

## Freestanding Workstation Steel Bridge Crane

This guide can be used to prepare a bid specification for the incorporation of a Freestanding Workstation Steel Bridge Crane into a competitive bid project or application.

**\*Each product specification is organized in three standard sections:**

### **SECTION 1 - GENERAL:**

Includes product scope, references, performance requirements, applicable documents, quality assurances, product warranty information, and project conditions and handling practices.

### **SECTION 2 - PRODUCTS:**

Includes a description of materials, products, and accessories to be incorporated into the project.

### **SECTION 3 – EXECUTION:**

Includes provisions for product preparation, installation, field quality control, demonstrating and training, and protection.

**\*The specifier may need to edit this product specification to reflect the options and applications for a specific project. Notes to assist the specifier in editing this product specification are indicated in brackets. All notes and brackets should be deleted on the final draft.**

## **SECTION 1 – GENERAL**

### **1.1 SCOPE**

- A. Product:** Spanco Freestanding Workstation Bridge Cranes include freestanding support structure, two runways, bridge moving perpendicular to runways and equipped with enclosed track, end trucks, hoist trolley, festooning systems, bumpers, and other accessories.
- B. General Design Standards:** Spanco Cranes are designed in conformance with the following applicable standards:
  1. **Workstation Bridge Cranes:** AISC Steel Construction Manual, OSHA 1910.179, ANSI B30.11, AWS D1.1/D1.6, and MMA MH27.2.
- C. Standard Equipment Specifications:** List other specifications related to the product and application including options, accessories, and customizations [Mounting, Hoists, Electrical].
  1. Length: [Runway length is determined by length of a specific area requiring coverage. Runways are supported on standard maximum support centers of 20, 25, or 30 feet or custom support centers up to 40 feet, depending on capacity.]
  2. Width: [Bridge span is the length of a bridge between the center of two runways. Spanco standard design provides a standard bridge overhang of 12 inches on each end beyond the runway centerline. Bridge length is the overall length.]
  3. Capacity: [The maximum weight of the application should not exceed design weight. Load weights should be predetermined to avoid buying unnecessary capacity. Bridge dead weight adds to the load the operator is moving.]

4. Height: [Keep trolley-clevis height as low as possible to attain minimal resistance (with practical consideration given to minimal headroom requirements). Height is measured from the floor to the trolley clevis from which the hoist is suspended.]
5. Construction: Fabricated from ASTM A36 steel sections with finished ends and surfaces.

## 1.2 REFERENCES

[List references referred to in this product specification. List by number and full title and delete non-applicable references.]

- A. **American Institute of Steel Construction (AISC):** Manual of Steel Construction, Part 5, Specification for Structural Joints Using ASTM A325 or ASTM A490 Bolts
- B. **American National Standards Institute (ANSI):** ANSI B30.11 – Monorails and Underhung Cranes
- C. **American Society for Testing and Materials (ASTM) A36:** Carbon Structural Steel
- D. **American Society for Testing and Materials (ASTM) A325:** Structural Bolts, Steel, Heat Treated, 120/150 ksi Minimum Tensile Strength
- E. **American Society for Testing and Materials (ASTM) A490:** Structural Bolts, Alloy Steel, Heat Treated, 150 ksi Minimum Tensile Strength
- F. **American Society for Testing and Materials (ASTM) B221:** Aluminum-Alloy Extruded Bar, Rod, Wire, Shape, and Tube
- G. **American Welding Society (AWS) D1.1:** Structural Welding Code
- H. **American Welding Society (AWS):** Certified Shop
- I. **Occupational Safety and Health Administration (OSHA) – Specification 1910.179:** Overhead and Gantry Cranes
- J. **CMAA Specifications 70 and 74:** Traveling Bridge Cranes
- K. **MMA Specification MH27.2:** Enclosed Track Underhung Cranes and Monorail Systems

## 1.3 PERFORMANCE REQUIREMENTS

- A. **Coverage:** Crane shall provide coverage of rectangular area of size indicated on drawings and consist of:
  1. Support structure requiring only primary structural support without longitudinal or lateral bracing.
  2. Two rigid, parallel runways; cranes with more than two runways or with articulating runways are not acceptable.
  3. Rigid single or double girder bridge moving perpendicular to runways or monorail.
- B. **Modular, Pre-engineered Design:** Crane system shall be capable of expansion, disassembly, relocation, and the addition of multiple mixed capacity bridges.
  1. Crane shall be designed, fabricated, and installed in accordance with ANSI B30.11 and OSHA 1910.179.
- C. **Productivity Ratio:** Crane shall be designed to move load manually with maximum force of approximately 1/100 load weight.
- D. **Deflection Guidelines:** All Workstation Bridge Crane models are designed with maximum deflection of approximately L/450.
- E. **Crane Operating Temperature:** 5 to 200 degrees F (-15 to 93 C)
- F. **Structural Design:** The crane's structural design is based on live load capacity plus 15 percent for hoist and trolley weight and 25 percent for impact. Contact Spanco, Inc. for assistance specifying cranes that will require seismic and other additional loads or cranes that will operate in high humidity or corrosive environments.
 

**Crane shall be designed to withstand:**

  1. Crane and hoist dead load.

2. Live load capacity equal to net rated hook load.
3. Inertia forces from crane and load movement.

## 1.4 DOCUMENTS

### A. Submittal Procedures

1. Product data is included for crane and all accessories. Product data provides capacities, performance, standard operation, and applied forces to foundation.
2. Shop drawings, which outline crane configuration, dimensions, construction, and installation details.
3. Manufacturer's Warranty
4. Manufacturer's Installation Instructions
5. Manufacturer's Operation and Maintenance Manual

## 1.5 QUALITY ASSURANCE

- A. Standard cranes shall be designed, fabricated, and installed in accordance with ANSI B30.11, MH27.2, OSHA 1910.179, and International Building Code. Spanco, Inc. assures the safety and quality of all systems when installed and maintained according to their Installation and Maintenance Manual. All standard Spanco Workstation Bridge Cranes are designed to withstand the worst seismic condition in the continental U.S. as defined by the IBC.
1. Applications where cranes will be used in potentially hazardous environments or explosive environments require special consideration. Per the International Building Code, these special conditions must be disclosed prior to placing an order.
  2. Applications where cranes will be used in essential facilities, such as fire departments, military buildings, or communications buildings, or at locations closer than 15km to known seismic sources, require special consideration. Per the International Building Code, these special conditions must be disclosed prior to placing an order.
  3. Custom cranes (cranes modified over and above the standard dimensions or capacities shown within our standard Spanco literature) may need modification to conform to IBC requirements due to the customized and non-standard nature of these designs.
- B. If different specifications are required, alternate specifications must be requested before the order is placed. Crane modifications may be required at additional cost to conform to specifications other than IBC and ANSI.
- C. **Manufacturer's Qualifications:** An ISO 9001:2015 registered company with more than 40 years of experience successfully designing and manufacturing cranes and material handling solutions for numerous industries.
- D. **Installer's Qualification:** A company that is acceptable to the crane manufacturer and with five years of experience assembling and installing cranes for multiple applications. Installer should be able to:
1. Perform welding using certified welders in accordance with AWS D1.1.
  2. Bolt connections in accordance with torque tightening procedures specified in AISC Manual, Part 5.
  3. Clearly label crane with rated load capacity with label visible from floor level and loading position.
  4. Perform OSHA Load Test Certification.

## 1.6 WARRANTY

- A. Manufacturer's Warranty:** Included on manufacturer's standard form and outlines the manufacturer's agreement to repair or replace assemblies and components that fail in materials and/or execution within warranty period from date of substantial completion.
1. Warranty covers defects in equipment material and workmanship of manual systems and equipment for ten (10) years or 20 thousand (20,000) hours, commencing on the date of shipment to the first retail purchaser. This warranty extends to non-wearable parts only, with the exception of the wheels supplied on manually operated workstation end trucks and hoist trolleys.
  2. Warranty covers two (2) years for paint and finishes for non-aluminum components.
  3. Warranty covers one (1) year for motorized systems and equipment.

## 1.7 CONDITIONS/DELIVERY, STORAGE, AND HANDLING

### A. Project Conditions

1. Maintain environmental conditions (temperature, humidity, and ventilation) within limits recommended by manufacturer for optimal results.
2. Do not install products under environmental conditions outside manufacturer's absolute limits.

### B. Delivery, Storage, and Handling

1. Store products in manufacturer's packaging until ready for installation.
2. Store and dispose of solvent-based materials in accordance with requirements of local authorities.

## SECTION 2 – PRODUCT

### 2.1 ACCEPTABLE MANUFACTURERS

#### A. Spanco, Inc.

Locations: Morgantown, PA and Las Vegas, NV; 800-869-2080; www.spanco.com

### 2.2 FREESTANDING WORKSTATION STEEL BRIDGE CRANE

[Spanco Freestanding Workstation Bridge Cranes are available in capacities ranging from 250 to 4,000 pounds. Overall bridge lengths are 10, 15, 20, 23, 28, and 34 feet standard or up to 40 feet custom, depending on capacity.]

- A. Models:** The following are freestanding workstation steel bridge cranes manufactured by Spanco, Inc. [Specifier may need to choose an acceptable model based on the list below.]
1. Model TR: Cranes with trussed steel runways supported on standard maximum support centers of 20, 25, or 30 feet or custom support centers up to 40 feet, depending on capacity as manufactured by Spanco, Inc.
- B. Construction:** Fabricated from ASTM A36 steel sections with finished ends and surfaces.
- C. Design Factors:** Spanco Workstation Bridge Cranes are designed with a factor of 15 percent of the rated capacity for hoist and trolley weight and 25 percent of the rated capacity for impact. This design provides a margin to allow for variations in material properties, operating conditions, and design assumptions. No crane should ever be loaded beyond its rated capacity.
- D. Service Factor:** All Spanco Workstation Bridge Cranes are designed for moderate usage (Class C Normal/Industrial service) as defined:
1. System or equipment is used where lifted loads average 50 percent of the rated capacity with five to ten lifts per hour, averaging 15 feet, not over 50 percent of the lifts at rated capacity.

2. Applications involving vacuums, magnets, and other high-impact lifters may be considered severe usage and require special design considerations. Please contact Spanco, Inc. for special design pricing.
  3. Consult Spanco, Inc. for usage other than moderate and all instances of high-cycle rates or high-impact applications, such as high-speed air or electric hoists, vacuum lifters, or magnets.
- E. Support Structure:** Support crane runways with frames consisting of two columns and horizontal header.
1. Columns: Square tubes with full bottom base plate (weld on angles not permitted) and top header plate.
  2. Header: Fabricated from singlewide flange beam. Includes clamp plates, minimum grade 5 bolts, lock washers, and hex nuts for attaching header to column.
  3. Hanger Assemblies: Includes each support frame with pair of hanger assemblies that provide a rigid connection for suspending runways. Assemblies to consist of clamp angles, clamp plates, minimum grade 5 bolts, lock washers, and hex nuts. Use of threaded rods in flush hanger assemblies not permitted.
- F. Runways:** Vertical truss fabricated from square steel tubes and enclosed steel track.
1. Track: Enclosed, cold formed, steel box track that serves as bottom cord of runway and permits end trucks and festoon carriers to ride on lower inside flanges. Fabricate lower running flanges with flat surface for higher durability and wheel contact. Sloped flanges not permitted.
  2. Splice Joint: Includes truss splice plates, channel-shaped track splice joints, bolts, lock washers, and nuts for joining runway sections. Splice joints must be located within four feet of a support point.
  3. Runway Cantilevers: Up to four feet (1219 mm) of cantilever is allowed from a hanger location to the end of the runway for trussed track. Up to two feet (609 mm) of cantilever is allowed from a hanger location to the end of the runway for plain track.
- G. Festoon stack section:** Includes enclosed track extension to allow for stacking festoon carriers at end of runway.
- H. Bridge, Enclosed:** Cold formed steel box track that permits hoist trolleys and festoon carriers to ride along track's lower inside flanges. Fabricate lower running flanges with flat surfaces. Sloped flanges not permitted.
- I. Bridge, Extruded Aluminum:** Enclosed track reinforced with extruded aluminum beam.
1. Included as either single piece extrusion or with separate beam welded to track. Bolted reinforcing not permitted.
  2. Track: Enclosed box track designed for trolleys and festoon carriers to ride on lower inside flanges. Fabricate lower running flanges with flat surfaces. Sloped flanges not permitted.
- J. End Trucks:** Rigid frame end truck designed to ride inside enclosed runway track and connect to and suspend bridge.
1. Construction: Stamped steel fabrication with both vertical and horizontal wheels to prevent binding in runway.
  2. Wheels: Removable, self-centering wheels with sealed lifetime lubricated bearings. Vertical wheels shall be flat to match track profile. Non-removable or non-tapered wheels are not acceptable. Polyamide wheel material is provided by Spanco, Inc. Steel wheels are optional.
  3. Drop Lugs: Included on both sides of truck to limit truck drop in the event of wheel or axle failure.
  4. Connection to the Bridge: Includes a sliding or flexible connection between bridge and end truck. Rigid connections or articulating connections with threaded hardware are not acceptable.

- K. Hoist Trolley:** Rigid-body trolley designed to ride inside enclosed track of bridge and to carry hoist and load. Articulating trolleys are not acceptable.
1. Construction: Two-piece stamped steel body with two wheels on each side and tapered clevis positioning hoist hook at center of trolley, so load weight is evenly distributed to all four trolley wheels. Includes removable clevis pin (type and size determined by manufacturer for specified capacity). Trolleys with non-removable clevis pins are not acceptable. Holes provided in body for mechanical connections.
  2. Wheels: Removable, self-centering wheels with sealed lifetime lubricated bearings. Vertical wheels shall be flat to match track profile. Non-removable or tapered wheels are not acceptable. Polyamide wheel material provided by Spanco, Inc. Steel wheels are optional.
  3. Drop Lugs: Included on both sides of trolley to limit trolley in the event of wheel, axle, or load bar failure.
  4. Designed for hook attachment of hoist.
- L. End Stops:** Molded composite, resilient bumper installed in runway and bridge tracks to prevent end trucks, hoist trolley, and festoon carriers from rolling out of track. Bolt stops without energy absorbing bumper are not acceptable.

### 2.3 **SYSTEM OPTIONS**

\*The following options are available for Spanco Freestanding Workstation Bridge Cranes. [Select required options from the following, or contact Spanco, Inc. if other types of accessories are required.]

#### **A. Application Options**

1. Custom spans, designs, and hanger assemblies.
2. Mylar™ lip seal for heavy dust or paint overspray applications.
3. Virtually unlimited track lengths with track splicing.
4. Custom overhang lengths available.
5. Multiple bridges.
6. Steel or aluminum bridges.
7. Systems available in stainless steel.
8. Custom bridge lengths.

#### **B. Mixed Capacity Systems**

1. Heavier capacity runways and smaller capacity bridges available.

#### **C. Bridge Buffer**

1. Roll in the runway tracks between two crane bridges restricting the distance they can travel towards each other to avoid overloading the runway.

#### **D. Intermediate Bumpers**

1. Additional through bolted end stops can be installed in the runway tracks at runway support centers to prevent more than one bridge crane from operating within a set of support centers.

#### **E. Tractor Drives**

1. Motorization available for bridge, trolley, or both.
2. Power Bridge or trolley and hoist trolley on straight 600, 700, or 900 series track (1,000 to 4,000 pound capacities) runways or monorails.
3. 208 to 575 volts, three phase, 60 hertz, electric operation, and air driven are also available.
4. Standard speeds from 34 F.P.M. to 75 F.P.M. Other speeds are available.

#### **F. Telescoping Bridges**

1. Provide extended reach into a specific area requiring coverage.
2. Steel anti-kick up wheels prevent bridge binding to ensure smooth movement.

3. Range in capacities up to 2,000 pounds.
4. Consult Spanco, Inc. for specific applications.

#### **G. Cantilevered Bridges**

1. One or both ends of crane bridges can be cantilevered beyond standard 12-inch overhang. Consult Spanco, Inc. for specific applications.

#### **H. Festoon Assemblies**

1. Includes length of cable and/or air hose to supply lifting device.
2. Festoon Trolleys: Four wheeled trolleys with pivoting saddle and applicable attachment to support service run in enclosed track and allow festooning as hoist trolley travels. Festoon gliders are not acceptable.
3. Festoon Clamp: Steel clamp assembly attached to track to prevent festoon trolleys and gliders from exiting track.

### **2.4 SYSTEM COMPONENTS**

#### **A. End Stop Bumper for Enclosed Track System**

1. End stops are equipped with resilient rubber bumpers to increase impact resistance and are through bolted to the enclosed track.
2. Standard on all enclosed track bridge crane systems.

#### **B. Cable/Hose Trolley for Enclosed Track System**

1. Standard on all workstation bridge crane kits.
2. Utilized for conveying the power supply flat cable or round air hose.
3. Four wheels ensure easy movement.
4. Pivoting clevis provides swiveling action for flat cable or air hose.
5. Maximum 1/2-inch air hose on standard trolley.

#### **C. Festoon Section for Enclosed Track System**

1. Furnished for end of one runway to allow stack-up of cable/hose trolleys.
2. Through bolted to runway track profile. Festoon trolleys pass under through bolt into festoon section.
3. Standard on all workstation bridge crane systems.

#### **D. End Truck for Enclosed Track System** (End trucks provide smooth running connection between enclosed track workstation bridge crane and runway track.)

1. Standard wheels are large diameter polyamide, equipped with anti-friction ball bearings (steel wheels optional).
2. Bronze wheels and guide rollers are available for "spark-resistant" applications.
3. Placement of horizontal steel guide rollers on either end of the truck guards against "crabbing" of workstation bridge crane.
4. Zinc chromate plated finish.

#### **E. Hoist Trolley for Enclosed Track System**

1. Fabricated from precision cut steel plate.
2. Equipped with large diameter polyamide wheels with anti-friction ball bearings to ensure smooth and easy movement (steel wheels optional).
3. Bronze wheels and rollers are available for "spark-resistant" applications.
4. Zinc chromate plated finish.

#### **F. Cable/Hose Clamps for Enclosed Track System**

1. Fitted at one end of runway and bridge to hold cable or hose.
2. Flat cable 4 wire #14 A.W.G. supplied standard on all systems.
3. 3/8 and 1/2-inch air hose optional.

#### **G. Vacuum Hose Trolley for Enclosed Track System**

1. Special free moving trolleys with kick-up rollers and Velcro straps are provided to festoon vacuum hose on vacuum lifter applications.

**H. Hanger Assembly for Enclosed Track System**

1. All freestanding workstation bridge cranes are provided with flush type hanger assemblies, which allow for adjustment in both lateral and longitudinal directions.
2. Hangers are of appropriate size and numbers for selected system.

**I. Flat Cable Festooning Systems (four wires #14 A.W.G.) for Enclosed Track**

1. Supplied with all bridge crane systems.
2. Optional, various sized air hoses available.
3. Recommended festoon loops are 18 inches for bridges and 36 inches for runways.

**J. Runway and Bridge Beams for Enclosed Track System**

1. Trussed track available in four profiles and 14 standard trusses with capacities ranging from 250 to 4,000 pounds.
2. Standard maximum support centers of 20, 25 or 30 feet.
3. Custom support centers up to 40 feet, depending on capacity.

**K. Track Splice Assemblies for Enclosed Track System**

1. Slide over track profile to ensure proper alignment.
2. Trussed track splice assembly bolts through top chord to prevent joints from separating.

**L. Bridge Buffer (optional) for Enclosed Track System**

1. Frictionally clamped to track opening to buffer between multiple bridges.
2. Do not use as end stop.

**2.5 SHOP FINISHING****A. Standard Paint Colors:**

1. All runways and structural supports are painted with Spanco Standard Gray Industrial Enamel.
2. All bridges are painted Spanco Yellow Industrial Enamel.
3. Ford® Tractor Blue Industrial Enamel is available at no additional cost.
4. Systems can be painted any custom color for an additional cost.

**B. Surface Preparation and Painting Procedures:**

1. Spanco adheres to the standards of the Society for Protective Coatings (SSPC) for all product surface preparation.
2. Spanco Crane components are deburred and descaled using power tools equipped with sanding discs and wire wheels prior to painting.
3. Components are washed with high-pressure/high-temperature biodegradable degreaser solution.
4. All components are coated with quick drying, semi-gloss enamel, applied to a minimum dry-film thickness of two to three mils.
5. A finishing coat is applied with a hot airless electrostatic spray paint system.
6. Painted components are cured at air temperature.

**SECTION 3 – EXECUTION****3.1 PREPARATION**

**A. DO NOT** start installation until support structures are properly prepared.

**B. Inventory:**

1. Check materials to ensure all parts are present.
2. Anchor bolts for support columns are not included. Four 13/16-inch diameter holes are provided for anchor bolts.

**C. Motorized tractor drive:**

1. Check electrical supply, conduit, wiring, disconnect switch, and other electrical components.

**D. Foundation**

1. Check concrete footings, slabs, or other foundations to ensure sufficient system support.
2. Ensure accurate anchor bolt patterns are provided for foundation design.

**3.2 INSTALLATION**

[NOTE: The following installation information is provided only as a reference tool. For complete installation and maintenance instructions, refer to manual 103-0011.]

**A.** Units and accessories must be installed in accordance with manufacturer's instructions and shop drawings.

**B.** Do not modify crane components without manufacturer's approval.

**C.** Clearances for moving crane components:

1. Minimum vertical clearance: Three inches (76 mm) from any overhead obstruction.
2. Minimum horizontal clearances: Two inches (51 mm) from any lateral obstruction.
3. Prior to applying proper torque to the bolts, ensure runways are:
  - a. Level to within plus or minus 1/8 inch in 20 feet (3 mm in 6.1 m).
  - b. Parallel with opposite runway to within plus or minus 1/8 inch every 20 feet (3 mm in 6.1 m).

**D. Column and Header Installation**

1. Arrange installation area, position columns, and verify orientation. Bolt columns to floor and attach header beam to columns with 5/8-inch fasteners. Torque fasteners to 108 foot-pounds.
2. Follow the same procedure for subsequent sets of columns and headers.

**E. Runway Installation**

1. Raise runway track into position and clamp it to header beams with 5/8-inch fasteners. Torque fasteners to 108 foot-pounds.
2. Do not cantilever ends of runway tracks more than specified on manufacturer's drawing.
3. Center of runway is located approximately 14 inches from inside edge of support column.
4. OSHA regulations require a minimum clearance of two inches from end of bridge track to face of support columns or other obstructions.

**F. Splice Installation**

1. For systems with more than one section of runway track, additional section is installed in the same manner, with the addition of splice joint assembly.
2. Plain Track: Splice joints must be within 12 inches of a support bracket or hanger.
3. Trussed Runway: Splice joints must be within 48 inches of a support bracket or hanger.
4. The track splice joint is made using a sleeve with eight set screws threaded into top and sides. Slide sleeve over end of first runway track and butt second runway track against first. Center sleeve over joint. Center top set screws should be tightened to push tracks against base of sleeve, so bottom surfaces of track are even.
5. Adjust side set screws so track slots are aligned and there is a smooth transition from one track to another. Tighten all top set screws then side sets crews for correct track alignment. Do not overtighten screws.
6. Trussed runway splice joints also include two splice plates and four 1/2-inch bolts with nuts and lock washers. Install splice plates to connect ends of truss top tubes with the four through bolts provided. Torque through bolts to 50 foot-pounds.
7. When end stop hole in runway or track aligns with sleeve set screw, move sleeve approximately 1/4 inch to either side of end stop hole.

**G. Bridge End Truck Installation**

1. Insert bridge track into end truck sleeves. Locate center of end trucks approximately 12 inches from ends of bridge. One end truck is secured to bridge track with set screws and one end truck is allowed to slide freely on bridge track.
2. Install bridge crane by inserting end trucks of runway tracks at one end of runway. Adjust and tighten bridge end truck setscrews to provide a minimum clearance of two inches between ends of bridge and support columns.

#### **H. Runway End Stop Installation**

1. Secure end stop assemblies, end stop bolts, and locknuts at both ends of runway tracks, except for end of festoon storage area, where applicable.

#### **I. Festoon Track Extension Installation**

1. Install festoon trolleys and cable in runway. Use the following trolley spacing:
  - a. Bridges: 18-inch loops, approximately
  - b. Runways and Monorails: 36-inch loops, approximately
2. Place festoon track extension on end of runway as close as possible to power junction box. Align festoon track extension prior to tightening bolts. Adjust bolts on side of festoon track extension to ensure alignment of bottom flanges of track. Clamp festoon track extension firmly into a straight level position prior to tightening top of extension. Check to ensure all surfaces of track ends and festoon track extension are in contact.
3. Tighten top bolt to:
  - a. 400 Series            12 foot-pounds
  - b. 500-900 Series    17 foot-pounds
4. **400 Series Track:** Install bolt in top of festoon track extension. Place flat washer and locknut on bolt and tighten. Do not place end stop at this location. Using end stop supplied with system, install in end of festoon track extension.
5. **500-900 Series Track:** Install bolt through side of festoon track extension. Place flat washer and locknut on through bolt and tighten. Do not place end stop or end stop bumper at this location.
6. Use end stop supplied with system and install in end of festoon track extension according to installation instructions.
7. All end stop bolts must have rubber bumper to ensure festoon trolleys remain in track.
8. Ensure all end stop warning labels are in place.
9. Install festoon end clamp to secure festoon cable at end of festoon track extension.
10. Ensure trolleys slide across runway and festoon track extension joint smoothly.
11. Ensure all trolleys stack properly in festoon track extension area, clear through bolts, and contact end stop.

#### **J. Runway Festoon Installation**

1. Install festoon trolleys into storage area of runway track if system includes festooning.
2. Secure end stop bolts and rubber bumpers. Locate and secure festoon end clamps. Install festoon cable on festoon trolleys at equal spacing.
3. Festooning can be located on either end of the runway.

#### **K. Hoist Trolley and Bridge Festoon Installation**

1. Install hoist trolley and festoon trolleys on bridge track. Secure end stop bolts and rubber bumpers. Install festoon cable on festoon trolleys at equal spacing. Festoon storage area is within bridge length.
2. To prevent personal injury or death, DO NOT operate crane without end stop through bolts securely in place.
3. Once installation is complete, bridge and runways should be leveled. Check tightness for all bolts and nuts.

#### **L. Hoist Installation**

1. Attach hoist to the hoist trolley. Use washers on hoist mounting pin to center hoist inside hoist trolley. Reinstall washers on outside of hoist trolley (both sides) before installing or

reinstalling cotter pins to secure hoist-mounting pin. Replace cotter pin(s) if worn or broken. Bend cotter pin around mounting pin.

2. Do not operate hoist or crane if cotter pins are not in place and properly bent over on both sides of hoist trolley. Check regularly that cotter pins are in place and securing hoist on hoist trolley.

### **3.3 FIELD QUALITY CONTROL**

\*Perform field quality control testing as recommended by manufacturer.

#### **A. Inspection**

1. Verify all bolts are tightened to torque values specified in manual and lock washers are fully compressed.

#### **B. Field Test**

1. Ensure crane operates properly (movement is smooth and consistent).
2. Verify motorized operation and controls function properly.
3. Make adjustments as needed and correct inadequacies.

#### **C. Acceptance Test**

1. After the enclosed track crane system has been installed, OSHA requires an acceptance test before operating and after any modifications. An authorized dealer or installer should perform acceptance tests.

#### **D. Maintenance**

1. A system inspection should be performed 30 days after installation. All nuts, bolts, and screws should be checked for tightness. All end stops, cotter pins, and hoist trolleys should be checked for abnormal wear or breakage. Check track splices for alignment and verify that end trucks and festoon trolleys travel smoothly through joints. Check that festoon cables and hoses are securely clamped to festoon trolleys and end clamps.
2. A complete inspection of all fasteners and connections should be performed annually or every two thousand (2,000) hours. Heavy conditions of use may require more frequent inspections.
3. Operators should visually inspect the system before each use to note any unusual or abnormal system operations.

#### **E. Clean Surfaces**

1. Touch up scratches and blemishes with matching paint from manufacturer.
2. Keep surfaces clean and clear of build-up and residue.

#### **F. Protect Crane**

1. Protect installed products until completion of project.
2. Touch up, repair, or replace damaged products before substantial completion.

#### **G. Quality Standards**

1. Spanco, Inc. is an ISO 9001:2015 Registered Corporation.
2. Spanco Cranes are manufactured to standards ensuring safety, reliability, and the highest quality.
3. Spanco products are manufactured in the United States of America at facilities located in Morgantown, Pennsylvania, and Las Vegas, Nevada.
4. Spanco certifies that all goods are in full compliance with the Buy American Clause of the American Recovery and Reinvestment Act (ARRA) of May 2009.