

\*\*\*\*\*

USACE / NAVFAC / AFCEC

UFGS-41 22 23.19 (May 2025)

Change 1 - 05/26

-----

Preparing Activity: NAVFAC

Superseding

UFGS-41 22 23.19 (May 2020)

## UNIFIED FACILITIES GUIDE SPECIFICATIONS

References are in agreement with UMRL dated April 2026

\*\*\*\*\*

### SECTION TABLE OF CONTENTS

DIVISION 41 - MATERIAL PROCESSING AND HANDLING EQUIPMENT

SECTION 41 22 23.19

MONORAIL HOISTS

05/25, CHG 1: 05/26

#### PART 1 GENERAL

- 1.1 REFERENCES
- 1.2 DEFINITIONS
- 1.3 SYSTEM DESCRIPTION
  - 1.3.1 Crane Design Criteria
    - 1.3.1.1 General
    - 1.3.1.2 Classification
    - 1.3.1.3 Rated Speeds
- 1.4 VERIFICATION OF DIMENSIONS
- 1.5 SUBMITTALS
- 1.6 QUALITY ASSURANCE
  - 1.6.1 Manufacturer Qualification
  - 1.6.2 Pre-Delivery Inspections
    - 1.6.2.1 Inspection of Hook Assembly
      - 1.6.2.1.1 Hook Non-Destructive Test (NDT)
  - 1.6.3 Drawings: Monorail Crane System
  - 1.6.4 Design Data: Load and Sizing Calculations
  - 1.6.5 Certificates
  - 1.6.6 Welding Qualifications and Procedure
- 1.7 CRANE SAFETY
  - 1.7.1 Nuclear Safety Analysis

#### PART 2 PRODUCTS

- 2.1 MATERIALS
- 2.2 STRUCTURAL REQUIREMENTS
  - 2.2.1 Structural Connections
  - 2.2.2 Monorail Track System
  - 2.2.3 End Stops
  - 2.2.4 Bumpers
  - 2.2.5 Water Provision for Outdoor Service
  - 2.2.6 Wind Provision for Outdoor Service
- 2.3 MECHANICAL REQUIREMENTS

- 2.3.1 Threaded Fasteners
- 2.3.2 Hoist
  - 2.3.2.1 Hoist Brakes
  - 2.3.2.2 Load Block and Hook
  - 2.3.2.3 [Hoisting Rope][Hoisting Chain]
  - 2.3.2.4 Drum
  - 2.3.2.5 Sheaves
- 2.3.3 Travel Drives
  - 2.3.3.1 Trolley Drives
- 2.3.4 Travel Brakes
- 2.3.5 Wheels
- 2.3.6 Drip Pans
- 2.3.7 Hoist Capacity Overload Protection
- 2.3.8 Air Requirements
  - 2.3.8.1 Hoist Pneumatic Limit Switches
  - 2.3.8.2 Air Supply
  - 2.3.8.3 Operator Air Controls
- 2.3.9 Wind Speed Indicating Device
- 2.4 ELECTRICAL REQUIREMENTS
  - 2.4.1 Motors
  - 2.4.2 Control System
    - 2.4.2.1 Magnetic Contactor
    - 2.4.2.2 Variable Frequency Drives (VFDs)
      - 2.4.2.2.1 Open Loop
  - 2.4.3 Electrical Overcurrent Protection
    - 2.4.3.1 Conductors
  - 2.4.4 Limit Switches
  - 2.4.5 Operator Controls
    - 2.4.5.1 Pendant Pushbutton Station
    - 2.4.5.2 Radio Control System
  - 2.4.6 Runway Conductor System
  - 2.4.7 Capacity Overload Protection
  - 2.4.8 Enclosures
  - 2.4.9 Warning Devices
  - 2.4.10 Pilot Devices
  - 2.4.11 Cybersecurity
- 2.5 PAINTING SYSTEM
  - 2.5.1 OEM-Painted Components
  - 2.5.2 Contractor-Applied Coatings
    - 2.5.2.1 Surface Preparation
    - 2.5.2.2 Coating Thickness and Application
- 2.6 EQUIPMENT LABELING AND NAMEPLATES
  - 2.6.1 Crane Identification Labels
  - 2.6.2 Capacity Marking
  - 2.6.3 Directional Markings
  - 2.6.4 Component Nameplates
  - 2.6.5 Safety Warnings
- 2.7 ELECTRICAL ASSEMBLY

### PART 3 EXECUTION

- 3.1 EXAMINATION
- 3.2 SHOP ASSEMBLY AND TESTS
- 3.3 ERECTION AND INSTALLATION
  - 3.3.1 Electrical Adjustments
  - 3.3.2 Field Welding
  - 3.3.3 Field Painting
- 3.4 FIELD QUALITY CONTROL
  - 3.4.1 Post-Erection Inspection

- 3.4.2 Operational Tests
  - 3.4.2.1 Test Preparation
    - 3.4.2.1.1 Test Data
    - 3.4.2.1.2 Test Weights
  - 3.4.2.2 No-Load Test
  - 3.4.2.3 Load Tests
    - 3.4.2.3.1 Wire Rope Run-In
    - 3.4.2.3.2 Manual Chain Hoist Load Control
    - 3.4.2.3.3 Rated Load Test
      - 3.4.2.3.3.1 Hoist
      - 3.4.2.3.3.2 Trolley
    - 3.4.2.3.4 Overload Test
      - 3.4.2.3.4.1 Hoist
      - 3.4.2.3.4.2 Trolley
- 3.5 MANUFACTURER'S FIELD SERVICE REPRESENTATIVE
- 3.6 OPERATION AND MAINTENANCE MANUALS
- 3.7 FIELD TRAINING

-- End of Section Table of Contents --

\*\*\*\*\*  
USACE / NAVFAC / AFCEC UFGS-41 22 23.19 (May 2025)  
Change 1 - 05/26  
-----  
Preparing Activity: NAVFAC Superseding  
UFGS-41 22 23.19 (May 2020)

UNIFIED FACILITIES GUIDE SPECIFICATIONS

References are in agreement with UMRL dated April 2026

\*\*\*\*\*

SECTION 41 22 23.19

MONORAIL HOISTS  
05/25, CHG 1: 05/26

\*\*\*\*\*

NOTE: This guide specification covers requirements for monorail hoists with manual, electric, or air powered lifting chains or wire rope; with or without manual, electric, or air powered trolleys, and other accessories; suitable for indoor or outdoor use in general purpose service, with crane capacities less than 9 metric tons (9,000 kg) 10 tons (20,000 pounds).

The SI units in this specification are direct (soft) conversion from the U.S. customary units. Capacities greater than identified above are unlikely for monorail cranes, though not impossible.

Use this guide specification to specify cranes that are procured as part of a building construction contract for such applications as machine shops, warehouses, and other areas that do not require specialized weight handling equipment.

This guide specification incorporates the design criteria and requirements identified in NAVCRANECEN INSTRUCTION 11450.2A (December 2018). Contact Navy Crane Center for more information (Naval Facilities Engineering Command, Navy Crane Center, Building 491, Norfolk Naval Shipyard, Portsmouth, Va., 23709-5000).

\*\*\*\*\*

\*\*\*\*\*

NOTE: Forward all procurement of crane systems at Naval Shore based activities with rated capacities of 18,000 kg 40,000 pounds or greater or for use in specialized applications (e.g., ordnance handling, molten metal handling, special purpose service as defined in NAVSEA Publication 0989-030-7000, hazardous/explosive area environments, or precision handling operations requiring complex or synchronized lifting capacity) to: Naval Facilities Engineering Command, Navy Crane Center, Building 491, Norfolk Naval Shipyard, Portsmouth, Va.,

23709-5000. (See NAVCRANECEN INSTRUCTION 11450.1D of 14 August 2025).

\*\*\*\*\*

\*\*\*\*\*

NOTE: This guide specification includes tailoring options for NAVFAC, which includes technical requirements specific to the Navy and Marine Corps. Crane procurements for the Navy and Marine Corps must select the NAVFAC tailoring option.

Crane tailoring options are included for the Air Force and outdoor environments. "General Purpose Service" and indoor operation is the default crane condition unless an alternate specialized tailoring option is selected.

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

\*\*\*\*\*

\*\*\*\*\*

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

Remove information and requirements not required in the respective project, whether or not brackets are present. Of particular note, if procurement is to go on an existing monorail system, all references to installing and testing a new monorail and associated equipment, such as end stops, must be removed.

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

\*\*\*\*\*

\*\*\*\*\*

NOTE: Control types and systems may be specified as follows:

1. Remote or Pendant Crane Controls or a combination of the two can be provided for electric powered cranes. Pneumatic cranes must be pendant controlled.
2. Alternating current (AC) control systems must be specified for electric powered cranes. The vast majority of new cranes are AC powered and AC controlled.

\*\*\*\*\*

\*\*\*\*\*

NOTE: The RFP must provide the relevant dimensions and load data for the crane. See "Crane Inquiry Data Sheet" in CMAA 74 section 6.1 or see "Crane Information Form" at the following Navy Crane Center link:

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

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

\*\*\*\*\*

\*\*\*\*\*

NOTE: Indicate on the plan drawings a schematic line for the location of the centerline of monorail track beam, including curves and switches. Only indicate the dimensions that are critical to locating points such as the end of the travel range of the hoist operating hook at each end of the track beam. Indicate any critical clearance requirements for the area adjacent the monorail track beam.

Indicate on the elevation drawings a generic elevation for the monorail beam. Only indicate the dimensions that are critical to locating points such as the ends of the vertical travel range of the hoist operating hook. Indicate any clearance requirements for the area above the monorail track beam.

When there is one hoist on one monorail system, the capacity rating of the monorail track beam and beam hangers must be equal to or greater than the hoist capacity. When there is more than one hoist on the monorail track beam, design and construct the monorail track beam and beam hangers for the most stressful positioning of the hoists on the track beam.

Indicate on the plan drawings the electrical junction box location (including mounting height).

\*\*\*\*\*

PART 1 GENERAL

1.1 REFERENCES

\*\*\*\*\*

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

Use the Reference Wizard's Check Reference feature

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

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

\*\*\*\*\*

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

AMERICAN INSTITUTE OF STEEL CONSTRUCTION (AISC)

AISC 360 (2016) Specification for Structural Steel Buildings

AMERICAN SOCIETY OF MECHANICAL ENGINEERS (ASME)

- ASME B30.10 (2024) Hooks
- ASME B30.16 (2022) Overhead Underhung and Stationary Hoists
- ASME B30.17 (2020) Overhead and Gantry Cranes (Top Running Bridge, Single Girder, Underhung Hoists)
- ASME B30.30 (2019) Ropes
- ASME HST-1 (2023) Performance Standard for Electric Chain Hoists
- ASME HST-2 (2023) Performance Standard for Hand Chain Manually Operated Chain Hoists
- ASME HST-4 (2021) Performance Standard for Overhead Electric Wire Rope Hoists
- ASME HST-5 (2024) Performance Standard for Air Chain Hoists
- ASME HST-6 (2020) Performance Standard for Air Wire Rope Hoists
- ASME NUM-1 (2023) Rules for Construction of Cranes, Monorails, and Hoists (With Bridge or Trolley or Hoist of the Underhung Type)

AMERICAN WELDING SOCIETY (AWS)

- AWS D1.1/D1.1M (2025) Structural Welding Code - Steel
- AWS D14.1/D14.1M (2019) Specification for Welding of Industrial and Mill Cranes and Other

Material Handling Equipment

ASTM INTERNATIONAL (ASTM)

- ASTM A275/A275M (2023) Standard Practice for Magnetic Particle Examination of Steel Forgings
- ASTM A1023/A1023M (2021) Standard Specification for Stranded Carbon Steel Wire Ropes for General Purposes
- ASTM E543 (2021) Standard Specification for Agencies Performing Non-Destructive Testing
- ASTM F436/F436M (2024) Standard Specification for Hardened Steel Washers Inch and Metric Dimensions
- ASTM F3125/F3125M (2019) Standard Specification for High Strength Structural Bolts and Assemblies, Steel and Alloy Steel, Heat Treated, Inch Dimensions 120 ksi and 150 ksi Minimum Tensile Strength, and Metric Dimensions 830 MPa and 1040 MPa Minimum Tensile Strength

BRITISH STANDARDS INSTITUTION (BSI)

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

CRANE MANUFACTURERS ASSOCIATION OF AMERICA (CMAA)

- CMAA 74 (2020) Specifications for Single Girder Cranes

ELECTRIFICATION AND CONTROLS MANUFACTURERS ASSOCIATION (ECMA)

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

MATERIAL HANDLING INDUSTRY OF AMERICA (MHI)

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

NATIONAL ELECTRICAL CONTRACTORS ASSOCIATION (NECA)

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

NATIONAL ELECTRICAL MANUFACTURERS ASSOCIATION (NEMA)

- NEMA 250 (2020) Enclosures for Electrical Equipment (1000 Volts Maximum)
- NEMA ICS 2 (2000; R 2020) Industrial Control and Systems Controllers, Contactors, and Overload Relays Rated 600 V

NEMA ICS 8	(2011) Crane and Hoist Controllers
NATIONAL FIRE PROTECTION ASSOCIATION (NFPA)	
NFPA 70	(2026; TIA 26-1; ERTA 26-1; TIA 26-2; TIA 26-3; TIA 26-4; TIA 26-5; TIA 26-6; TIA 26-7; ERTA 26-2; ERTA 26-3) National Electrical Code
RESEARCH COUNCIL ON STRUCTURAL CONNECTIONS (RCSC)	
RCSC A348	(2020) RCSC Specification for Structural Joints Using High-strength Bolts
SOCIETY FOR PROTECTIVE COATINGS (SSPC)	
SSPC SP 6/NACE No. 3	(2007) Commercial Blast Cleaning
SSPC SP 10/NACE No. 2	(2015) Near-White Blast Cleaning
SOCIETY OF AUTOMOTIVE ENGINEERS INTERNATIONAL (SAE)	
SAE J429	(2014) Mechanical and Material Requirements for Externally Threaded Fasteners
SAE J995	(2017) Mechanical and Material Requirements for Steel Nuts
U.S. AIR FORCE (USAF)	
AFMAN 91-118	(2010) Safety Design and Evaluation Criteria for Nuclear Weapon Systems
U.S. GENERAL SERVICES ADMINISTRATION (GSA)	
FS RR-W-410	(2022; Rev J) Wire Rope and Strand
U.S. NATIONAL ARCHIVES AND RECORDS ADMINISTRATION (NARA)	
29 CFR 1910	Occupational Safety and Health Standards
29 CFR 1910.306	Specific Purpose Equipment and Installations
U.S. NAVAL SEA SYSTEMS COMMAND (NAVSEA)	
NAVSEA T9074-AS-GIB-010/271	(2014; Revision 1) Requirements for Nondestructive Testing Methods

## 1.2 DEFINITIONS

- a. Control System: For the purposes of this specification, the control system is the electronic system that monitors and operates each drive assembly (trolley and hoist) separately. The system modulates the power frequency (e.g., variable frequency drive) and may integrate sensors, computers, or advanced software if necessary to execute complex lifting tasks with extreme accuracy.

- (1) Open Loop System: A drive system where there is no motor shaft speed feedback to the drive controller.
  - (2) Microprocessor Drive: A generic term for a drive, either AC or DC, that primarily uses electronics instead of contactors and relays to control the motion of motors. This term encompasses digital DC and variable frequency AC of both closed and open loop designs.
  - (3) Magnetic Contactor: A magnetically-operated device for repeatedly establishing and interrupting an electrical power circuit. Magnetic Contactors are a way to control the crane travel and hoist functions that is entirely different from microprocessors.
- b. Electro-mechanical spring set brakes: A type of brake that uses electrical and mechanical components to slow or stop a hoist or travel drive; they are "fail safe" spring set designs that are electrically released. For VFD controlled drive systems, brakes generally serve only as parking brakes since the microprocessor drive is capable of bringing the assembly to a stop before setting the brake. Brakes are used to slow and stop the drive assembly in a magnetic contactor operated system. Common brake types that fall under this category:
- (1) Disc Brakes: A brake that uses alternating stationary and rotating discs (pressure plates and friction discs) to develop a braking force. These may be powered via AC or DC.
  - (2) Shoe Brakes: A brake consisting of two external shoes, with riveted or bonded friction linings, that act on the outside diameter of a brake wheel. These may be powered via AC or DC.
- c. Lifted Load: The load consisting of the rated load and the weight of lifting devices attached to the crane such as the load block, bucket, or other supplemental devices.
- d. Mechanical Load Brake: A type of automatic unidirectional friction brake that only supplies braking force in the lowering direction. In the hoisting direction the assembly does not supply braking force. Usually activated by a pawl and ratchet or roller ratchet. Used for moderate lifting heights and typically in package hoists.
- e. Monorail Track: The track system along which the crane operates horizontally, including track hangar rods, track connection devices, and runway structural supports.
- f. Original Equipment Manufacturer (OEM): The Company that produced the part or original equipment.
- g. Packaged Hoist: A commercially designed and mass produced hoist characterized by the motor, gearing, brake(s), and drum contained in a single package often connected by the use of c, d, or p-face flanges.
- h. Patented Track: A generic term referring to track built in accordance with MHI MH27.1 utilizing a composite track section incorporating a proprietary bottom flange shape. For this crane system, it may be provided for the monorail track.
- i. Pendant: A device suspended from the crane to enable operation of the

crane from the floor or other remote location.

- j. Rated Load: The maximum working load suspended under the load hook.
- k. Self-Locking Worm Gear: A worm gear set that will stop and hold the load (hoists) or will not be backdriven (travel). The set may or may not stop a lowering hoist load.
- l. Standard Commercial Cataloged Product: A product, which is currently being sold, or previously has been sold, in substantial quantities to the general public, industry or Government in the course of normal business operations. Models, samples, prototypes or experimental units do not meet this definition. The term "cataloged" as specified in this section is defined as "appearing on the manufacturer's published product data sheets. These data sheets must have been published or copyrighted prior to the issue date of this solicitation and have a document identification number or bulletin number.
- m. Trolley Dead Loads: The weight of the trolley unit including the hoist or other components that are part of the trolley unit.

1.3 SYSTEM DESCRIPTION

\*\*\*\*\*

**NOTE: Remove the following sentence if the track supporting structure is existing. If the track supporting structure is to be installed, ensure Section 05 12 00 STRUCTURAL STEEL is included in the Request for Proposal (RFP).**

**The monorail track is covered in STRUCTURAL REQUIREMENTS.**

\*\*\*\*\*

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

1.3.1 Crane Design Criteria

\*\*\*\*\*

**NOTE: Cranes installed outside the United States are still required to meet the requirements of U.S. standards as well as the features and characteristics specified.**

**When necessary, the design may be able to use the host nation's consensus standards in lieu of U.S. standards, with prior approval (e.g., EN, ISO, or JIS in lieu of ASME). Contact Navy Crane Center for approval of foreign design standards prior to issuing the RFP. An equivalency study will be required from the contractor to justify use of the international standard.**

\*\*\*\*\*

Crane(s) will operate in the given spaces and match the travel path indicated. Hook coverage, hook lift, clearances, lifting capacity, and load test weight must not be less than that indicated. Provide loaded

hook coverage to the maximum extent possible. Provide a crane that maintains minimum clearances of 50 mm 2 inch lateral and 76 mm 3 inch overhead between the crane and obstructions and as required in CMAA 74 or MHI MH27.1, as appropriate.

1.3.1.1 General

\*\*\*\*\*  
NOTE: Add number of hoists, building name, bay, and hoist rated load capacity in metric tons tons.

The below selections are used for general sizing of the equipment, so reflecting the capacity in metric tons tons is acceptable.

\*\*\*\*\*

\*\*\*\*\*  
NOTE: For NAVFAC projects, capacity markings MUST be expressed in pound units and may have additional markings in metric units if the crane is located in Europe or Asia.

Crane capacity should be limited to less than 9,000 kg 20,000 pounds.

\*\*\*\*\*

Provide a total of [\_\_\_\_\_] hoists, located in building identified as [\_\_\_\_\_] , [ bay [\_\_\_\_\_] , ] with the capacity expressed in [\_\_\_\_\_] metric tons tons, for each hoist. Also clearly locate and identify each hoist and system components.

1.3.1.2 Classification

\*\*\*\*\*  
NOTE: Hoists can be electric powered (electric motor driven), pneumatic (air motor driven), or manually operated via hand chain.

Trolleys can be powered (electric or air), plain (pull-type via rope), or hand chain-operated (geared).

Plain type trolleys are recommended where trolley motion is infrequent or relatively short. Due to the force required to manually operate this type of trolley, plain pull-type trolleys have a maximum recommended load of 3,000 kg 3 tons with a hook lift less than 6 meters 20 feet above the operator's floor level. Hand chain-operated (geared type) trolleys are recommended where plain type trolleys would be impractical due to either a high capacity or high hook lift height. Motor operated trolleys are recommended where the operating frequency, distance traveled, or the type of load being handled would cause unsatisfactory operation if the trolley were of the plain or hand chain-operated type.

\*\*\*\*\*

\*\*\*\*\*

NOTE: Minimize the lowest overall crane depth for the configuration.

Electric powered cranes may have wire connected controls (pendants) or wireless controls. Coordinate the selection of wire connected controls and wireless controls with the users. When wireless controls are provided, coordinate the frequency of wireless controls with the local frequency manager.

\*\*\*\*\*

Provide a monorail system with a(n)[ electric powered][ manual][ air powered] hoist, and[ electric powered][ manual plain type (pull operated)][ manual hand chain (gear operated)][ air powered] trolley. The monorail system must be designed for operation in an[ indoor][ outdoor] environment, general purpose service, meeting the requirements of ASME B30.16 and ASME B30.17, with an ambient temperature range of [0][\_\_\_\_\_] to [40][\_\_\_\_\_] degrees Celsius [32][\_\_\_\_\_] to [104][\_\_\_\_\_] degrees Fahrenheit. The crane(s) must have a minimum vertical hook lift of [\_\_\_\_\_] mm [\_\_\_\_\_] ft-[0][\_\_\_\_\_] in and as specified herein.

The crane must be[ pendant controlled][ radio controlled][ manually controlled] and operate in the spaces and within the loading conditions indicated. Provide a hoist, including hooks and hoisting rope or load chain, that is able to clear permanent obstructions in all operating configurations. The crane must operate on[ [\_\_\_\_\_] -volts AC, [ 60 Hz] [\_\_\_\_\_] , [ three][ single] phase][ a manual][ [6][\_\_\_\_\_] bar [90][\_\_\_\_\_] psig air] power source. Maximum trolley wheel loads (without impact) due to trolley dead loads and lifted loads, with the trolley in any position, must not cause a more severe loading condition in the track support structure.

### 1.3.1.3 Rated Speeds

\*\*\*\*\*

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

\*\*\*\*\*

\*\*\*\*\*

NOTE: Manual plain type (pull operated) trolleys are recommended where trolley motion is infrequent or the distance is short, providing good load spotting ability and use for hoists of 3 metric tons 3 tons capacity and under. Plain type trolleys are not recommended for hoists greater than 3 metric tons 3 tons capacity, or for tracks higher than 6 m 20 feet above the floor level. Motor operated trolleys are recommended where the operating frequency, travel distance, rated load, or beam elevation makes other types of trolleys impractical.

Unless otherwise specified, the nominal rated maximum speed of the hoists and trolley will be the manufacturer's standard within the limits of Table 2 of ASME HST-1, HST-4, HST-5, HST-6, as applicable. For higher tonnage ratings, consult with the manufacturer(s).

\*\*\*\*\*

\*\*\*\*\*

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

1. Hoist speeds must conform to the recommendations of CMAA 74 or ASME tables.

2. Trolley travel speed must conform to the recommendations of CMAA 74. A table of suggested hoisting and travel speeds can be found at the end of section 6 in CMAA 74. Trolley travel speed must not exceed the maximum speed that the floor walking, crane pendant control operator can comfortably negotiate in a work area, approximately 45 meters/min 150 feet/min.

\*\*\*\*\*

\*\*\*\*\*

NOTE: Recommend "Medium" rated speeds, where appropriate. Another consideration for operating speeds is the distance traveled per minute (e.g., 6 meter 20 ft hook lift height corresponds to hook lift speed of 6 meters/min 20 feet/min). Consider limiting trolley travel speeds when operation occurs over shorter distances (e.g., for a 15 meter 50 ft long monorail track, a trolley travel speed of 15 meters/min 50 feet/min may be more appropriate than the 25 meters/min 80 feet/min "medium" speed).

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

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

Two speed motors will be selected if magnetic controls are specified in paragraph CONTROLS. For 2-speed motors, recommend selecting a minimum speed that is 1/4 to 1/3 the maximum speed.

For VFD controlled hoists, a common minimum speed selection is 1/10th of maximum speed. Cranes using variable frequency drive controls are more flexible regarding speed selection.

Common maximum speed ranges:

Wire Rope Hoists (ASME HST-4): 5 - 12 meters/min 15 - 40 feet/min

Chain Hoists (ASME HST-1): 3 - 9 meters/min 8 - 30 feet/min

Trolley: 9 - 30 meters/min 30 - 100 feet/min

Cranes using variable frequency drive controls are

more flexible regarding speed selection than magnetic contactor controls.

\*\*\*\*\*

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

Crane Speeds		
Travel in meters/min feet/min		
Description	Maximum	Minimum
Main Hoist	[_____] [manual]	[_____] [manual]
Trolley	[_____] [manual]	[_____] [manual]

The hook lift and travel speeds must be the manufacturer's standard within the limits specified at rated capacity.

1.4 VERIFICATION OF DIMENSIONS

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

1.5 SUBMITTALS

\*\*\*\*\*

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

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

and Air Force projects.

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

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

SD-02 Shop Drawings

Monorail Crane System; G, [\_\_\_\_\_]

\*\*\*\*\*

NOTE: Decision required:

- 1) For electrical powered cranes, select Complete Schematic Wiring Diagram and delete pneumatic diagram selection.
- 2) For pneumatic powered cranes, select Complete Pneumatic Diagram and delete wiring diagram selection.
- 3) For manual powered cranes, delete both the wiring diagram and pneumatic diagram selections.

\*\*\*\*\*

[ Complete Schematic Wiring Diagram; G, [\_\_\_\_\_]

][ Complete Pneumatic Diagram; G, [\_\_\_\_\_]

] SD-03 Product Data

\*\*\*\*\*

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

\*\*\*\*\*

\*\*\*\*\*

NOTE: For monorail hoists, the track and its support structure is usually supplied by the crane contractor. Use Monorail Track System only if crane contractor is to provide a new runway.

\*\*\*\*\*

[ Monorail Track System; G, [\_\_\_\_\_]

] End Stops; G, [\_\_\_\_\_]

Hoist and Trolley Units; G, [\_\_\_\_\_]

Hoist Brakes; G, [\_\_\_\_\_]

Travel Brakes; G, [\_\_\_\_\_]

\*\*\*\*\*  
NOTE: Pneumatic Limit Switches do not exist for manual hoists, but are required on all pneumatic powered hoists. Do not add for electrical powered hoists or manual hoists.

The Operator Air Controls submittal is only applicable to air hoists. Do not add for electrical powered hoists or manual hoists.

\*\*\*\*\*

[ Pneumatic Limit Switches; G, [\_\_\_\_\_]

Operator Air Controls; G, [\_\_\_\_\_]

] \*\*\*\*\*  
NOTE: The below submittals are Electrical and are not applicable to manual and air hoists that do not have any electronics or electrical power supply.

\*\*\*\*\*

[ Motors; G, [\_\_\_\_\_]

\*\*\*\*\*  
NOTE: Include the Variable Frequency Drives submittal if crane travel and hoist controlled via microprocessor drives. Remove this option if choosing magnetic contactors instead.

\*\*\*\*\*

[ Variable Frequency Drives; G, [\_\_\_\_\_]

] Disconnect Switch; G, [\_\_\_\_\_]

Circuit Breakers; G, [\_\_\_\_\_]

Fuses; G, [\_\_\_\_\_]

Limit Switches; G, [\_\_\_\_\_]

\*\*\*\*\*  
NOTE: The crane can be controlled by pendant, radio, or both. Make selection(s).

\*\*\*\*\*

[ Pendant Pushbutton Station; G, [\_\_\_\_\_]

] Radio Control System; G, [\_\_\_\_\_]

] \*\*\*\*\*  
NOTE: Choose Runway Conductor System option if the crane contractor is supplying a new crane electrification system as part of this contract.

\*\*\*\*\*

[ Runway Conductor System; G, [\_\_\_\_\_]

] Capacity Overload Protection; G, [\_\_\_\_]  
Enclosures; G, [\_\_\_\_]  
Warning Devices; G, [\_\_\_\_]

\*\*\*\*\*  
NOTE: Choose Pilot Devices option if additional visual indication is desired by the end user. These include indicator lights for power available and crane energized, located on the crane in the operators line of sight.  
\*\*\*\*\*

[ Pilot Devices; G, [\_\_\_\_]  
]] Contractor's Painting System; G, [\_\_\_\_]

SD-05 Design Data

Load and Sizing Calculations; G, [\_\_\_\_]

SD-06 Test Reports

\*\*\*\*\*  
NOTE: Hook Non-Destructive Test (NDT) is required for all NAVY cranes.  
  
Remove this selection if the selecting agency does not require hook non-destructive testing or the necessary non-destructive testing is not in accordance with NAVY requirements.  
\*\*\*\*\*

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

] SD-07 Certificates

\*\*\*\*\*  
NOTE: One of either Wire Rope or Load Chain must be selected. Choose Wire Rope for wire rope hoists or Load Chain for chain hoists. Remove the unused option.  
\*\*\*\*\*

[ Wire Rope; G, [\_\_\_\_]

][ Load Chain; G, [\_\_\_\_]

] \*\*\*\*\*  
NOTE: Choose Monorail System option if the crane contractor is supplying a new monorail track system as part of this contract.  
\*\*\*\*\*

[ Monorail System; G, [\_\_\_\_]

] Hazardous Material; G, [\_\_\_\_]

\*\*\*\*\*  
NOTE: Choose Loss of Power Test option if the crane is electrical or pneumatic powered.

Delete option if all travel and hoist functions are manually operated.

\*\*\*\*\*

[ Loss of Power Test; G, [\_\_\_\_\_] ]

] Overload Test; G, [\_\_\_\_\_] ]

Brake Adjustment Record; G, [\_\_\_\_\_] ]

\*\*\*\*\*  
NOTE: Align with SD-03 Variable Frequency Drive (VFD) submittal option selected above.

Choose Adjustable Parameters List submittal if crane travel and hoist are controlled via microprocessor drives. Remove this option if choosing magnetic contactors instead.

\*\*\*\*\*

[ Adjustable Parameters List; G, [\_\_\_\_\_] ]

] \*\*\*\*\*

NOTE: The cybersecurity supplement submittal is not necessary for cranes which do not have electronic systems, such as manual or pneumatic hoists and trolleys.

In addition, the cybersecurity submittal is not required for electric cranes which are pendant controlled (vice wireless/radio controllers) AND utilize magnetic contactors (vice microprocessors/VFDs), provided there are no other microprocessors on the equipment.

The Cybersecurity Supplement submittal is required for cranes with microprocessors (e.g., VFDs or computers) or wireless controllers.

\*\*\*\*\*

[ Cybersecurity Supplement; G ]

] SD-09 Manufacturer's Field Reports

VFD Control Parameter Settings and Adjustments; G, [\_\_\_\_\_] ]

Post-Erection Inspection; G, [\_\_\_\_\_] ]

Operational Tests; G, [\_\_\_\_\_] ]

Hook Tram Measurement; G, [\_\_\_\_\_] ]

SD-10 Operation and Maintenance Data

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

1.6 QUALITY ASSURANCE

1.6.1 Manufacturer Qualification

Monorail System, including sub-system components manufactured by vendors, must be designed by a company with a minimum of 10 years of specialized experience in designing and manufacturing the type of crane necessary to meet requirements of the Contract Document. Provide a crane designed by, or directly supervised by, a registered professional engineer (PE). PE licensing must be by a board or agency authorized to license and register professional engineers. The PE may be a Contractor's regular employee or a consultant. The PE's review and attestation of specification compliance and professional responsibility must be signified by their PE original seal and dated signature on the final drawings. The professional engineers must only undertake and perform work under this contract in the branch(s) of engineering in which they are licensed.

1.6.2 Pre-Delivery Inspections

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

1.6.2.1 Inspection of Hook Assembly

\*\*\*\*\*  
**NOTE: For NAVY, carbon steel hooks require magnetic-particle type inspections.**

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

\*\*\*\*\*

Inspect hook by a magnetic-particle type inspection prior to delivery. Furnish documentation of hook inspection to Contracting Officer prior to field operational testing.

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

[1.6.2.1.1 Hook Non-Destructive Test (NDT)]

\*\*\*\*\*  
**NOTE: This section is required for all NAVY cranes.**

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

**For NAVFAC, add tailored paragraphs with additional requirements.**

\*\*\*\*\*

For hooks of ferromagnetic materials, magnetic-particle inspect the hook over the entire area in accordance with [NAVSEA T9074-AS-GIB-010/271](#) or [ASTM A275/A275M](#) with restrictions identified below.

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

- a. Procedure for magnetic particle inspection: Conduct magnetic particle inspection in accordance with [NAVSEA T9074-AS-GIB-010/271](#). [ASTM A275/A275M](#) may be used with the following restrictions: Do not use DC yokes (including switchable AC/DC yokes used in the DC mode) or permanent magnet yokes. Do not use automatic powder blowers or any other form of forced air other than from a hand-held bulb for the application or removal of dry magnetic particles. Remove arc strikes. Equipment ammeters must have an accuracy of plus or minus 5 percent of full scale (equipment ammeter accuracy other than that stated is acceptable provided the MT procedure states that a magnetic field indicator is used to establish and verify adequate field strength for all aspects of the inspection.)
- b. Acceptance Criteria: Defects found on the hook will result in rejection of defective items for use on furnished hoist.
- c. Test Report: Submit a test report of the inspection of each hook to the Contracting Officer for approval prior to final acceptance of hoist installation. Certify test reports by the testing organization. The performing organization must provide a written statement of certification to [ASTM E543](#), current within one year of the date the NDT was performed. The NDT procedures including technique sheets specific to the types, shapes, and size of the parts being examined must adequately describe the orientation of the hooks within the magnetizing equipment, as applicable. The performing organization must have the NDT procedures and its technique sheet used for testing of the hook reviewed and approved by a Level III examiner who is independent from the NDT vendor. Submit the (Level III examiner) approved procedures, technique sheets, and certification to the Contracting Officer with the test report.

#### 11.6.3 Drawings: [Monorail Crane System](#)

- a. Submit drawings showing the general arrangement of all components in plan, elevation, and end views to demonstrate proper interface with the facility and relation to other hoists on the same monorail system, if applicable. Show all major features of the crane including: hook end approach to all termination points of the monorail, maximum hook height at primary upper limit, clearances and principal dimensions, hoist and trolley drives, motor nameplate data, overcurrent protective device ratings, and electrical or pneumatic schematic drawings, as applicable. Include weights and centers of gravity of major components (e.g., trolley/hoist). Indicate on the drawings the wind speed above which the crane must be placed in the stowed position.
- b. Submit shop drawings of all fabricated components. Drawings must be reviewed, signed, and sealed by a licensed professional engineer.
- c. Provide Bill of Materials for crane components on each drawing. The schedule must provide a cross reference between manufacturer data and

shop drawings. The schedule of crane components must include, for each item, the total quantity and a complete description. For purchased components, the original manufacturer and part number must be specified. For fabricated components, the size, material, and grade must be clearly indicated. Distributing agents will not be acceptable in lieu of the original manufacturer.

#### 1.6.4 Design Data: Load and Sizing Calculations

\*\*\*\*\*  
**NOTE: Design data for Load and Sizing Calculations, and welding procedures, may not be available for commercially procured hoists and trolleys.**  
\*\*\*\*\*

Submit complete list of equipment and materials, including manufacturer's descriptive data and technical literature, performance charts and curves, catalog cuts, and installation instructions. Provide a list of all codes and standards, design assumptions, equations, specified efficiencies, limits, factors of safety, component ratings, and sources of values used. Include free body diagrams or sketches of each load case. **Ensure the crane is designed for the operating wind load case in accordance with CMAA 74 or MHI MH27.1, as appropriate. Determine the wind forces that will cause the outdoor crane to move in a parked condition with the brakes provided.**

#### 1.6.5 Certificates

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

\*\*\*\*\*  
**NOTE: Selection must be made, choose one paragraph between Wire Rope or Load Chain.**  
\*\*\*\*\*

- [ a. **Wire Rope** Certification in accordance with **ASME B30.30** for each hoist. The certification must include either the wire rope manufacturer's certification that the rope meets the published breaking force, or certification of the actual breaking force of a sample taken from the reel and tested. Show the published breaking force on the wire rope certificate; the actual wire rope breaking force must meet or exceed the published value. Certification must be traceable to the hoist and reel.
- ] [b. **Load Chain** Certification for each hoist from either the load chain manufacturer or the hoist manufacturer that the chain samples taken and tested meet the chain manufacturer's designed minimum breaking force, and the load chain has been proof tested with a load at least equivalent to one and a half times the hoist rated load divided by the number of chain parts supporting the load. Certification must be traceable to the crane and hoist.

] \*\*\*\*\*  
**NOTE: Choose Monorail System option if the crane contractor is supplying a new monorail track system**

as part of this contract.

\*\*\*\*\*

- [ c. **Monorail System** Certificate stating that the new crane will operate properly on the monorail track. For monorail tracks provided by the Contractor, include statement certifying monorails have been aligned in accordance with **CMAA 74** or **MHI MH27.1**, as applicable. If monorail(s) are existing and if the crane(s) cannot operate without restriction, the Contractor must indicate crane limitations.
- ] d. **Hazardous Material** Certificate that the crane does not contain hazardous material including asbestos, lead, cadmium, chromium, Polychlorinated Biphenyls (PCBs), or elemental mercury. Products required for the designing and manufacturing of cranes must not contain the prohibited materials.

\*\*\*\*\*

**NOTE: A Loss of Power Test Certificate is not necessary if the hoist and trolley functions are manually operated; there would be no power to lose.**

\*\*\*\*\*

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

] \*\*\*\*\*

**NOTE: NAVFAC requirement is for the crane to be periodically load tested to 125 percent (plus 0 minus 5 percent) of rated load.**

\*\*\*\*\*

- f. **Overload Test** Certificate stating that the crane can be periodically load tested to 125 percent (plus [0][\_\_\_\_\_] minus [5][\_\_\_\_\_] percent) of rated load.

\*\*\*\*\*

**NOTE: See "Brake Adjustment Record Form (NCC Form 09-002)" at the following Navy Crane Center link:**

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

\*\*\*\*\*

- g. Certificate of the **Brake Adjustment Record**. Provide a brake adjustment record and installation/maintenance manuals for each brake on the crane. Each brake measurement must have a tolerance traceable to the associated brake manual or documentation provided by the brake manufacturer, location of measurements, and the actual brake setting. Changes made to brake settings outside the allowable parameters, at any time, will void the record. A suitable brake record form can be located under downloads on the NAVFAC Navy Crane Center website.

\*\*\*\*\*

**NOTE: Align with SD-03 Variable Frequency Drive (VFD) submittal option selected above.**

**Choose Adjustable Parameters List submittal if crane travel and hoist are controlled via microprocessor drives. Remove this option if choosing magnetic**

contactors instead.

\*\*\*\*\*

- [ h. [Adjustable Parameters List](#) Certificate for each electronic drive to document the crane designed parameter ranges in which each parameter can be safely tuned by the end user. The template that includes the format required for the "Adjustable Parameters Lists" is located on the NAVFAC Navy Crane Center website. The design parameter range, determined by the Crane Contractor, must be the applicable portion of the drive's default range for each parameter. The Crane Contractor must provide justification for each range of each parameter on the list. When necessary, provide justification with appropriate calculations.

] \*\*\*\*\*

NOTE: The cybersecurity supplement submittal is not necessary for cranes which do not have electronic systems, such as manual or pneumatic hoists and trolleys.

In addition, the cybersecurity submittal is not required for electric cranes which are pendant controlled (vice wireless/radio controllers) AND utilize magnetic contactors (vice microprocessors/VFDs), provided there are no other microprocessors on the equipment.

The Cybersecurity Supplement submittal is required for cranes with microprocessors (e.g., VFDs) or wireless controllers.

\*\*\*\*\*

\*\*\*\*\*

NOTE: If purchasing a laptop for crane maintenance, see Section 25 05 11 CYBERSECURITY FOR FACILITY-RELATED CONTROL SYSTEMS.

\*\*\*\*\*

- [ i. [Cybersecurity Supplement](#) reporting cybersecurity information for each individual network capable device, including microprocessors (e.g., VFDs) or wireless devices (e.g., controllers or remote terminal units), using the Cybersecurity Supplement (NCC Form 24-003) available for download at the following Navy Crane Center link:

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

#### 1.6.6 Welding Qualifications and Procedure

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

#### 1.7 CRANE SAFETY

Comply with the mandatory and advisory safety requirements of [ASME HST-1](#), [ASME HST-2](#), [ASME HST-4](#), [ASME HST-5](#), or [ASME HST-6](#), as applicable,

ASME B30.10, ASME B30.16, ASME B30.17, 29 CFR 1910.306, and all applicable provisions of 29 CFR 1910 and NFPA 70.

[1.7.1 Nuclear Safety Analysis

\*\*\*\*\*

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

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

\*\*\*\*\*

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

]PART 2 PRODUCTS

2.1 MATERIALS

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

2.2 STRUCTURAL REQUIREMENTS

Structural steel materials must conform to the standards permitted in CMAA 74, MHI MH27.1, and AISC 360, as applicable.

2.2.1 Structural Connections

- a. High-strength bolted structural connections must be designed and installed in accordance with RCSC A348. Bolts must be of ASTM F3125/F3125M, Grade A325/A325M or Grade A490/A490M, if not otherwise prescribed by the monorail OEM.
- b. Welded connections for the crane must be performed in accordance with AWS D14.1/D14.1M. Welded connections to the building must be performed in accordance with AWS D1.1/D1.1M.

[2.2.2 Monorail Track System

\*\*\*\*\*

**NOTE: For Monorail Hoists, track and its support structure is usually supplied by crane contractor. Use Monorail Track System only if crane contractor is to provide a new track.**

Monorail tracks may be of two types. "Patented track" as defined in the definitions section and built in accordance with MHI MH27.1 or "rolled steel shapes" which is defined in CMAA 74.

The activity must decide on the track type to be used.

\*\*\*\*\*

- a. Provide the complete track suspension system that is required to support the monorail track at its indicated location from the facility structure indicated on the drawings. Provide monorail and support structure for underrunning monorail of [rolled steel shapes conforming to CMAA 74 Section 3] [patented track beams conforming to MHI MH27.1].
- b. For rolled steel shapes, locate splices under structural support members.
- c. For patented track beams, perform splices as necessary in accordance with the manufacturer's recommendations and requirements. Align ends of lower T-section to minimize the horizontal gap on the running surface to not greater than 1.5 mm 1/16 inch and not greater than a vertical difference of 0.75 mm 1/32 inch for the wheel running surface alignment for a smooth crossing by the wheels. Splice assemblies must be from the same manufacturer as the patented track and located under structural support members. Submit manufacturer's standard published tables that verify the monorail track is sized in compliance with all specification requirements. When standard published tables are not available, provide calculations for the strength design and deflection of the beams.
- d. Monorail support structure must be designed, fabricated, and installed such that monorail meet the alignment tolerances of CMAA 74 or MHI MH27.1, as applicable. Provide means to allow for vertical adjustment of the track both before and after the system has been put in operation so that track can be erected and maintained level. Brace track to restrain against damaging lateral and longitudinal movements. Where the track is suspended from hanger rods, provide means preventing the hanger rod nuts from backing off the rods. Allowable stress in hanger rods is 20 percent of the minimum specified ultimate strength of the material used.

### 2.2.3 End Stops

Fit monorail track system with end stops at all open end locations in accordance with ASME B30.17. Locate stops to contact the power-driven trolley bumper and permit maximum trolley travel. Provide a system in which the travel wheels do not contact the end stops. End stops must be designed to absorb the maximum kinetic energy and impact force developed by the bumper contact.

### 2.2.4 Bumpers

Fit power-operated trolley frames with shock-absorbing bumpers capable of decelerating and stopping the trolley within the limits stated by ASME B30.17. Ensure bumpers conform to ASME B30.17. Bumpers must fully engage end stops. Mount bumpers so that there is no direct shear on mounting bolts (if any) upon impact. Bumpers must provide adequate clearance between the crane and surrounding structure when compressed to

preclude damaging equipment. When more than one crane is located and operated on the same monorail track, a bumper must be placed on one trolley and a structural steel stop to engage the bumper must be placed on the adjacent trolley. Fit the other end of the trolley with a structural steel stop to engage the bumpers of the adjacent crane.

### 2.2.5 Water Provision for Outdoor Service

\*\*\*\*\*  
NOTE: This paragraph is applicable for outdoor cranes only.  
\*\*\*\*\*

Design members to prevent the collection of water on the crane.

### 2.2.6 Wind Provision for Outdoor Service

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

Provide a means to secure the crane against a wind pressure of 1.44 kPa 30 psf in accordance with ASME B30.17.

## 2.3 MECHANICAL REQUIREMENTS

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

### 2.3.1 Threaded Fasteners

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

### 2.3.2 Hoist

\*\*\*\*\*  
NOTE: Available hoist duty classes are captured below. The NAVY requires a minimum H3 (if HST-1 or HST-4) or A4 (if HST-5 or HST-6). Selecting a lower duty class, if the option exists, is not acceptable for NAVY cranes:

ASME HST-1 Electric Chain Hoist: H2, H3, H4  
ASME HST-2 Hand Chain Hoist: no hoist duty classes  
ASME HST-4 Electric Wire Rope Hoist: H1, H2, H3, H4, H5  
ASME HST-5 Air Chain Hoist: A4, A5  
ASME HST-6 Air Wire Rope Hoist: A4, A5

\*\*\*\*\*

\*\*\*\*\*  
NOTE: Selecting either chain hoists (ASME HST-1, HST-2, or HST-5) or wire rope hoists (ASME HST-4 or HST-6) is not straight forward or consistent across

all scenarios. Generally recommend chain hoists for lower lift heights (less than 6 meters 20 feet or lower capacities 4,500 kilograms 10,000 pounds).

Air powered (pneumatic) hoists require continuous and reliable facility air supply.

\*\*\*\*\*

\*\*\*\*\*

NOTE: Trolleys can be manual (plain-type with a pull rope or gear/sprocket-type with a manual hand chain) or powered (electrical or air motor driven). Travel drives are addressed in a later section.

Powered hoists (electric or air) can have manually operated trolleys, however you typically would not expect to see powered trolleys (electrical or air) on a manual hoist.

\*\*\*\*\*

Provide commercially available package hoist units conforming to ASME B30.16 and ASME B30.17, except as modified and supplemented in this section. Packaged hoist and trolley units (packaged hoists) must be[ electric chain hoist conforming to ASME HST-1, hoist duty class[ H3][ H4][ H2]][ manual hand chain hoist conforming to ASME HST-2 with hand chain that reaches down to 1.2 meters 4 feet above the finished floor][ electric wire rope double reeved hoist conforming to ASME HST-4, hoist duty class[ H3][ H4][ H1][ H2]][ air chain hoist conforming to ASME HST-5, hoist duty class[ A4][ A5]][ air wire rope double reeved hoist conforming to ASME HST-6, hoist duty class[ A4][ A5]] or better and be rated for the operating environment.

Configure trolley such that the trolley bumper contacts the trolley stops (or bumpers of an adjacent trolley) and prevents the trolley from dropping more than 25 mm 1 inch in the event of an axle or wheel failure.

#### 2.3.2.1 Hoist Brakes

\*\*\*\*\*

NOTE: Each hoist must have, at a minimum, two brakes capable of stopping and holding 125 percent of the hoist's rated load with the exception of manual and air hoists which may have only one brake (typically a mechanical load brake).

Consider the CONTROLS paragraph under ELECTRICAL REQUIREMENTS.

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

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

**Additional tailoring options are provided for NAVFAC cranes.**

\*\*\*\*\*

- a. Equip the hoist with two holding brakes, each with a minimum torque rating of 125 percent of the rated load hoisting torque. Manual and air hoists with one hoist brake are acceptable, unless otherwise specified.
- b. Provide a brake configuration with one spring set brake and one mechanical load brake, or self-locking worm gear, that meet the identified requirements.
  - (1) Spring set brakes must have a means of manual release. The brakes must be equipped with a manual brake release mechanism; maintained manual release mechanisms must automatically reset when power (electric or air) is applied to the brake. Provide microprocessor controlled drive (i.e., VFD) with manual adjusting brakes; functions controlled via magnetic contactors may utilized manual or self-adjusting brakes. Powered chain hoists are not required to have a means of manual release.
  - (2) Mechanical load brakes must be capable of stopping and holding 125 percent of the hoist's rated load and cannot require the load to be raised before being lowered.
  - (3) Air (pneumatic) brakes must prevent the lowering of the load in the event of a loss of air supply and cannot require the load to be raised before being lowered

2.3.2.2 Load Block and Hook

\*\*\*\*\*

**NOTE: In the first paragraph, for chain hoists, select the ductile/malleable cast iron material allowance.**

\*\*\*\*\*

\*\*\*\*\*

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

\*\*\*\*\*

\*\*\*\*\*

**NOTE: The following list contains NAVFAC tailoring.**

\*\*\*\*\*

- a. Provide a load block constructed of steel. The load block must be designed to prevent steel-to-steel contact of moving parts.[ Ductile or malleable cast iron load block housings are acceptable on chain hoists.]
- b. Provide an unpainted and unplated forged[ carbon] steel single barbed hook. Hooks must conform to the requirements of ASME B30.10. The hook must be a standard commercial product with a published design factor compliant with the requirements of ASME B30.16 for powered or manual hoists, as applicable. Fit hook with a safety latch designed

to preclude inadvertent displacement of slings from the hook saddle. The hook and hook nut must be removable without unreeving of the hoist. Provide hook nut secured to the hook with a commercial standard removable and reusable means. Do not weld hook nut. Uniquely mark the hook in a permanent fashion that is traceable to the NDT certification. Hook must be free to rotate through 360 degrees when supporting the test load up to 125 percent of the rated capacity.

2.3.2.3 [Hoisting Rope][Hoisting Chain]

\*\*\*\*\*

NOTE: The first two paragraphs apply to wire rope and are for wire rope hoists only. In the hoist section, the appropriate packaged hoist must be chosen (ASME HST-4 or HST-6). If a wire rope hoist is chosen, the last paragraph (hoisting chain) must be removed from the specification.

The last paragraph only applies to chain hoists. In the hoist section, the appropriate packaged hoist must be chosen (ASME HST-1, HST-2, or HST-5). If a chain hoist is chosen, the first two paragraphs must be removed from the specification.

\*\*\*\*\*

\*\*\*\*\*

NOTE: Recommend selecting the option for adding a load chain container.

\*\*\*\*\*

- [ a. Wire rope must comply with ASME B30.30 and FS RR-W-410, ASTM A1023/A1023M, or BS ISO 4309 and have a rope classification appropriate for the usage. Wire ropes must be handled and seized in accordance with ASME B30.30. The wire rope must be in a double reeved configuration equalized with a sheave. Select wire rope minimum design factor in accordance with ASME B30.16. Provide proof of wire rope breaking force.
- b. Provide hoist wire ropes with extra-improved or extra-extra-improved plow steel (or appropriate ISO grades), pre-formed, regular lay, bright, and uncoated, with an independent wire rope, wire strand, or otherwise, steel core. Drawn galvanized wire rope is allowed in general purpose service; final-metallic coated wire rope is not permitted.
- ]c. Provide a welded link load chain suitable for the specified hoist service (powered or manual). The load chain design factor must be compliant with the requirements of ASME B30.16 for powered or manual hoists, as applicable, and based on the chain's minimum breaking force. Provide the chain with a chain stop or dead end connection to prevent the load chain from running out of the hoist at its fully extended position.[ Provide chain hoists with 3 meter 10 foot lift or more with a load chain container that holds all slack load chain at the high hook position without exceeding 75 percent of the storage volume.]

][2.3.2.4 Drum

\*\*\*\*\*

NOTE: The DRUM and SHEAVE paragraphs apply to wire rope hoists (ASME HST-4 or HST-6). Remove DRUM and SHEAVE paragraphs for chain hoists (ASME HST-1, HST-2, or HST-5).

\*\*\*\*\*

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

#### 2.3.2.5 Sheaves

Provide steel sheaves. Size sheaves in accordance with ASME B30.16 for the minimum pitch diameters of running and equalizer sheaves.

#### 2.3.3 Travel Drives

Provide under running travel assemblies.

#### 2.3.3.1 Trolley Drives

\*\*\*\*\*

NOTE: Decision required, make one selection only: manual vs motor-driven trolley. Trolleys can be manual (plain-type with a pull rope or gear/sprocket-type with a manual hand chain) or powered (electrical or air motor driven).

Powered hoists (electrical or air) can have manually operated trolleys, however you typically would not expect to see powered trolleys (electrical or air) on a manual hoist.

\*\*\*\*\*

\*\*\*\*\*

NOTE: Plain type trolleys are recommended where trolley motion is infrequent or relatively short. Due to the required force to manually operate this type of trolley, it is also recommended for hoists with a maximum capacity of 3 metric tons 3 tons with the elevation of the beam not more than 6 meters 20 ft above the operator's floor level.

Hand chain-operated trolleys are recommended where trolley motion is relatively infrequent or short and for those loads and beam heights where a plain-type trolley would be impractical.

Motor-operated trolleys are recommended where the operating frequency, distance of travel, or the type of load being handled would cause unsatisfactory operation if the trolley were the plain or of the hand chain-operated type.

\*\*\*\*\*

\*\*\*\*\*

NOTE: Outdoor tailoring option for cranes to have half of the total wheels driven in order to provide

adequate holding capability against non-operating wind loads without providing additional wind tie-downs. See also paragraph TRAVEL BRAKES.

\*\*\*\*\*

\*\*\*\*\*

NOTE: Trolley limit switches are an optional safety device.

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

\*\*\*\*\*

[ Provide a manual travel drive arrangement, consisting of [ plain with a pull rope] [ hand chain operated] that reaches down to 1.2 meters 4 feet above the finished floor.

] [Provide a motor-driven travel drive arrangement driving through self-contained gear reduction units located at each driven wheel assembly. Gear reducers must be fully enclosed in an oil-tight housing and provided with a convenient means of lubricant level indication and draining.

Provide at least one quarter of all wheels driven. Outdoor cranes must have half of the total wheels driven. [ Provide trolley travel limit switches.]

#### ] 2.3.4 Travel Brakes

\*\*\*\*\*

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

\*\*\*\*\*

\*\*\*\*\*

NOTE: Plain and hand chain-operated trolleys do not have travel brakes in the traditional sense, however there may be a worm gear for hand chain trolleys. In either case, the requirements of this section would be rendered non-applicable, as there are no motor driven travel brakes in which a spring set brake can be provided. No action required.

\*\*\*\*\*

Provide motor driven travel drives with an end-mounted spring set brake conforming to the requirements of ASME B30.17 or non-freecoasting mechanical drive capable of stopping the motion of the travel function within a distance in meters feet equal to 10 percent of the full load speed in meters feet per minute when traveling at full speed with a full

load. Size brakes for underrunning trolleys/carriers in accordance with ASME B30.17. Outdoor cranes with powered motions must be provided with travel brakes sized to 100 percent of rated motor torque. Parking brakes used to secure outdoor cranes in accordance with ASME B30.17 must be sized to secure against a wind pressure of 1.44 kPa 30 psf.

\*\*\*\*\*  
**NOTE: NAVFAC tailoring option in the following paragraph for additional travel brake requirements.**  
\*\*\*\*\*

Spring set brakes must be provided with a means to manually release the brake. The brakes must be equipped with a manual brake release mechanism; maintained manual release mechanisms must automatically reset when power (electric or air) is applied to the brake. Provide microprocessor controlled drive (i.e., VFD) with manual adjusting brakes; functions controlled via magnetic contactors may utilized manual or self-adjusting brakes.

### 2.3.5 Wheels

Provide under running wheel sizing and flange-to-rail head clearances in accordance with MHI MH27.1 and CMAA 74 recommendations, as applicable. The wheels must be compatible with their respective runway profile. Wheel material is to be cast or forged steel, or ductile or malleable cast iron. Gray cast iron trolley wheels are acceptable if they are the manufacturer's standard offering. Hollow stamped wheels may not be used; the use of plate steel is prohibited. Provide underhung wheels running on patented track with a minimum tread hardness of 375 BHN in accordance with MHI MH27.1.

### [2.3.6 Drip Pans

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

- a. The crane must be designed to preclude leakage of lubricants onto the lifted loads or the floor. Equipment or components, which cannot be made leak-proof, must be fitted with unpainted corrosion resistant steel drip pans or must have the foundations seal welded to create a dam. Drip pans that utilize liquid sealant to prevent leakage of lubricants are not permitted.
- b. The drip pans must be installed under all drive machinery (hoist and travel), and designed to permit easy removal of collected lubricant.

### ][2.3.7 Hoist Capacity Overload Protection

\*\*\*\*\*  
**NOTE: The hoist capacity overload protection MUST be included for manual or air hoists (ASME HST-2, HST-5, or HST-6).**  
\*\*\*\*\*

\*\*\*\*\*  
**NOTE: This section is redundant for electric powered cranes. Remove this section for electrical hoists, which address overload protection in ELECTRICAL REQUIREMENTS.**  
\*\*\*\*\*

Provide capacity overload protection which prevents further hoisting of a load set at or less than the crane's test load. If a non-adjustable slip clutch is utilized, the OEM factory setting is acceptable and must be identified. If the device is adjustable, provide it adjusted to prevent hoisting in excess of the test load.

#### ][2.3.8 Air Requirements

\*\*\*\*\*  
**NOTE: Include air requirements for pneumatic hoists.**  
\*\*\*\*\*

\*\*\*\*\*  
**NOTE: This section MUST be included for air hoists (ASME HST-5 or HST-6). Remove this section for manual and electrical hoists. Electrical hoist limit switches are addressed in ELECTRICAL REQUIREMENTS.**  
\*\*\*\*\*

Provide the final settings and configurations data on the [Complete Pneumatic Diagram](#).

#### 2.3.8.1 Hoist [Pneumatic Limit Switches](#)

\*\*\*\*\*  
**NOTE: This section MUST be included for air hoists (ASME HST-5 or HST-6). Remove this section for manual and electrical hoists.**  
\*\*\*\*\*

\*\*\*\*\*  
**NOTE: This section includes options for hoisting rope or load chain, make the appropriate selection for the hoist type selected.**  
\*\*\*\*\*

Provide a hoist limit switch to limit hook over-travel in both the raising and lowering direction.[ For wire rope hoists, set the lower limit switch such that there are no less than two dead wraps of hoisting rope remaining at each anchorage on the drum when the hook is in its extreme low position.][ For chain hoists, chain stops and an overload clutch that meets the requirements of [ASME B30.16](#) are acceptable as upper and lower limit switches.]

#### 2.3.8.2 Air Supply

\*\*\*\*\*  
**NOTE: This section MUST be included for air hoists (ASME HST-5 or HST-6). Remove this section for manual and electrical hoists.**  
\*\*\*\*\*

\*\*\*\*\*  
**NOTE: If the provided shop air is not lubricated  
choose the option to provide air lubricator.**  
\*\*\*\*\*

The air supply hose must not hang below the high hook position. Provide a pressure regulator, as necessary, in the air supply line to keep elevated supply pressure at the hoist within the manufacturer's recommended operating pressure range.[ Provide an air lubricator as close to the hoist as practical and downstream of any air filters.]

\*\*\*\*\*  
**NOTE: A reeled air supply may be preferable or  
necessary given the layout of the monorail track  
system. Add the following if a reeled air supply  
system is desired.**  
\*\*\*\*\*

[ Provide a reeled runway air supply system for the crane, including all necessary hardware to the crane from a wall or column mounted valve.

#### ]2.3.8.3 Operator Air Controls

Provide a pendant control station suspended from the trolley, with a method of strain relief to protect pneumatic lines from damage. Locate the top of the pendant station [1200][\_\_\_\_\_] mm [4][\_\_\_\_\_] feet above the finished floor. Provide pendant controls that spring return to the OFF position. Pendant station must have its elements legibly marked and arranged vertically.

#### ]2.3.9 Wind Speed Indicating Device

\*\*\*\*\*  
**NOTE: This subpart is tailored to OUTDOOR  
requirements, as wind speed indicating devices are  
required on outdoor cranes.**

**This indicating device is likely to be electrical in  
nature on electrically powered cranes, however it is  
intentionally added under MECHANICAL REQUIREMENTS  
due to the possibility of manually powered outdoor  
cranes in which the ELECTRICAL REQUIREMENTS section  
is completely removed.**

\*\*\*\*\*

Provide a wind speed indicating device in accordance with ASME B30.17, which provides a visible and audible alarm to the crane operator at a predetermined wind speed. The transmitter must be mounted on the highest unobstructed location. A single facility based wind speed indicating device may serve as an alarm for more than one crane.

#### ]2.4 ELECTRICAL REQUIREMENTS

\*\*\*\*\*  
**NOTE: The entire ELECTRICAL REQUIREMENTS Article  
MUST be included for electrical hoists (ASME HST-1  
or HST-4). Remove this Article for manual or air  
hoists (ASME HST-2, HST-5, or HST-6).**

\*\*\*\*\*

- a. The design, selection, rating, and installation of the electrical portions of the crane and its accessories must conform to the requirements of NEMA ICS 8, the applicable ASME HST standard, and NFPA 70, and other requirements specified herein.
- b. Each motion of the crane must be provided with a separate control system or drive. The loss of any one function must not prevent the operation of other unaffected functions. Two independent relays, contactors, drive inputs, or other equivalent components/logic must be utilized for each function to provide directional control such that the failure of a single relay, contactor, or component cannot result in motion in an unintended direction.
- c. Unless otherwise specified, interconnecting wiring must be of copper stranded construction. Interconnecting wiring containing asbestos in the insulation or outer covering is prohibited. Aluminum conductors must not be used. Aluminum connectors are allowed if they are rated for use with copper conductors (marked "AL/CU").

2.4.1 Motors

\*\*\*\*\*

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

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

U.S. Navy recommends a minimum 60-minute duty rating motor for hoist and trolley functions. The motor duty rating may be selected to match what is required by the class of HST-1 or HST-4 hoist (such as H1, H2, H3) specified.

\*\*\*\*\*

- a. All motors must have a minimum of a [60][30][\_\_\_\_\_] minute duty rating.
  - [ (1) Provide[ two][ single]-speed AC squirrel cage induction type motors for the trolley drives.
  - ][ (2) Provide two speed, AC squirrel cage induction type motor for the hoist.
  - ][ (3) Provide inverter duty motors for open loop variable frequency drives (VFD).
- ] b. Provide motors with a minimum of Class F insulation. Provide motors painted to manufacturer's standard for "wash-down" service.

2.4.2 Control System

\*\*\*\*\*

**NOTE: If one or two speed point controls are required, recommend magnetic controls. If three or more speed points or infinitely variable speed**

adjustment is needed, Variable Frequency Drive (VFD) controls are required; For faster trolley speeds or finer positioning requirements, specify electronic controls.

\*\*\*\*\*

- a. Provide a main line contactor. Energization of the main line contactor must be controlled by the POWER-OFF/POWER-ON switch/pushbutton on all controllers. Upon actuation of the POWER-OFF pushbutton; power to all drive motors, brakes, and controls must be removed. The mainline contactor must not be able to be energize while the POWER-OFF pushbutton is actuated. The POWER-OFF pushbutton circuitry must be independent of all controls or any other electronic devices.
- b. On hoist function roll-up must be less than 3 mm 1/8 inch measured at the hook block.
- c. Programmable Logic Controllers (PLC's) may not be used.

[2.4.2.1 Magnetic Contactor

\*\*\*\*\*

NOTE: Use this section if magnetic contactors will be used in lieu of variable frequency drives (VFDs). Typically, when magnetic contactors are used, they are used for all travel and hoist functions. If using magnetic contactors, delete the VFD section.

Select two or one speed control for the hoist and trolley. Selections can be made using a combination of electronic controls and one or two speed motor controls for the various functions.

\*\*\*\*\*

\*\*\*\*\*

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

\*\*\*\*\*

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

][2.4.2.2 Variable Frequency Drives (VFDs)

\*\*\*\*\*

**NOTE: Use this section if variable frequency drives (VFDs) will be used. Typically, when VFDs are used, they are used for all travel and hoist functions. If using VFDs, delete the magnetic contactors section.**

\*\*\*\*\*

- a. VFD controllers must meet **NEMA ICS 8**, Part 8 and at a minimum, provide under-voltage protection, electronic instantaneous over current protection, DC bus over voltage protection, and be able to withstand output line to line shorts without component failure.
- b. Provide dynamic braking for each electric drive that is sized per VFD manufacturer's requirements. Submit VFD control parameter settings.
- c. Motors must operate smoothly at all speeds without torque pulsations and must be energized at a frequency not to exceed 60 Hz at rated speed.
- d. All hoist drives must have a motor over-torque limit to lock out the hoist and prevent gross overload of the associated hoist.

2.4.2.2.1 Open Loop

\*\*\*\*\*

**NOTE: This selection aligns with HOIST BRAKES option for one electro-mechanical spring set brake and one mechanical load brake (or self-locking worm gear). Slow speed is not an option because too slow of hoist operation (e.g., 6 hz) can adversely affect the mechanical load brake.**

\*\*\*\*\*

- a. Provide static reversing, variable frequency drives (VFD) for the trolley and hoist electric controls.
- b. Provide speed control, which is infinitely variable for each function, controlled via the operator control station(s).
- c. The controllers must be sized to provide sufficient starting torque to initiate motion of that crane drive mechanism from standstill with 0 to 125 percent of rated load on the hook.
- d. The electro-mechanical brakes must set without delay.

]2.4.3 Electrical Overcurrent Protection

Protection must not be less than that required by **NEMA ICS 8** and **NFPA 70**. Instantaneous trip circuit breakers are not acceptable to provide short circuit and ground fault protection.

Provide a means for lockout/tagout of all hazardous energy sources. Provide product data for the **disconnect switch** and all **circuit breakers** and **fuses**.

2.4.3.1 Conductors

The crane contractor is responsible for ensuring that the monorail supply conductors and main contact conductors have adequate overcurrent

protection.

#### 2.4.4 Limit Switches

\*\*\*\*\*  
NOTE: Requirement for microprocessor (VFD) controlled chain hoists. Provide a two-position bypass switch which is required to allow for resetting the final limit switch prior to resuming operation.

Delete this option for wire rope hoists.

\*\*\*\*\*

\*\*\*\*\*  
NOTE: Option for wire rope hoists. Provide a bypass keyswitch for easier testing of the secondary upper limit switch. Wiring requirements necessitate that the primary upper limit stops hoisting in the upward direction when activated, therefore a bypass switch that allows continued hoisting upward after primary switch activation would allow for easier verification of the secondary upper limit operation.  
\*\*\*\*\*

- a. Provide primary upper and lower geared limit switches. Geared limits must allow reversing direction to back out of the limit without requiring a reset.
  - (1) For wire rope hoists, set the lower limit switch so that no less than two dead wraps of hoisting rope remain at each anchorage on the drum when the hook is at its extreme low position.
  - (2) For chain hoists equipped with magnetic controls, chain stops and an overload clutch that meets the requirements of ASME B30.16 may be used in place of upper and lower limit switches.
  
- b. Provide secondary (or final) upper limit protection, as described below:
  - (1) Provide a mechanical hook block activated secondary upper limit switch that removes power from the hoist motor, hoist brake(s), and hoist controls. The secondary upper limit switch must be wired independently of the directional contactors and the primary upper limit switch. The secondary upper limit must require manual resetting prior to operation of the hoist in any direction. The upper limit switch on chain hoists with only one upper limit switch is referred to as the final upper limit switch and must operate the same as the mechanical hook block activated secondary upper limit switch.
  
  - (2) [Provide wire rope hoists with a three-position spring returned keyed bypass switch that allows for testing of the secondary upper limit by bypassing the primary upper limit and allows resetting of the secondary upper limit switch prior to resuming operation. ] [Provide microprocessor controlled chain hoists with a two-position spring returned bypass switch that allows for resetting the final upper limit prior to resuming operation. During resetting of the final limit, the hoist must operate in

the lowering direction only. ]Chain hoists equipped with magnetic controls that use chain stops and an overload clutch in lieu of primary limit switches are not required to include a secondary limit switch.

- c. For hoists using microprocessor drives, the secondary upper limit switch must be wired to remove all power from the hoist drive motor and hoist brake(s) independently of the microprocessor drive.
- [ d. Travel limit switches must be provided for the trolley motion to stop with the switch located [3][\_\_\_\_\_] meters [10][\_\_\_\_\_] feet before the monorail end stops. Limit switches must be mounted rigidly in a manner so as to protect the switch from misalignment or damage. The target/trip arm must be large enough to provide interception given a misalignment were to occur.

#### ]2.4.5 Operator Controls

\*\*\*\*\*

**NOTE: Available operator controls are pendant and radio control. Cranes can also be set-up to be controlled by two separate systems. A selection must be made for operator controls.**

**For cranes with one set of controls use the first selection.**

**For cranes with two sets of controls select the second option. In such a case, some type of interlock must exist to prevent control from both systems simultaneously. This interlock can be a switch on the pendant controller OR can be any option, which could include a single barrel connection on the trolley. The switch on the pendant is easier to use, but potentially more expensive. The single barrel connection on the trolley may be cheaper, but more difficult to access.**

**When specifying a radio control system, the following requirements must be considered and if needed added to the specification. None are hard requirements of NAVCRANECENINST 11450.2:**

1. What type of batteries? Rechargeable?
2. Are spare batteries needed? How many?
3. Are spare remote control units required? How many?
4. Is a battery charger required?
5. Type of transmitter unit.
6. Is a belt/harness required for the remote control?

\*\*\*\*\*

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

- ] c. Operator control station must have its elements clearly and permanently marked with functionality and direction which match the markings on the crane or facility.
- d. If VFD controls are not provided, provide directional contactors with both mechanical and electrical interlocks.

[2.4.5.1 **Pendant Pushbutton Station**

The cranes must be controlled from a pendant pushbutton station suspended from the trolley. Provide a method of strain relief to protect the electrical conductors from damage; exposed metallic pendant cable strain relief elements and enclosures, where used, must be bonded to the crane's equipment grounding conductor. Locate the pendant pushbutton station [1200 mm] [4 feet] [\_\_\_\_\_] above the finished floor.[ Provide[ one speed][ two speed][ 3-step infinitely variable][ 2-step infinitely variable] pendant pushbuttons for control of the[ hoist][ and][ trolley].] Provide pendant pushbuttons for control that spring return to the OFF position. Voltage in the pendant pushbutton station must not exceed 150 Volts AC.

][2.4.5.2 **Radio Control System**

Provide each system with a[ belly box][ handheld] [\_\_\_\_\_] type portable transmitter unit[ and an identical back-up transmitter unit].[ Provide each transmitter with an adjustable belt or harness to support it when worn by the operator.] Only one transmitter at a time can control the crane and there must be no interference from one crane's controller affecting operation of the other cranes in the building. Each transmitter must include: individual spring return controls for each hoist and trolley function; indication of Battery Power, and indication of Transmitting Status; a red emergency STOP mushroom pushbutton. The remote radio control system must be designed to meet the requirements of NEMA ICS 8, Part 9 and ECMA 15. Each radio remote control lever must be in the OFF position before the associated crane function can begin. The system frequency must be within the unlicensed FCC Part 15 range. Each control unit must maintain a continuous status signal to the associated receiver during operation. There must be no significant loss in systems efficiency and function at the end of eight hours of continuous battery use.

The Contractor must submit the frequency allocation application to the National Telecommunications and Information Administration (NTIA) via the latest revision of EL-CID software found on NTIA.gov. Provide the temporary authorization, and the final approved application when available. The technical section of the application must be completed by the manufacturer of the radio control equipment being furnished under this contract. Verify frequency availability at this activity prior to design approval.

][2.4.6 **Runway Conductor System**

\*\*\*\*\*

**NOTE: Select this paragraph if the crane contractor is supplying a new crane electrification system as part of this contract.**

**A rigid conductor bar system with collector shoes mounted to the crane is the most common runway electrification method.**

Select only one of the available options.

\*\*\*\*\*

- [ a. Provide a rigid runway conductor bar system using the manufacturer's standard catalog components for runway electrification. Include all necessary cables, connectors, and mounting hardware to connect the crane from the wall or column mounted disconnect switch. Provide electrification system of the safety enclosed type, with three power conductors and an equipment grounding conductor. Provide a UV resistant electrification system. Steel (non-stainless) conductor bars are prohibited. The grounded conductors must be a minimum of 70 square millimeters. If there is any way the hook block, wire rope, or load chain can swing into the runway electrification, provide a guard installed to prevent contact.
- b. Provide two collector shoes (tandem design) for each conductor; each collector shoe and pigtail must be sized and rated for not less than the runway conductor sizing, so as to provide redundancy.
- ]c. Provide a festoon system for runway electrification, utilizing cables suspended from carriers riding on an I-beam or C-track for the crane, including all necessary cables, connectors, and mounting hardware to connect the crane from the wall or column mounted disconnect switch. Provide electrification system with three power conductors and an equipment grounding conductor. Provide a UV resistant electrification system. The grounded conductors must be a minimum of 2/0 AWG. Festooned cable loops must not extend low enough to come into contact with any obstructions.
- ]d. Provide a cable reel system for runway electrification, including all necessary cables, connectors, and mounting hardware to connect the cable reel to the floor level fused disconnect switch. The cable reel must have three power conductors and an equipment grounding conductor. Provide a UV resistant electrification system. The grounded conductors must be a minimum of 2/0 AWG.

]2.4.7 Capacity Overload Protection

\*\*\*\*\*

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

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

1. Clutch - Not adjustable and is common on package chain hoists.
2. Load Limit Switch - Installed on the wire rope and measures deflection. Does not require a break in the wire rope and is simply clamped onto the wire. Typically used on smaller hoists that have magnetic controls. Can also be installed as part of the equalizer sheave.
3. VFD Overload Protection - Similar to the

Over-Torque Limit but is set at a lower setting.  
Adjusted via parameters within the drive.

The Over-Torque Limit (i.e., torque limiting feature) only applies to cranes with VFD controls. It is a parameter setting in the drive and is typically set at 150 percent of rated motor torque. Manual hoists, air hoists, and electric hoists with magnetic controls do not have this feature. Delete second paragraph if VFD controls are not specified.

\*\*\*\*\*

Provide a capacity overload protection device for all hoist systems[ using VFD drive capacity overload protection; the capacity overload protection must be separate from torque limiting feature, however both may be controlled from the same VFD. Set hoist capacity overload protection at [100][\_\_\_\_\_] percent of rated capacity. Hoist capacity overload protection must be adjustable between 80 and 150 percent of hoist capacity. Provide a keyed override or other means to disable the hoist capacity overload protection when performing a load test]. Slip clutches used as overload limiting devices on chain hoists shall comply with ASME B30.16. Adjustable slip clutches shall be set at or below the maximum test load. Non-adjustable slip clutches are acceptable if the setting is clearly identified in the product data and operation and maintenance documentation.

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

#### ]2.4.8 Enclosures

\*\*\*\*\*

**NOTE: Select classification of control panels, controls, and brakes based on the environmental conditions in which the crane will be installed:**  
1. Choose one of the following for an indoor installation: 1, 2, or 12.  
2. Choose one of the following for an outdoor installation: 3 or 4X.

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

\*\*\*\*\*

Provide enclosures for control panels, controls, and brakes in accordance with NEMA 250 for the identified operating environment. Provide enclosures with listed drains to prevent accumulation of water within the enclosure.

[ 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.

#### ]2.4.9 Warning Devices

\*\*\*\*\*

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

\*\*\*\*\*

Provide warning devices in accordance with ASME B30.17.[ Provide a warning horn that is operable from a pushbutton at every operator control station.][ Provide a warning[ strobe light][ rotating beacon] that is illuminated at all times during movement of the hoist or trolley function.]

#### [2.4.10 Pilot Devices

\*\*\*\*\*

**NOTE: Choose this option if additional visual indication is desired by the end user.**

\*\*\*\*\*

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

#### ]2.4.11 Cybersecurity

Provide cranes with components that are not connected to the internet. At a minimum, cranes containing microprocessors (e.g., VFDs, computers, or load indicating devices) or wireless devices (e.g., controllers or remote terminal units) that are network capable must document and report cybersecurity information for each individual device.

#### ]2.5 PAINTING SYSTEM

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

##### 2.5.1 OEM-Painted Components

Provide structural, electrical, and mechanical equipment, including hoist, trolley, and track (if applicable), with factory-applied coatings in accordance with the OEM's best standard practices. Coating systems must be suitable for the environmental conditions defined in paragraph CRANE DESIGN CRITERIA.

##### 2.5.2 Contractor-Applied Coatings

Provide additional painting where structural elements or assemblies are not available with OEM-applied coatings, or where fabrication, modification, or repair necessitates supplemental coating. Use a contractor's painting system appropriate for the environmental conditions defined in the paragraph CRANE DESIGN CRITERIA.

Select a painting system from a recognized industrial coating manufacturer. All paint products must be supplied by a single manufacturer and free of chromates, lead, and mercury. The system must include surface preparation and coating layers, as applicable. Submit product data for painting system.

#### 2.5.2.1 Surface Preparation

\*\*\*\*\*

NOTE: For outdoor cranes, near-white blast cleaning is required for the painting system used in extreme and highly corrosive environments. This near-white blast option is coupled with the three-layer painting system selection using 85 percent zinc dust by weight; ensure the appropriate paint system is selected in COATING THICKNESS AND APPLICATION.

If selecting this option, remove the conflicting SSPC SP 6/NACE No.3 commercial blast cleaning sentence.

\*\*\*\*\*

Remove all grease, oil, and surface debris by solvent wiping or detergent/water scrubbing, prior to blast cleaning. Prepare surfaces to be coated by abrasive blasting to SSPC SP 6/NACE No.3, Commercial Blast Cleaning, or in accordance with the coating manufacturer's requirements, whichever is more stringent. [ Prepare surfaces to be coated by abrasive blasting to SSPC SP 10/NACE No. 2, Near-White Blast Cleaning, or in accordance with the coating manufacturer's requirements, whichever is more stringent. ]

#### 2.5.2.2 Coating Thickness and Application

\*\*\*\*\*

NOTE: Select the desired coating.

For indoor cranes:

- (1) The first two-layer option with polyamide epoxy primer and topcoat is recommended.
- (2) The second two-layer option with alkyd primer and topcoat is valid for "milder" environments but is not recommend. This option is of poorer quality, most likely to encounter issues, and provides the shortest service life.

For outdoor cranes:

- (1) The first three-layer option with 77 percent zinc dust by weight is generally recommended.
- (2) The second three-layer option with 85 percent zinc dust by weight is recommended for extreme and highly corrosive environments with high humidity and significant salinity in the air, such as coastal regions along the southeastern shoreline. This option is coupled with elevated surface preparation and abrasive blasting requirements to SSPC SP 10/NACE No. 2; ensure the appropriate option is selected in SURFACE PREPARATION.

For cranes in abnormal environments including exposure to chemicals or in immersion service, a

system designed for that environment should be used.

\*\*\*\*\*

- a. Paint exposed portions of the crane and crane runway system (if applicable) using a multi-layer system, ensuring uniform coverage and adhesion, with [ two-coats including a polyamide epoxy primer and a polyamide epoxy topcoat, each layer with a dry film thickness of 4-6 mils] [ two-coats including an alkyd primer and an alkyd topcoat] [ three-coats including a zinc-rich primer containing a minimum of 77 percent zinc dust by weight in the dry film with a thickness of 3-5 mils, an anticorrosive epoxy intermediate coat with a dry film thickness of 4-6 mils, and an aliphatic polyurethane topcoat with a dry film thickness of 2-4 mils] [ three-coats including a zinc-rich primer containing a minimum of 85 percent zinc dust by weight in the dry film with a thickness of 3-5 mils, an anticorrosive epoxy intermediate coat with a dry film thickness of 4-6 mils, and an aliphatic polyurethane topcoat with a dry film thickness of 2-4 mils] [\_\_\_\_\_].
- b. Apply each coat in accordance with manufacturer's instructions and requirements. Ensure each coat is smooth, even, and free of runs, sags, orange peel, and other defects.
- c. Coat faying surfaces of bolted connections per RCSC A348, but do not apply finish paint.
- [ d. The color of finish coat is [ brilliant yellow] [\_\_\_\_\_].

]2.6 EQUIPMENT LABELING AND NAMEPLATES

2.6.1 Crane Identification Labels

- a. Furnish and install identification signage in accordance with ASME B30.17.
- b. Provide identification label(s) or plate(s) with clearly legible lettering giving the manufacturer's name, serial number, and other essential information or identification.
- c. Provide signage with letters which are easily read from the floor, showing a separate number such as M-1, M-2, for each monorail hoist.

2.6.2 Capacity Marking

\*\*\*\*\*

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

\*\*\*\*\*

- a. Provide crane and hoist capacity markings in pound units[, with kilogram units listed separately].
- b. Provide crane capacity identification labels on each side of the monorail track beam with legible lettering and large enough to be clearly visible from the floor.
- c. Individual hoist units must have their rated capacity clearly marked on both sides of the lower block (when present), or labeled on the

trolley when a load block suitably sized to display the capacity is not installed.

- d. If the monorail system has multiple hoisting units, provide each hoist with identification markings on the trolley or load block. The trolley capacities and monorail system capacity must be clearly indicated.

### 2.6.3 Directional Markings

To avoid operation of the crane in the wrong direction, affix the appropriate directions (NORTH, SOUTH, EAST, and WEST) with arrows on the equipment in a location that is visible to the operator. Markings must agree with the markings on controller. Do not provide directional arrows only on the controller.

### 2.6.4 Component Nameplates

Secure durable and permanent nameplates to each major component of equipment with the manufacturer's name, address, type or style, model or catalog number, and serial number.

### 2.6.5 Safety Warnings

Affix labels in a readable position to each lift block or control station in accordance with ASME B30.16 and ASME B30.17. Provide safety warnings, diagrams, and other instructions suitably located and protected for display as follows:

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

## [2.7 ELECTRICAL ASSEMBLY

\*\*\*\*\*  
**NOTE: Instructions for electrical assembly is not necessary for cranes which do not have electrical systems, such as manual or pneumatic hoists and trolleys.**  
\*\*\*\*\*

Installation of all electrical wiring, conduit, and components must be performed in accordance with the requirements of NFPA 70 and NECA NEIS 1.

## ]PART 3 EXECUTION

### 3.1 EXAMINATION

After becoming familiar with all details of the work, and before performing any work, verify all dimensions in the field. The Contractor is responsible for the coordination and proper relation of the contracted work to the building structure and to the work of all trades. Verify all

dimensions of the building that relate to fabrication of the crane and notify the Contracting Officer of any discrepancy before finalizing the crane order.

### [3.2 SHOP ASSEMBLY AND TESTS

\*\*\*\*\*  
**NOTE: Shop testing is not typically justified for cranes utilizing commercial packaged hoist/trolley units.**  
\*\*\*\*\*

The Government reserves the right to inspect the crane for compliance with this specification and to witness the functionality tests. Notify the Contracting Officer [14][\_\_\_\_\_] days prior to starting testing operations.

### ]3.3 ERECTION AND INSTALLATION

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

#### [3.3.1 Electrical Adjustments

\*\*\*\*\*  
**NOTE: Electrical adjustments section is not necessary for cranes which do not have electrical systems, such as manual or pneumatic hoists and trolleys.**  
\*\*\*\*\*

Adjust control system in accordance with manufacturer's instructions, as applicable, and provide an updated copy of all [VFD Control Parameter Settings and Adjustments](#), including allowable ranges, when VFD control systems are provided. Provide the final settings and configurations data on the [Complete Schematic Wiring Diagram](#).

#### ]3.3.2 Field Welding

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

#### 3.3.3 Field Painting

Repair any damage to coatings incurred during transport, erection, or commissioning. Perform painting indoors, where possible. Field painting, including touch-up, must conform to the requirements of the coating manufacturer and as specified in paragraph PAINTING SYSTEM.

### 3.4 FIELD QUALITY CONTROL

#### 3.4.1 [Post-Erection Inspection](#)

After erection, the Contractor[, the Activity Crane Inspector or Test Director,] and the Contracting Officer must jointly inspect the crane monorail track and hoist systems and components to verify compliance with specifications and approved submittals. Notify the Contracting Officer

[14][\_\_\_\_\_] days before the inspection. Provide a report of the inspection indicating the crane is considered ready for operational tests.

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

### 3.4.2 Operational Tests

Check the clearance envelope of the entire crane prior to picking or traversing any load to ensure there are no obstructions. Test the systems in service to determine that each component of the system operates as specified, is properly installed and adjusted, and is free from defects in material, manufacture, installation, and workmanship. Rectify all deficiencies disclosed by testing and retest the system or component to prove the crane is operational.

Testing of cranes must be done with the use of test weights. The use of dynamometers in lieu of lifting test weights is not permitted.

#### 3.4.2.1 Test Preparation

##### 3.4.2.1.1 Test Data

Submit all crane test data recorded on appropriate test record forms suitable for retention for the life of the crane. In addition, note, investigate, and correct any high temperatures or abnormal operation of any equipment or machinery. Record hoist and trolley speeds during each test cycle.

##### [3.4.2.1.2 Test Weights

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

The Contractor must furnish test weights, operating personnel, instruments, and other apparatus necessary to conduct field tests on each crane. Solid weights must be measured using calibrated equipment traceable to National Institute of Standards and Technology (NIST) with a minimum accuracy of plus or minus two percent.

Each test weight for crane tests must be marked with a unique identification number and the weight in pounds. The weight marked must be the actual weight taken from the scale or other measuring device. Solid weights must be measured using calibrated equipment traceable to the National Institute of Standards and Technology (NIST), with a minimum accuracy of plus or minus two percent (i.e., indicated weight must be within plus or minus two percent of actual weight). A list of test weights, with identification numbers and weights, must be retained. The list must include the type and serial number (or other identifier) of the weighing device(s) used to weigh the test weights. Where a lifting attachment supports multiple test weights (e.g., stacked weights or multiple weights suspended from a padeye), the total capacity must be marked on the attachment. All rigging gear must meet OSHA and ASME

requirements.

3.4.2.2 No-Load Test

- a. Record and submit the **hook tram measurement** for each hoist. Establish a throat dimension base measurement by installing two tram points and measuring the distance between these tram points (plus or minus **0.4 mm 1/64 inch**). Record this base dimension. Measure the distance between tram points before and after load test. An increase in the throat opening from the base measurement is cause for rejection.
- b. Raise and lower each hook through the full range of normal travel at rated speed for three complete cycles. Raise and lower each hook, testing other speeds of the crane. Verify hoist brake operation in every stopping condition, including emergency stop and loss of power. Operate the trolley in each direction the full distance between end stops and bring bumpers into contact with the end stops; verify proper operation of travel limits, if present. Operate through the entire speed range and verify proper brake operation for each function. Verify correct operation of all indication and ancillary devices, **including securing methods for outdoor cranes**.
- c. Verify proper operation of hoist limit switches: Slowly raise the hoist into the primary upper limit switch and verify that the hoist stops when the limit switch is tripped and the hook is only capable of lowering. Ensure that the full speed runout distance after primary limit switch activation is less than the travel distance required to activate the secondary upper limit.
  - (1) Test the primary upper limit again, gradually increasing speed to full speed and verify that the secondary limit is not tripped when the primary limit is engaged at full speed.
  - (2) Raise the hook slowly through the upper limit switch by using the limit switch bypass (where applicable). Activate the secondary hoist upper limit switch.
  - (3) Slowly lower the hoist into the lower limit switch and verify that the hoist stops when the limit switch is tripped and the hook is only capable of raising.
  - (4) When travel-limiting clutches are used as limit devices, follow the methods for testing the travel-limiting clutch in the hoist operations manual.

3.4.2.3 Load Tests

\*\*\*\*\*

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

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

\*\*\*\*\*

- a. Perform the following tests, as specified below.
- b. Test loads used in this section are defined as the following:

- (1) Wire rope run-in load (when applicable): 25 - 50 percent of rated load.
- (2) Manual chain hoist load control (when applicable): a minimum of 20 kg 50 pounds times the number of load-supporting parts.
- (3) Rated load test: 100 percent (plus [0][\_\_\_\_\_] minus [10][\_\_\_\_\_] of rated load.
- (4) Overload test: 125 percent (plus [0][\_\_\_\_\_] minus [5][\_\_\_\_\_] of rated load.

[3.4.2.3.1 Wire Rope Run-In

\*\*\*\*\*  
**NOTE: Include this section for hoists with wire rope. This section is not applicable for hoists with load chain.**  
 \*\*\*\*\*

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

Place the load on the hook. Start at ground level and hoist up to 300 mm 1 foot below the primary upper limit at slow speed. Hoist down to the lower limit at slow speed. Repeat hoisting and lowering of the load for approximately 10 hoisting cycles, increasing the speed for each cycle. During this test, the capacity overload lockout should not activate.

] [3.4.2.3.2 Manual Chain Hoist Load Control

\*\*\*\*\*  
**NOTE: This section is only applicable to manually powered chain hoists. This section is not applicable for hoists with wire rope or for powered chain hoists.**  
 \*\*\*\*\*

Place the load on the hook. Start at ground level and hoist up to 300 mm 1 foot below upper limit. Hoist down to lower limit. Observe for smooth operation of the hoist.

] 3.4.2.3.3 Rated Load Test

3.4.2.3.3.1 Hoist

- a. Static Load Test: With the trolley centered between hangar supports, raise the test load approximately 300 mm 1 foot. Hold the load for 10 minutes. Rotate the load and hook 360 degrees clockwise and counterclockwise to check bearing operation with no binding. Observe for lowering of the load, which may indicate a malfunction of hoisting components or brakes. Verify that maximum monorail track deflection does not exceed CMAA 74 and MHI MH27.1 design limits for the span, as applicable.
- b. Dynamic Load Test: Raise and lower test load through the full lift range and visually observe smooth control and acceleration between points or speed range. Completely stop the machinery at least once in each direction to ensure proper brake operation.

- c. Hoist Loss of Power Test: Raise the test load to approximately 3000 mm 10 feet. While slowly lowering the test load, disconnect the crane's main power source via the wall (floor level) disconnect. Verify that the test load does not lower and that the brake is set.

#### 3.4.2.3.3.2 Trolley

With a test load on the hook, operate the trolley (if space is available) the full distance of the monorail track system in each direction and through the range of speeds. Use extreme caution. Verify proper brake action and stopping distance.

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

#### 3.4.2.3.4 Overload Test

##### 3.4.2.3.4.1 Hoist

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

- a. Static Load Test: With the trolley centered between vertical supports, raise the test load approximately 300 mm 1 foot. Hold the load for 10 minutes. Rotate the load and hook 360 degrees clockwise and counterclockwise to check bearing operation with no binding. Observe for lowering of the load, which may indicate a malfunction of hoisting components or brakes.
- b. Dynamic Load Test: Raise and lower test load and visually observe smooth control and acceleration between points or speed range. Stop the load during raising and lowering to verify that the brakes hold the load.
- c. Hoist Mechanical Load Brake (or Self-locking Worm Gear): Raise test load approximately 1500 mm 5 feet. With the hoist controller in the neutral position, release the holding brake. Document the method used to release the holding brake. The load brake must hold the test load. Again, with the holding brake in the released position start the test load down at slow speed and return the controller to the neutral position as the test load lowers. The load brake must stop and hold the test load.
- d. Hoist Loss of Power Test: Raise the test load to approximately 3000 mm 10 feet. While slowly lowering the test load, disconnect the crane's main power source via the wall (floor level) disconnect. Verify that the test load does not lower and that the brake is set; Ensure the load stops moving before returning the controller to the neutral position and the brake is set.

3.4.2.3.4.2 Trolley

With a test load on the hook, operate the trolley (if space is available) the full distance of the monorail track system in each direction and through the range of speeds. Use extreme caution. Verify proper brake action.

[3.5 MANUFACTURER'S FIELD SERVICE REPRESENTATIVE

\*\*\*\*\*  
**NOTE: This section is only recommended for larger and more involved projects. Provide consideration for number of cranes, type (power source) of cranes, and local command experience with cranes.**  
\*\*\*\*\*

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

]3.6 OPERATION AND MAINTENANCE MANUALS

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

[3.7 FIELD TRAINING

\*\*\*\*\*  
**NOTE: Training is recommended, but not required.**  
  
**Additional items that could be included in the blank: general review of the entire capabilities, limitations, and safety features of the crane.**  
\*\*\*\*\*

Conduct a training course for[ eight] [\_\_\_\_\_] operating and maintenance staff[ and provide a copy of the training material to each participant]. Provide a training period consisting of a total of [4][8][\_\_\_\_\_] hours of normal working time and starting after the system is functionally completed but prior to final acceptance. Cover all pertinent points involved in operating, starting, stopping, and servicing the equipment,

including all major elements of the Operation and Maintenance Manuals.  
Demonstrate in course instructions all routine maintenance operations such  
as lubrication, general inspection, and basic troubleshooting[, and  
[\_\_\_\_\_]].

] -- End of Section --