drop of more than one inch or derailing in the event of wheel or axle failure.

**D102002 1.3.5 Stops**

Provide extended wrap-around trolley frame plates or similar to contact the trolley end stops. The trolley wheels must not contact the end stops. End stops on the bridge and trolley runway may be the standard product of the runway and bridge girder manufacturer.

**D102003 MONORAILS**

Provide a monorail system with hoist and trolley complete, tested and ready for operation. The hoist and trolley must be electric, pneumatic, manual or push operation as indicated in the Project Program. Crane, hoist, trolley, equipment, materials, installation, examination, inspection, and workmanship must be in accordance with the applicable requirements of ASME B30.11 and MH 27.1, Duty Class C, as modified and supplemented by this RFP. Monorail must be patented track. In addition to the general requirements of the paragraphs entitled BASIC REQUIREMENTS FOR CRANES OR MONORAILS WITH HOISTS/TROLLEYS above, the following design requirements apply:

**D102003 1.1 HOIST AND TROLLEY**

Provide electric, air-powered, or manual hoist and trolley in compliance with general requirements of the paragraphs entitled BASIC REQUIREMENTS FOR CRANES OR MONORAILS WITH HOISTS/TROLLEYS above and the specific requirements of HOIST below.

**D102003 1.2 MONORAIL BEAM**

Provide the monorail beam of specially designed trackage in accordance with MH 27.1 Duty Class C, e.g., patented track beam. Provide standard catalog devices for connection of the track to the indicated supporting structures. If track manufacturer's catalog devices are not provided for this suspension system, complete shop drawings and calculations for each custom suspension device must be submitted for review.

**D102003 1.3 DROP LUGS**

Provide safety lugs (drop stops) or a functionally equivalent feature on the trolley frame to limit trolley drop to 1 inch in the event of wheel or axle failure.

**D102003 1.4 TROLLEY STOPS**

Provide trolley stops to stop trolley motion at both ends of the monorail. Extended wrap-around trolley frame plates or similar to contact the end stops. The trolley wheels must not contact the end stops.

**D102003 1.5 END STOPS**

End stops may be the standard design of the monorail manufacturer.

**D102004 HOIST**

Comply with the packaged hoist units design requirements of ASME HST-1 (electric chain), HST-2 (hand chain), HST-4 electric wire rope), HST-5 (pneumatic chain) or HST-6 (pneumatic wire rope), with modifications as specified herein. Comply with the safety requirements of ASME B30.16 on all hoists.

**D102004 1.1 CAPACITY**

Provide the hoist minimum rated load capacity as required by the Project Program. Mark the hoist capacity in pounds on both sides of the hoist or load block. Size lettering to be easily read from the floor.

**D102004 1.2 ELECTRIC POWERED WIRE ROPE HOIST(S)**

Provide electric wire rope hoists to comply with "should" and "shall"/"must" statements of AMERICAN NATIONAL STANDARDS INSTITUTE (ANSI) B30.16 and ASME HST-4, Class H3 or higher, except as modified and supplemented herein. Provide double-reeved wire rope type hoist reeving systems.

**D102004 1.2.1 Hoist Brakes**

Equip each hoist with one electro-mechanical brake plus a mechanical load brake, each with a minimum torque rating of 125% of the rated motor torque. Provide adjustable brake torque settings on the electro-mechanical brakes. The electromechanical brake and mechanical load brake each must be able to independently stop and hold the maximum test load. Electro-mechanical hoist brakes must be provided with a manual, self-return to ON, release mechanism. Maintained OFF, release mechanisms are not permitted. Design all electro-mechanical hoist brakes to permit easy access for inspection and adjustment.

**D102004 1.2.2 Hoist Limits**

Provide electric powered wire rope hoist(s) limits as follows:

a. Provide two upper limit switches. Provide geared control circuit type primary switches (rope guide actuated limit switches are not acceptable). When the primary upper limit is reached, the operator must still be able to lower the block out of the upper limit switch. Lowering of the block must automatically reset the primary limit switch. The hoist secondary upper limit switch must be a mechanical block actuated control circuit type limit switch. The block actuated switch must remove all power from the affected hoist drive motor and brake independent of the hoist drive controller, utilizing a hoist line contactor, and set the brake when the secondary upper limit is reached. Provide a spring-returned three position keyed bypass switch on the hoist control panel to bypass the hoist limits. The far right position must allow resetting of the secondary upper limit switch prior to resuming operation. During resetting of the secondary limit, the hoist must operate in the lowering direction only. The far left position must allow bypassing of the primary upper limit switch to allow the secondary limit switch to be tested on a periodic basis. The center position of the bypass switch must be the NORMAL position with neither upper limit being bypassed.

b. Provide a geared control circuit type hoist lower limit switch. When the lower limit is reached, the operator must still be able to raise the block. Automatically reset the limit switch when the block is raised.

**D102004 1.3 ELECTRIC POWERED CHAIN HOIST(S)**

Provide electric powered chain hoists to comply with "should" and "shall"/"must" statements of AMERICAN NATIONAL STANDARDS INSTITUTE (ANSI) B30.16 and ASME HST-1, Class H3 or higher, except as modified herein and supplemented herein.

**D102004 1.3.1 Hoist Brakes**

Equip the hoist with one electro-mechanical brake plus a mechanical load brake, each with a minimum torque rating of 131.25% of the rated motor torque. Provide adjustable brake torque setting on electro-mechanical brakes. The electromechanical brake and mechanical load brake each must be able to independently stop and hold the maximum test load. Provide electro-mechanical hoist brakes with a manual, self-return to ON, release mechanism. Maintained OFF, release mechanisms are not permitted. Design all electro-mechanical hoist brakes to permit easy access for inspection and adjustment.

**D102004 1.3.2 Chain Container**

Equip chain hoists of 10 foot (3 meters) lift or more with a fabric or corrosion resistant metal load chain container.

**D102004 1.3.3 Overtravel Limits**

Provide a mechanical block actuated control circuit type upper limit switch or a chain stop with a geared upper limit switch to prevent two blocking of the hoist.

**D102004 1.3.3.1 Block Actuated Switch**

Provide a block actuated switch that does the following:

a. Remove all power from the affected hoist drive motor and brake independent of the hoist drive controller, utilizing a hoist line contactor, and set the hoist brake.

b. Include a spring-returned reset switch on the operator's controller to allow resetting the switch to resume hoist operation. When the spring-returned switch is activated but prior to exiting the limit switch, the hoist must operate only in the lowering direction.

**D102004 1.3.3.2 Geared Upper Limit Switch**

Provide a geared upper limit switch that does the following:

a. Provide a control circuit type and when reached, allow the operator to lower the block out of the limit. Automatically reset the limit switch when the block is lowered.

b. b. Include a spring-returned keyed bypass switch on the hoist control panel to bypass the limit for functional testing of the chain stop.

**D102004 1.3.3.3 Geared Lower Limit Switch**

Provide a geared control circuit type hoist lower limit switch or chain stop. When the lower limit is reached, the operator must still be able to raise the block. Automatically reset the limit switch when the block is raised. If a geared lower limit switch is provided, then a chain stop is still required to prevent the load chain from running out of the hoist at its fully extended position.

**D102004 1.4 PNEUMATIC POWERED WIRE ROPE HOIST(S)**

Provide pneumatic powered wire rope hoists that comply with all "should" and "shall"/"must" statements of AMERICAN NATIONAL STANDARDS INSTITUTE (ANSI) B30.16 and ASME HST-6 Duty Class A4. Provide double-reeved wire rope hoist type reeving system.

**D102004 1.4.1 Hoist Brakes**

Equip the hoist with a braking system that can stop and hold 125% of the rated hoist capacity. The hoist braking system must be able to prevent uncontrolled lowering of the load in the event of a loss of air supply. Provide hoist brakes with a manual, self-return to ON, release mechanism. Maintained OFF, release mechanisms are not permitted. Design hoist brakes to permit easy access for inspection and adjustment.

**D102004 1.5 PNEUMATIC POWERED CHAIN HOIST(S)**

Provide hoist or hoist/trolley unit that complies with all "should" and "shall" statements of AMERICAN NATIONAL STANDARDS INSTITUTE (ANSI) B30.16 and the American Society of Mechanical Engineers (ASME) HST-5, Duty Cycle A4.

**D102004 1.5.1 Hoist Brake**

Design the hoist braking system to prevent an uncontrolled lowering of the load in the event of a loss of air supply, and can stop and hold 131.25% of rated capacity. Provide hoist brakes with a manual, self-return to ON, and release mechanism. Maintained OFF, release mechanisms are not permitted. Design hoist brakes to permit easy access for inspection and adjustment.

**D102004 1.5.2 Chain Container**

Equip chain hoists of 10 foot (3 meters) lift or more with a fabric or corrosion resistant metal load chain container

**D102004 1.6 MANUAL HOIST WITH TROLLEY**

Provide hoist or hoist/trolley unit that complies with all "should" and "shall"/"must" statements of AMERICAN NATIONAL STANDARDS INSTITUTE (ANSI) B30.16 and ASME HST-2.

**D102004 1.6.1 Hoist Brake**

Provide a hoist mechanical load brake that can stop and hold 125% of rated capacity.

**D102004 1.6.2 Chain Container**

Equip chain hoists of 10 foot (3 meters) lift or more with a fabric or corrosion resistant metal load chain container

**D102004 1.6.3 Hoist Overload Limiting Device**

Equip the hoist with a means to prevent destructive overloads.

**D109002 CONVEYORS**

Comply with ASME B20.1, *Safety Standards for Conveyors and Related Equipment*.