

# Double Girder Top Running Overhead Crane System

## Part 1 - General

### 1.01 Work Included

- A. Furnish all labor and material for furnishing and installation of the overhead crane system and all required appurtenances for the \_\_\_\_\_ as indicated on the Drawings, as herein specified and as necessary for the proper and complete performance of this work.
- B. Scheduling of installation with other work on site shall be the responsibility of the Contractor.

### 1.02 System Description

- A. This section includes furnishing the following:
  - 1. One \_\_\_\_\_ ton capacity, \_\_\_\_\_' - \_\_\_\_\_" span top running, double girder, Individual drive crane with a bridge travel speed of \_\_\_\_\_ fpm. The crane is to be designed and built per the standards of the Crane Manufacturer's Association of America (CMAA) for class \_\_\_\_\_ service.
  - 2. One \_\_\_\_\_ ton capacity wire rope hoist, \_\_\_\_\_ feet of lift, \_\_\_\_\_ fpm hoist speed, (1-speed, 2-speed, variable speed \_\_\_\_\_).
  - 3. Runway for a \_\_\_\_\_' - \_\_\_\_\_" long bay. Runway is to be supported on \_\_\_\_\_' - \_\_\_\_\_" centers by (bolting, welding) directly to the \_\_\_\_\_.
  - 4. Runway electrification to be the shielded type and supported from brackets mounted to runway track.
- B. The crane is to be installed in the \_\_\_\_\_.

### 1.03 Submittals

- A. General
  - 1. In accordance with the procedures and requirements set forth in Section \_\_\_\_\_, Project Submittal Requirements, the Contractor shall obtain from the equipment manufacturer and submit the following:
    - a. Product Data
    - b. Operation and Maintenance Manuals
    - c. Manufacturer's Instructions
    - d. List of Manufacturers and Model Numbers
    - e. Spare Parts List
    - f. Special Tools List
    - g. Reports of Certified Shop Tests
    - h. Performance Warranty
    - i. List of requested exceptions to the Contract Drawings
  - 2. Each submittal shall be identified by the applicable Equipment Identification Number and Section, as detailed in Section \_\_\_\_\_, Project Submittal Requirements.
- B. Shop Drawings
  - 1. Each submittal shall be complete in all respects, incorporating all information and data listed herein and all additional information required for evaluation of the proposed equipment's compliance with the Contract Documents.
  - 2. Partial, incomplete or illegible submissions will be returned to the Contractor without review for resubmission.
  - 3. Shop drawings shall include but not be limited to:
    - a. Equipment specifications and data sheets identifying all materials used and methods of fabrication.
    - b. Complete assembly, layout and installation drawings with clearly marked dimensions.
    - c. Installation and start-up instructions.
    - d. Weights of all component parts, assembled weight of units and approximate total shipping weight.
    - e. Example equipment nameplate data sheet.
    - f. Interconnecting ladder-type wiring diagrams for power and control wiring required for final connections. Clearly differentiate between portions of wiring that are factory installed and portions to be field installed.
    - g. List of recommended spare parts.

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## C. Operations and Maintenance Manuals

1. The Contractor shall submit operation and maintenance manuals in accordance with the procedures and requirements set forth in Section \_\_\_\_\_, Operating and Maintenance Manual.

## D. Tools, Supplies and Spare Parts

1. Furnish all special tools necessary to disassemble, service, repair and adjust the equipment.
2. Spare parts shall be furnished as recommended by the equipment manufacturers.
3. See Section \_\_\_\_\_, Spare Parts, Maintenance Items and Tools.
4. Parts shall be completely identified with a numerical system to facilitate parts inventory control and stocking. A separate number shall identify each part.
5. Spare parts shall be delivered at the same time as the equipment to which they pertain. The Contractor shall properly store and safeguard such spare parts until completion of the work, at which time the spare parts, supplies and special tools shall be delivered to the Owner as directed by the Engineer. See Section \_\_\_\_\_, Spare Parts, Maintenance Items and Tools.

## 1.04 Quality Assurance

- A. All equipment and appurtenances furnished under this section shall be equal to the named products and shall conform to the applicable requirements of the following:
  1. CMAA No. 70 - Crane Manufacturers Association of America
  2. NEMA - National Electrical Manufacturers Association
  3. NEC - National Electrical Code
- B. All structural steel members of the handling system shall be designed in accordance with the specifications of the American Institute of Steel Construction, current edition and any welded construction shall be in accordance with the standard of the American Welding Society.

## 1.05 Services of Manufacturer's Representative

- A. The Contractor shall furnish qualified technical representatives from the manufacturer(s) supplying equipment under this specification. Manufacturer(s) services shall be in conformance with Section \_\_\_\_\_, Quality Control and Section \_\_\_\_\_, Material and Equipment and shall also include:
  1. Furnishing the services of a technical representative for \_\_\_\_\_ hour days during the installation phase of the equipment. The factory representative shall have full knowledge and experience in the installation of the type of equipment being installed. If more time is required because of Contractor's activities or problems with equipment, additional time is at Contractor's expense.
  2. Furnishing the services of a technical representative for \_\_\_\_\_ hour days whom has complete knowledge of the operational and maintenance requirements of the system. The factory representative shall instruct the Owner's personnel in the proper operation of the equipment. If more time is required because of Contractor's activities or problems with equipment, additional time is at Contractor's expense.

## 1.06 Lubricants

- A. The manufacturer shall submit a list with a minimum of four manufacturers standard lubricants, which may be used interchangeably for each type of lubricant required in Section \_\_\_\_\_, Operating and Maintenance Manual.

## 1.07 Transportation, Delivery, Handling, Storage and Protection

- A. Transportation, delivery, handling, storage and protection shall be in accordance with the requirements of Section \_\_\_\_\_, Material and Equipment.

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## Part 2 - Products

### 2.01 Design Stresses

- A. Materials shall be properly selected for the stresses to which they will be subjected. Load carrying parts, except girders shall be designed so that the calculated static stress in the material, based on rated load, shall not exceed 20 percent of the published average ultimate strength of the material. This limitation of stress provides a margin of strength to allow for variations in the properties of materials and under no condition should imply authorization or protection for user to load the crane beyond capacity. Girders shall be designed in accordance with CMAA No. 70 Specifications.

### 2.02 Equipment and Materials

- A. Furnish and install \_\_\_\_\_ ( ) complete motorized top running \_\_\_\_\_ ( ) ton capacity crane system for class \_\_\_\_\_ service at the \_\_\_\_\_, together with runway beams and rail, supports, hangers and accessories necessary for a complete functional installation. The bridge travel speed will be \_\_\_\_\_ fpm with (single, two, variable) speed control.
- B. Crane Bridge
1. General
    - a. Design calculations for bridge girder stresses shall include all live and dead loads and live and dead load impacts and shall follow the method of calculation as prescribed by the Crane Manufacturer's Association of America (CMAA).
    - b. A safety factor of 5:1 shall be applied to the design of all load-bearing parts of the crane bridge, hoist and trolley.
    - c. The crane will be assembled and tested at the point of manufacture prior to shipment and disassembled only to the extent required to facilitate shipment and installation.
    - d. The rated capacity of the crane shall be the load that the crane is designed to carry as specified by the manufacturer and shown in tons on large capacity plates located on each side of the crane bridge. The crane bridge will be designed and built to handle this rated load plus the weight of the hoist, trolley and all handling accessories such as buckets, magnets, grabs, etc., shall be included as part of the load to be handled.
    - e. Materials shall be specified herein and shall be free from all defects and imperfections that may affect the finished product. All parts shall be new and unused. Structural steel shall be of good commercial quality conforming to ASTM specification A36. End trucks shall be fabricated from tubes, structural steel shapes and plates welded into an integral unit and in-line bored to receive the wheel axles. Bearings shall be anti-friction ball or roller type, oil splash lubricated or equipped with easily lubrication fittings
    - f. The bridge shall be a double girder, top-running, dual (individual) drive structure comprised of the girder, end trucks, drive units, and control panel and electrification system. The bridge shall be designed and fabricated as a complete integral structure with only such parts removable as required to facilitate the erection and maintenance of equipment.
    - g. The bridge girder shall be constructed of standard structural shapes or boxed sections, reinforced and welded as required. Connections between the girder and end trucks can be either welded or bolted after installation and squaring. Trolley rails will be provided sized to handle the trolley wheel loading, diameter, face width and class of service. The trolley rails will be attached to the top of the girders with welded clips or J-bolts to permit ease of replacement.
    - h. The end trucks will have a minimum wheelbase of 1/7 of the crane's span. Each end truck will be carried on two (2) wheels running on anti-friction bearings. Wheels will be of machined steel, hardened to 300 –320 BHN, double flanged and capable of running on either ASCE or square bar runway rails. The end trucks will be provided with rubber bumpers at each end to engage end stops on the crane runway.
  2. Bridge drive
    - a. The crane bridge shall be driven by two drives. One located on and driving one wheel on each end truck. Each drive shall consist of a drive gear reducer, a TENV, crane duty, 30 minute rated motor with class F insulation and means of braking to meet the requirements of OSHA.

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3. Bridge control panel
  - a. The bridge motion's control shall be located in a bridge-mounted NEMA4/12 enclosure. The bridge control is to be provided with a mainline contactor controlled from the bridge control station and a door-mounted disconnect that turns off power to the bridge panel and drives and the hoist and trolley panel and drives the before the panel door can be opened.
  - b. The control shall be designed and built per the National Electric Code (NEC) standards with color-coded and match-marked wires. The panel shall also meet the standards of an independent certification agency.
4. Crane Motion Control
  - a. All motions of the crane (hoist, trolley and bridge) shall be operated through a single cable suspended pendant pushbutton type control. The pendant shall have two buttons for the control of each motion plus power on/off buttons:
    - (1) Hoist - Up/Down
    - (2) Trolley - Left/Right
    - (3) Bridge - Forward/Reverse
    - (4) Power - On/Off
  - b. The pendant shall be suspended from:
    - (1) The Hoist
    - (2) A fixed point on the bridge
    - (3) From a festoon cable pendant track system running the length of the bridge
  - c. Pushbutton station shall be of molded contour grip type and supported from hoist by strain relief cable to avoid damage from pull on the control wires. The enclosure is to be NEMA 4X watertight. Controls pendant shall be 115 volt AC, supported by a strain cable. Pendant shall hang to a point 3' - 6" above the operating floor, elevation as shown on the drawings. The pushbuttons shall return to the off position when the operator releases the pressure. The magnetic contactors for all motions shall be mechanically or electrically interlocked. Control voltage at the pushbutton stations shall be grounded to the hoists. A strain reliever cable shall support the control pendant.

**(Optional)** All motions of the crane (hoist, trolley and bridge) shall be operated from a remote radio control transmitter. The radio control system will consist of a hand-held transmitter and a bridge-mounted receiver that interfaces with the hoist, trolley and bridge motion controls. The radio control components are to be NEMA 4/12 enclosed with the transmitter operating off a disposal 9-volt battery. The radio control transmitter shall have two buttons for the control of each motion plus power on/off buttons:
    - (1) Hoist - Up/Down
    - (2) Trolley - Left/Right
    - (3) Bridge - Forward/Reverse
    - (4) Power - On/Off
5. Crane Bridge Electrification
  - a. Power and control voltage will be provided to the moving trolley and hoist through means of a festoon flat cable system. There will be separate cables for the motor power supply (line voltage) and control and these cables will be provided with separate connecting fittings and plugs. The cable connecting fittings and plugs shall be metal, not plastic, and will be of the type easily repairable or modified in the field without special tools. The power and control cables will be carried from trolleys with four (4) steel wheels running in a track suspended off of the bridge girder running the full length of the crane span.
  - b. The bridge will be provided with a main power pick-up (collector pole) and sliding shoe collectors that will contact and run in the shielded bar runway conductor system.
6. Crane Runway System
  - a. Runway Beams

Runway beams will be provided as per the attached drawings supported on stools welded to the building columns. The beams will be capped or uncapped as required to achieve maximum hook lift and to handle the crane's loading (Equivalent center loading,

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E.C.L.) at full capacity load and closest hook approach possible. The ends of the runway beams are to be joined together by means of (welded, bolted) splices.

**OR**

Runway beams will be provided as per the attached drawings supported on freestanding support columns tied back to the building columns. The beams will be capped or uncapped as required to achieve maximum hook lift and to handle the crane's loading (Equivalent center loading, E.C.L.) at full capacity load and closest hook approach possible. The ends of the runway beams are to be joined together by means of (welded, bolted) splices. The freestanding support columns shall be provided with base plates adequate to distribute the loading for the floor to handle and/or provided with concrete footings if required.

b. Runway Rails

ASCE runway rails will be provided and installed on runway beams provided by others. The rails will be properly sized for the crane's intended service class and wheel diameter and are to be secured to the top of the runway beams with J-bolts to permit future adjustments as needed. Bolted rail splices will be used to join the ends of the rail together and end stops will be provided at each end of the rails to engage with the bridge end truck bumpers.

c. Runway Electrification

Runway power electrification will be provided running the full length on one side of the runway. The electrification will be of the shielded bar type supported at proper intervals to prevent sag or excessive vibration and with power feeds located to minimize voltage drop so as to provide adequate power to operate at least the hoist and one traverse motion at the extreme ends of the runway.

## C. Trolley and Hoist Specifications

1. Hoist shall be heavy duty meeting H4 Service classification as defined in ANSI/ASME HST4M "Performance Standard for "Overhead Electric Wire Rope Hoists". Hoist shall be SHAW-BOX, model no. \_\_\_\_\_, \_\_\_\_\_ ton capacity, with a lifting speed of \_\_\_\_\_ fpm as manufactured by Lift-Tech International or approved equal. The hoisting control shall be (single, two, variable) speed control. The trolley shall be (single, two, variable) speed control with a traverse speed of \_\_\_\_\_ fpm.

- a. Frame shall be fabricated from rolled steel to form a one-piece weldment.
- b. Gear case is to be machined aluminum alloy casting with sealed construction allowing the gears and load brake to operate in a bath of oil.
- c. Bearings shall be high quality anti-friction type of either needle or ball design and used throughout the hoist. Bearings, not considered lifetime lubricated by the manufacturer, should be provided with a means for lubrication.
- d. Brakes: Hoist shall have (2) types of brakes: One DC electrical multiple disc motor brake to be located in the hoist gear case and oil bath lubricated for cooler operation, and one self-adjusting Weston type mechanical load brake located in the gear case. Either brake shall have the capability of holding rated load in the event of failure of either brake system.
- e. Overload device (optional) shall be provided to prevent lifting excessive overloads. This load-limiting device shall be preset at the factory to disengage the hoist motor from the gearing in event of excessive overload condition. Overload device is to be located between the motor and load brake, so that the load brake will hold the load in event of overload device failure.
- f. Motors shall be of high starting torque type designed specifically for hoist duty service with permanently lubricated ball bearings, rated for 30-minute duty cycle. The motor enclosure is to be totally enclosed non-ventilated, TENV. Motor insulation shall be class F Minimum. If hoist is to be two-speed it shall have a high speed to low speed ratio of 3:1. Motor is to have automatic reset temperature actuated switch (TAS) in motor windings to provide motor running overcurrent protection.
- g. Gearing shall be helical, precision cut and heat-treated to ensure quiet, efficient operation. Gears shall be totally enclosed and run in a bath of oil to provide maximum lubrication. Gears are either splined or keyed to shafts.
- h. Deep grooved, large diameter rope drum that helps prevent overwrap of cable for longer rope life.

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- i. Hoisting cable to be a 6 X 37 Improved plow steel pre-formed wire rope for maximum strength and life.
  - j. A upper block operated limit switch shall be included and arranged to stop the hoist motor and apply hoist motor brake when the hook reaches its upper limit. In the event of hook over travel, the motor shall be automatically plugged until stopped and reversed for a slight downward motion of the hook until it comes to a neutral position. A geared upper and lower limit switch shall also be provided that allows the upper and lower limits to be set to accommodate the application.
  - k. Controls to be centralized and designed per NEC (National Electric Code) standards housed in a panel with a hinged door. The controls are to be provided with a step-down transformer within the panel that provides 120 volts power to the control circuits. Control circuit voltage to the push button station shall not exceed 120 volts.
  - l. Trolley Traverse Drive: The drive is to consist of a motor mounted to a right-angle worm drive reducer located outboard of the trolley frame and drives two wheels through a rotating pinion shaft.
  - m. Trolley wheels shall be double flanged, straight tread, AISI C-1045 steel, flame hardened to 400-450 BHN for operation on either ASCE or square bar rail.
- D. Under this section furnish and install all wiring and controls from the wall mounted disconnect switch.
- 1. The sizing and selection of electric crane motors shall be the full and undivided responsibility of the crane manufacturer in order to ensure complete coordination of the components and to provide unit responsibility.
  - 2. Any reference to motor size or power requirements for the crane motors contained in the Contract Documents is preliminary and shall not be relied on by the Contractor. The Contractor shall be responsible for any changes to the electrical system that may result from final sizing and selection of the crane motors by the crane manufacturer at no additional cost to the Owner.
  - 3. Motor: All motors shall be furnished and installed under this section, but shall meet all of the requirements of \_\_\_\_\_, and shall comply with Section \_\_\_\_\_, Electric Motors. All motors shall be of the standard efficiency totally enclosed nonventilated squirrel cage type for \_\_\_\_\_ volts, 3-phase, \_\_\_\_\_ Hz. All motors shall be of ample size and construction to carry continuously all loads, which may be imposed through their full range of operation. The maximum motor loading shall not exceed the nameplate horsepower rating, exclusive of service factor. Motor horsepower to be determined by the crane supplier. All motors shall operate at speeds not greater than that described herein.
  - 4. Electrical Controls: Furnish and install all motors and drives herein specified under this section. The Contractor shall also furnish all necessary wiring diagrams and instructions for proper wiring of equipment.

## 2.03 Tagging

- A. Provide equipment identification as specified in Section \_\_\_\_\_, Process Equipment and Piping Identification.

## 2.04 Acceptable Manufacturer

- A. The top-running crane unit shall be a CraneMart Dealer/Crane Builder using a Yale or Shaw-Box Hoist.

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## Part 3 - Execution

### 3.01 Contractor's Verification

- A. The Contractor shall verify all field dimensions for the top-running crane to be installed and correct conditions detrimental to the proper and timely completion of work. The Contractor shall not proceed with installation of the crane until unsatisfactory conditions have been corrected.

### 3.02 Painting

- A. Except for touch up, all painting shall be done in the shop. The overhead crane shall be primed and finish coated in accordance with Section \_\_\_\_\_, Painting and Special Coatings.

### 3.03 Installation

- A. Comply with Section \_\_\_\_\_, Material and Equipment. The Contractor shall arrange to have the manufacturer or supplier of the equipment furnished under this section furnish the services of competent factory-trained and properly certified personnel to supervise the installation and initial operation. Installation and erection of all assemblies and components shall be in accordance with the details indicated on the approved shop drawings and the printed instructions of the manufacturer.

### 3.04 Use During Construction

- A. Use of system is not permitted during construction.

### 3.05 Testing

- A. Shop Testing: Shop performance tests shall be conducted as specified in Section \_\_\_\_\_, Material and Equipment. These tests will indicate that the equipment can accommodate the specified loads.
- B. Field Testing: After approved equipment is installed, it shall be given a running test where it shall demonstrate the ability to lift and continuously transport the rated capacity, \_\_\_\_\_ tons, throughout the entire length and width of the \_\_\_\_\_.

### 3.06 Warranties

- A. Warranties shall be provided as specified in Section \_\_\_\_\_, Warranties and Bonds.

### 3.07 Cleaning

- A. Prior to acceptance of the work of this Section, the Contractor will thoroughly clean all installed materials, equipment and related areas as per Section \_\_\_\_\_, Cleaning.