

Alu-Track Ceiling-Mounted Workstation Aluminum Bridge Crane

This guide can be used to prepare a bid specification for the incorporation of a Ceiling-Mounted Workstation Aluminum 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 Ceiling-Mounted Workstation Aluminum Construction Bridge Cranes are maintenance free and corrosion-resistant and include overhead hanger assemblies, 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. **Aluminum Workstation Bridge Cranes:** ASTM B221, OSHA 1910.179, ANSI B30.17, 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 support center spacing is determined by series and capacity.]
 - a. 306: runways are supported on standard maximum support centers of 10, 12 1/2, or 15 feet, depending on capacity.
 - b. 308: runways are supported on standard maximum support centers of 7 1/2, 10, 15, or 17 feet, depending on capacity.
 - c. Reinforced 308: runways are supported on standard maximum support centers of 18, 21, or 29 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 6061-T6 Aluminum 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 B30.17 – 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:** Travelling 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. Overhead hanger assemblies (no support structures required in crane operating area).
 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 B30.17 and OSHA 1910.179.
- C. **Productivity Ratio:** Crane shall be designed to manually move load 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 operations, and applied forces to foundation.
2. Shop drawings that 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 B30.17, 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 **ALU-TRACK CEILING-MOUNTED WORKSTATION ALUMINUM BRIDGE CRANE**

[Spanco Ceiling-Mounted Workstation Aluminum Bridge Cranes are available in capacities ranging from 250 to 3,000 pounds and overall standard maximum bridge lengths of 20, 23, or 30 feet, depending on capacity.]

A. Models: The following are ceiling-mounted workstation aluminum bridge cranes manufactured by Spanco, Inc. [Specifier may need to choose an acceptable model based on the list below.]

1. [Model No. 306 or 308: Cranes with plain enclosed aluminum track runways.]
2. [Model No. 306R or 308R: Cranes with reinforced aluminum runways as manufactured by Spanco, Inc.]

B. Construction: Fabricated from 6061-T6 Aluminum 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/Industry 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. Hanger Assemblies:** Includes hanger assemblies required for suspending runways from overhead steel beam support structure.
1. Assemblies equipped with upper hanger bracket adjustable for mounting from 2-¼ inches to 8 inches (57 mm to 203 mm) flange width and flange thickness from ¼ inch to 7/16 inch. Two beam clips are included. Contact Spanco for hangers to accommodate flange widths other than 2-¼ to 8 inches and flange thickness other than ¼ to 7/16.
 2. Two-piece hangers suspending runways below support beams shall consist of upper hanger bracket with beam clips and lower runway bracket connected with threaded B7 alloy steel rod. 12-inch (304 mm) drop rods are included. Twelve-inch drop rods are standard, but drop rods can be virtually any length. Contact Spanco for non-standard drop-rod lengths. Assemblies shall be designed for supporting either plain enclosed aluminum track runways or reinforced aluminum runways.
 3. Hangers for flush mounting available for plain or reinforced track.
- F. Sway Bracing:** All systems with drop-rod hangers must be laterally and longitudinally braced. Sway bracing is supplied by others.
- G. Runways:**
1. Track: Enclosed, extruded aluminum 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 flanged not permitted.
 2. Splice Joint: Includes compression type splice joint, bolts, lock washers, and nuts for joining runway sections.
- H. Festoon Stack Section:** Includes enclosed track extension to account for stacking festoon carriers at end of runway.
- I. Bridge, Single Girder:** Extruded aluminum box track, patented design for capacities of 250 to 3,000 pounds.
1. Track serves as bottom cord of bridge and permits hoist trolley and festoon carriers to ride on lower inside flanges.
- J. End Trucks:** Rigid frame end truck designed to ride inside enclosed runway track and connect to and suspend bridge.
1. Construction: Aluminum casting with vertical wheels to prevent binding in runway. Designs with welds in tensions are not acceptable.
 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.
 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.
 3. Drop Lugs: Include 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 Alu-Track Ceiling-Mounted 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. Flush-cross mount or flush-parallel mount to existing structures.
3. Beam clamp hangers and drop rods. Systems with drop rods require sway bracing.
4. Sloped hangers with drop rods accommodate slopes up to 14 degrees. Systems with drop rods require sway bracing.
5. Mylar™ lip seal for heavy dust or paint overspray applications.
6. Virtually unlimited track lengths with track splicing.
7. Custom overhang lengths available.
8. Multiple bridges.
9. 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. Intermediate bumpers 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. 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.

F. Cantilevered Bridges

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

G. 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 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.
2. 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.
3. 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 ceiling-mounted workstations are provided with drop-rod hanger assemblies that include adjustable beam clamp, 12-inch hanger rod, and appropriate clamp, or flush type hanger assembly for attachment to overhead building beams.
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 feet for bridges and 36 inches for runways.

J. Runway and Bridge Beams for Enclosed Track System

1. Plain and reinforced track available in four profiles from 250 to 3,000 pound capacity.
2. Standard maximum support centers of 30 feet, depending on capacity.

K. Track Splice Assemblies for Enclosed Track System

1. Compression type to ensure proper alignment.

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.

M. Drop-Rod Hanger Assembly

1. Standard hanger assembly for aluminum track systems includes:
 - a. Adjustable roof beam clamp providing secure fit to beam. Flange widths range from 2-¼ inches to 8 inches, and flange thickness from 1/4 inch to 7/16 inch.
 - b. Standard 12-inch hanger rod (custom lengths are available).
 - c. Track support bracket.

N. Sway Bracing

1. Required on all drop-rod supported systems to ensure maximum runway rigidity.
2. Sway brace clip attaches to standard rod and track clamp. Fits one-inch diameter, schedule 40 pipe at a 45-degree angle.
3. One-inch pipe supplied by others.

O. Flush Clamp-Cross Mount

1. Optional hanger assembly attaching plain or reinforced track to support steel. Fabricated from structural plate equipped with grade 5 bolts and beam clips.
2. Care should be taken to ensure adequate clearance.

P. Flush Clamp-Parallel Mount

1. Optional hanger assembly attaching plain or reinforced track to support steel. Fabricated from structural plate equipped with grade 5 bolts and beam clips.
2. Care should be taken to ensure adequate clearance.

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

1. Brushed aluminum finish for all runways, bridges, and structural supports.

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 overhead support structure is prepared.

B. Inventory:

1. Check materials to ensure all parts are present.
2. Systems that mount directly to overhead supports with support flush mount brackets do not require lateral sway bracing.

3. All systems with drop-rod hangers must be laterally and longitudinally braced. Lateral sway bracing furnished by others.

C. Support Structure

1. Check overhead support structure to ensure sufficient system support.
2. Check sway bracing for systems with drop-rod hangers.

3.2 **INSTALLATION**

[NOTE: The following installation information is provided only as a reference tool. For complete installation and maintenance instructions, refer to manual 103-0033.]

- A. Ceiling-mounted workstation design varies from system to system. Positioning of support brackets or hangers may vary with building structural arrangement as well as with track profile.
- B. Units and accessories must be installed in accordance with manufacturer's instructions and shop drawings.
- C. Do not modify crane components without manufacturer's approval.
- D. Clearances for moving crane components:
 1. Minimum vertical clearance: Three inches (76 mm) from any overhead obstruction.
 2. Minimum horizontal clearance: 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).
- E. **Runway Installation**
 1. Establish where system is to be installed. Bolt proper mounting support brackets or hangers to the ceiling beams. Raise the runway track section and attach it to the brackets or hangers with appropriate fasteners. Runways should extend between 4-½ inches and 12 inches beyond last support at either end for plain track runways or up to 48 inches for reinforced track runways. Festoon storage may extend beyond last support.
 2. Runway end stops must be aligned longitudinally so bridge hits end stops simultaneously.
- 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. Reinforced Runway: Splice joints must be within 48 inches of a support bracket or hanger.
- G. **Bridge End Truck Installation**
 1. Insert bridge track into end truck hanger. 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 into one end of the runway tracks. Adjust and tighten bridge end truck setscrews to provide a minimum clearance of two inches between the ends of bridge and side obstructions. Adjust support brackets or hangers to provide minimum clearance of three inches between top of bridge and overhead obstructions.
- 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:
 - b. Bridges: 18-inch loops, approximately
 - c. 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 in 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 compression bolts to 60 foot-pounds.
4. Use end stop supplied with system and install in end of festoon track extension according to installation instructions.
5. All end stop bolts must have rubber bumper to ensure festoon trolleys remain in track.
6. Ensure all end stop warning labels are in place.
7. Install festoon end clamp to secure festoon cable at end of festoon track extension.
8. Ensure trolleys slide across runway and festoon track extension joint smoothly.
9. 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.
2. To prevent personal injury or death, DO NOT operate crane without end stop through bolts securely in place.
3. Once installation is completed, the bridge and runways should be leveled. If using drop-rod hangers, install lateral and longitudinal sway bracing. The total system should be checked for tightness of all nuts and bolts.

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. 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.