ASME B30.5-2004

(Revision of ASME B30.5-2000)

Mobile and Locomotive Cranes

Safety Standard for Cableways, Cranes, Derricks, Hoists, Hooks, Jacks, and Slings

AN AMERICAN NATIONAL STANDARD

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SAFETY STANDARD FOR CABLEWAYS, CRANES, DERRICKS, HOISTS, HOOKS, JACKS, AND SLINGS

Date of Issuance: September 27, 2004

The next edition of this Standard is scheduled for publication in 2007. There will be no addenda issued to this edition.

ASME issues written replies to inquiries concerning interpretations of technical aspects of this Standard. Interpretations are published on the ASME Web site under the Committee Pages at http://www.asme.org/codes/ as they are issued, and will also be published within the next edition of the Standard.

The American Society of Mechanical Engineers
Three Park Avenue, New York, NY 10016-5990

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FOREWORD

This American National Standard, Safety Standard for Cableways, Cranes, Derricks, Hoists, Hooks, Jacks, and Slings, has been developed under the procedures accredited by the American National Standards Institute (formerly the United States of America Standards Institute). This Standard had its beginning in December 1916 when an eight-page Code of Safety Standards for Cranes, prepared by an ASME Committee on the Protection of Industrial Workers, was presented to the annual meeting of the ASME.

Meetings and discussions regarding safety on cranes, derricks, and hoists were held from 1920 to 1925, involving the ASME Safety Code Correlating Committee, the Association of Iron and Steel Electrical Engineers, the American Museum of Safety, the American Engineering Standards Committee (later changed to American Standards Association and subsequently to the USA Standards Institute), Department of Labor —State of New Jersey, Department of Labor and Industry — State of Pennsylvania, and the Locomotive Crane Manufacturers Association. On June 11, 1925, the American Engineering Standards Committee approved the ASME Safety Code Correlating Committee's recommendation and authorized the project with the U.S. Department of the Navy, Bureau of Yards and Docks, and ASME as sponsors.

In March 1926, invitations were issued to 50 organizations to appoint representatives to a Sectional Committee. The call for organization of this Sectional Committee was sent out October 2, 1926, and the committee organized November 4, 1926, with 57 members representing 29 national organizations. The Safety Code for Cranes, Derricks, and Hoists, ASA B30.2-1943, was created from the eight-page document referred to in the first paragraph. This document was reaffirmed in 1952 and widely accepted as a safety standard.

Due to changes in design, advancement in techniques, and general interest of labor and industry in safety, the Sectional Committee, under the joint sponsorship of ASME and the Naval Facilities Engineering Command, U.S. Department of the Navy, was reorganized as an American National Standards Committee on January 31, 1962, with 39 members representing 27 national organizations.

The format of the previous code was changed so that separate volumes (each complete as to construction and installation; inspection, testing, and maintenance; and operation) would cover the different types of equipment included in the scope of B30.

In 1982, the Committee was reorganized as an Accredited Organization Committee, operating under procedures developed by ASME and accredited by the American National Standards Institute.

This Standard presents a coordinated set of rules that may serve as a guide to government and other regulatory bodies and municipal authorities responsible for the guarding and inspection of the equipment falling within its scope. The suggestions leading to accident prevention are given both as mandatory and advisory provisions; compliance with both types may be required by employers of their employees.

In case of practical difficulties, new developments, or unnecessary hardship, the administrative or regulatory authority may grant variances from the literal requirements or permit the use of other devices or methods, but only when it is clearly evident that an equivalent degree of protection is thereby secured. To secure uniform application and interpretation of this Standard, administrative or regulatory authorities are urged to consult the B30 Committee, in accordance with the format described in Section III of the Introduction, before rendering decisions on disputed points.

Safety codes and standards are intended to enhance public safety. Revisions result from committee consideration of factors such as technological advances, new data, and changing environmental and industry needs. Revisions do not imply that previous editions were inadequate.

Suggestions for the improvement of this volume of the Standard are welcome. They should be addressed to The American Society of Mechanical Engineers; Secretary, B30 Main Committee; Three Park Avenue; New York, NY 10016-5990.

This volume of the Standard, which was approved by the B30 Committee and by ASME, was approved by ANSI and designated as an American National Standard on May 25, 2004.

ASME B30 STANDARDS COMMITTEE
Safety Standards for Cableways, Cranes, Derricks, Hoists, Hooks, Jacks, and Slings

(The following is the roster of the Committee at the time of approval of this Standard.)

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SAFETY STANDARD FOR CABLEWAYS, CRANES, DERRICKS, HOISTS, HOOKS, JACKS, AND SLINGS

(04)

B30 SERIES INTRODUCTION

GENERAL

This Standard is one of a series of safety standards on various subjects that have been formulated under the general auspices of the American National Standards Institute. One purpose of the Standard is to serve as a guide to governmental authorities having jurisdiction over subjects within the scope of the Standard. It is expected, however, that the Standard will find a major application in industry, serving as a guide to manufacturers, purchasers, and users of the equipment.

For the convenience of the user, the Standard has been divided into separate volumes.

B30.1 Jacks
B30.2 Overhead and Gantry Cranes (Top Running Bridge, Single or Multiple Girder, Top Running Trolley Hoist)
B30.3 Construction Tower Cranes
B30.4 Portal, Tower, and Pedestal Cranes
B30.5 Mobile and Locomotive Cranes
B30.6 Derricks
B30.7 Base Mounted Drum Hoists
B30.8 Floating Cranes and Floating Derricks
B30.9 Slings
B30.10 Hooks
B30.11 Monorails and Underhung Cranes
B30.12 Handling Loads Suspended From Rotorcraft
B30.13 Storage/Retrieval (S/R) Machines and Associated Equipment
B30.14 Side Boom Tractors
B30.15 Mobile Hydraulic Cranes
Note: B30.15-1973 has been withdrawn. The revision of B30.15 is included in the latest edition of B30.5.
B30.16 Overhead Hoists (Underhung)
B30.17 Overhead and Gantry Cranes (Top Running Bridge, Single Girder, Underhung Hoist)
B30.18 Stacker Cranes (Top or Under Running Bridge, Multiple Girder With Top or Under Running Trolley Hoist)
B30.19 Cableways
B30.20 Below-the-Hook Lifting Devices
B30.21 Manually Lever Operated Hoists
B30.22 Articulating Boom Cranes
B30.23 Personnel Lifting Systems
B30.24 Container Cranes[1]
B30.25 Scrap and Material Handlers
B30.26 Rigging Hardware[1]
B30.27 Material Placement Systems[1]
B30.28 Balance-Lifting Units[1]

If these standards are adopted for governmental use, the references to other national codes and standards in the specific volumes may be changed to refer to the corresponding regulations of the governmental authorities.

The use of cableways, cranes, derricks, hoists, hooks, jacks, and slings is subject to certain hazards that cannot be met by mechanical means but only by the exercise of intelligence, care, and common sense. It is therefore essential to have personnel involved in the use and operation of equipment who are competent, careful, physically and mentally qualified, and trained in the safe operation of the equipment and the handling of the loads. Serious hazards are overloading, dropping or slipping of the load caused by improper hitching or slinging, obstructing the free passage of the load, and using equipment for a purpose for which it was not intended or designed.

The Standards Committee fully realizes the importance of proper design factors, minimum or maximum sizes, and other limiting dimensions of wire rope or chain and their fastenings, sheaves, sprockets, drums, and similar equipment covered by the Standard, all of which are closely connected with safety. Sizes, strengths, and similar criteria depend on many different factors, often varying with the installation and uses. These factors depend on the condition of the equipment or material; the loads; the acceleration or speed of the ropes, chains, sheaves, sprockets, or drums; the type of attachments; the number, size, and arrangement of sheaves or other parts; environmental conditions causing corrosion or wear; and many variables that must be considered in each individual case. The rules given in the Standard must be interpreted accordingly, and judgment must be used in determining their application.

The Standards Committee will be glad to receive criticisms of this Standard's requirements and suggestions

[1] B30.24, B30.26, B30.27, and B30.28 are in the developmental stage.

for its improvement, especially those based on actual experience in application of the rules.

Suggestions for changes to the Standard should be submitted to the Secretary of the B30 Committee, ASME, Three Park Avenue, New York, NY 10016-5990, and should be in accordance with the following format:

(a) Cite the specific paragraph designation of the pertinent volume.

(b) Indicate the suggested change (addition, deletion, revision, etc.).

(c) Briefly state the reason and/or evidence for the suggested change.

(d) Submit suggested changes to more than one paragraph in the order that the paragraphs appear in the volume.

The B30 Committee will consider each suggested change in a timely manner in accordance with its procedures.

SECTION I: SCOPE

This Standard applies to the construction, installation, operation, inspection, and maintenance of jacks; power-operated cranes, monorails, and crane runways; power-operated and manually operated derricks and hoists; lifting devices, hooks, and slings; and cableways.

This Standard does not apply to track and automotive jacks, railway or automobile wrecking cranes, shipboard cranes, shipboard cargo-handling equipment, well-drilling derricks, skip hoists, mine hoists, truck body hoists, car or barge pullers, conveyors, excavating equipment, or equipment falling within the scope of the following Committees: A10, A17, A90, A92, A120, B20, B56, and B77.

SECTION II: PURPOSE

This Standard is designed to

(a) guard against and minimize injury to workers, and otherwise provide for the protection of life, limb, and property by prescribing safety requirements

(b) provide direction to owners, employers, supervisors, and others concerned with, or responsible for, its application

(c) guide governments and other regulatory bodies in the development, promulgation, and enforcement of appropriate safety directives

SECTION III: INTERPRETATIONS

Upon request, the B30 Committee will render an interpretation of any requirement of the Standard. Interpretations can only be rendered in response to a written request sent to the Secretary of the B30 Committee, ASME, Three Park Avenue, New York, NY 10016-5990.

The request for interpretation should be clear and unambiguous. It is further recommended that the inquirer submit his request utilizing the following format.

Subject: Cite the applicable paragraph number(s) and provide a concise description.

Edition: Cite the applicable edition of the pertinent volume for which the interpretation is being requested.

Question: Phrase the question as a request for an interpretation of a specific requirement suitable for general understanding and use, not as a request for approval of a proprietary design or situation. The inquirer may also include any plans or drawings that are necessary to explain the question; however, they should not contain any proprietary names or information.

Requests that are not in this format will be rewritten in this format by the Committee prior to being answered, which could change the intent of the original request.

ASME procedures provide for reconsideration of any interpretation when or if additional information that might affect an interpretation is available. Further, persons aggrieved by an interpretation may appeal to the cognizant ASME Committee or Subcommittee. ASME does not "approve," "certify," "rate," or "endorse" any item, construction, proprietary device, or activity.

SECTION IV: NEW AND EXISTING INSTALLATIONS

(a) Effective Date. The effective date of this volume for the purpose of defining new and existing installations shall be 1 year after its date of issuance.

(b) New Installations. Construction, installation, inspection, testing, maintenance, and operation of equipment manufactured and facilities constructed after the effective date of this volume shall conform to the mandatory requirements of this volume.

(c) Existing Installations. Inspection, testing, maintenance, and operation of equipment manufactured and facilities constructed prior to the effective date of this volume shall be done, as applicable, in accordance with the requirements of this volume.

It is not the intent of this volume to require retrofitting of existing equipment. However, when an item is being modified, its performance requirement shall be reviewed relative to the current volume. If the performance differs substantially, the need to meet the current requirement shall be evaluated by a qualified person selected by the owner (user). Recommended changes shall be made by the owner (user) within 1 year.

SECTION V: MANDATORY AND ADVISORY RULES

Mandatory rules of this volume are characterized by use of the word *shall.* If a provision is of an advisory nature, it is indicated by use of the word *should* and is a recommendation to be considered, the advisability of which depends on the facts in each situation.

SECTION VI: METRIC CONVERSIONS

This Standard contains SI (metric) units and U.S. Customary units. The values stated in U.S. Customary units are to be regarded as the standard. The SI units are a direct (soft) conversion from the U.S. Customary units.

ASME B30.5-2004
SUMMARY OF CHANGES

Following approval by the ASME B30 Committee and ASME, and after public review, ASME B30.5-2004 was approved by the American National Standards Institute on May 25, 2004.

ASME B30.5-2004 includes editorial changes, revisions, and corrections introduced in ASME B30.5a-2002, as well as the following changes identified by a margin note, **(04)**.

Page	*Location*	*Change*
viii–x	B30 Series Introduction	General and Section VI revised
1	Section 5-0.1	Third paragraph revised
2, 5, 6	5-0.2.2	(1) Definition for *luffing attachment* added (2) Definition of *operational aid* revised
7	Section 5-0.3	B30.23 reference added
8	Table 1	Converted from in-text table and revised
18, 19	5-1.7.2	Revised in its entirety
	Fig. 14	Corrected by errata
20	5-1.9.3(d)	Added
21	5-1.9.9	Revised
22	Section 5-1.11	Added
24, 25	5-2.1.6(c)	Revised
	5-2.2.1(a)(7)	Added
	5-2.2.2	Revised
	5-2.3.1(a)	Revised
	5-2.3.3(b)(2)	Revised
29	5-3.1.3(c)	Revised
30	5-3.2.1.1(c)	Revised
	5-3.2.1.1(d)	Revised
	5-3.2.1.2(a)	Revised
	5-3.2.1.2(b)	Revised
31	5-3.2.1.5(h)	Revised in its entirety
32	Fig. 16	Added
	5-3.2.2	Revised in its entirety
33	Section 5-3.3	Revised in its entirety
34–36	Fig. 17	Redesignated from Fig. 16
37, 38	Fig. 18	Redesignated from Fig. 17

Page	*Location*	*Change*
39, 40	Table 2	Redesignated from Table 1
	5-3.4.5.2(e)	Revised
	5-3.4.5.3(j)	Revised
	5-3.4.5.4(g)	Revised

SPECIAL NOTE:

The interpretations to ASME B30.5 are included in this edition as a separate section for the user's convenience.

MOBILE AND LOCOMOTIVE CRANES

Chapter 5-0
Scope, Definitions, and References

(04) SECTION 5-0.1: SCOPE OF B30.5

Within the general scope defined in Section 1, American National Standard B30.5 applies to crawler cranes, locomotive cranes, wheel-mounted cranes, and any variations thereof that retain the same fundamental characteristics. The scope includes only cranes of the above types that are basically powered by internal combustion engines or electric motors. Side boom tractors and cranes designed for railway and automobile wreck clearance, digger derricks, cranes manufactured specifically for, or when used for, energized electrical line service, knuckle boom, trolley boom cranes, and cranes having a maximum rated capacity of one ton or less are excluded.

Special adaptions to the general types of machines covered by this volume, where applicable, fall under this scope.

Some basic machine types within this scope are used alternatively for lifting service and for applications not considered to be lifting service. All of the requirements of this volume are applicable to such machines when used for lifting service. However, at a minimum, Section 5-1.11, Chapter 5-2, and Section 5-3.1 of this volume apply to machines when used in other than lifting service.

SECTION 5-0.2: DEFINITIONS

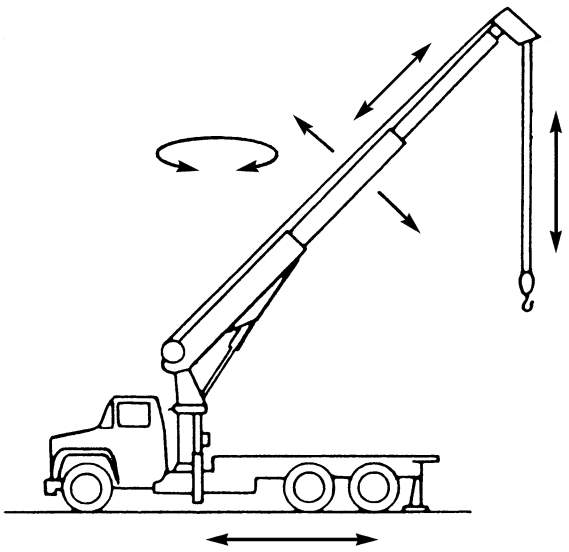
5-0.2.1 Types of Mobile and Locomotive Cranes

commercial truck-mounted crane: a crane consisting of a rotating superstructure (center post or turntable), boom, operating machinery, and one or more operator's stations mounted on a frame attached to a commercial truck chassis, usually retaining a payload hauling capability whose power source usually powers the crane. Its function is to lift, lower, and swing loads at various radii (see Figs. 1 and 2).

crawler crane: a crane consisting of a rotating superstructure with a power plant, operating machinery, and boom, mounted on a base and equipped with crawler treads for travel. Its function is to lift, lower, and swing loads at various radii (see Figs. 3 and 4).

locomotive crane: a crane consisting of a rotating superstructure with a power plant, operating machinery, and boom, mounted on a base or car equipped for travel on a railroad track. It may be self-propelled or propelled by an outside source. Its function is to lift, lower, and swing loads at various radii (see Fig. 5).

wheel-mounted crane (multiple control stations): a crane consisting of a rotating superstructure, operating machinery, and operator's station and boom, mounted on a crane carrier equipped with axles and rubber-tired wheels for travel, a power source(s), and having separate stations for driving and operating. Its function is to lift, lower, and swing loads at various radii (see Figs. 6 and 7).



GENERAL NOTE: The boom may have a base boom structure of sections (upper and lower) between or beyond which additional sections may be added to increase its length, or it may consist of a base boom from which one or more boom extensions are telescoped for additional length.

Fig. 1 Commercial Truck–Mounted Crane — Telescoping Boom