

Australian Standard™

Cranes, hoists and winches

Part 1: General requirements

This Australian Standard was prepared by Committee ME-005, Cranes, General. It was approved on behalf of the Council of Standards Australia on 15 February 2002.

This Standard was published on 20 June 2002.

The following are represented on Committee ME-005:

Association of Consulting Engineers Australia
Australian Elevator Association
Australian Industry Group
Australian Institute for Non-destructive Testing
Bureau of Steel Manufacturers of Australia
Crane Industry Council of Australia
Department of Administrative and Information Services (SA)
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This Standard was issued in draft form for comment as DR 00321.

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Part 1: General requirements

Originated as part of AS CB2—1938.
Previous edition 1994.
Fourth edition 2002.
Reissued incorporating Amendment No.1 (November 2004)

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Published by Standards Australia International Ltd GPO Box 5420, Sydney, NSW 2001, Australia

ISBN 0 7337 4372 2

PREFACE

This Standard was prepared by the Standards Australia Committee ME-005, Cranes, to supersede AS 1418.1—1994, *SAA Crane Code, Part 1: General requirements*.

This Standard incorporates Amendment No. 1 (November 2004). The changes required by the Amendment are indicated in the text by a marginal bar and amendment number against the clause, note, table, figure or part thereof affected.

The objective of this Standard is to provide uniform requirements within Australia for the design and construction of cranes and similar lifting appliances.

Requirements that apply to more than one type of crane are included in Part 1: *General requirements*. Any requirements that apply to only one type of crane should only appear in the specific part for that crane and not in Part 1. Some requirements have been deleted from this Standard and are being moved to their applicable Part.

The term ‘shall’ is used to indicate those requirements that have to be met for compliance with the objectives and intent of this Standard.

The Commonwealth, State and Territory governments may choose to incorporate this Australian Standard into their laws and regulations. The exact manner of incorporation will determine whether the whole document is incorporated or whether specific sections or provisions of the Australian Standard are incorporated. The manner of incorporation will determine which of the Standard’s requirements (‘shall’ statements) have been made a legal requirement in a jurisdiction. As a general principle, where an Australian Standard is incorporated by a regulation, the legal status of the Standard’s requirements and recommendations is made clear by the incorporation of provisions of the regulation.

Thus, the requirements (‘shall’ statements) in an Australian Standard are not mandatory for legal purposes unless incorporated specifically by an Act or regulation. Readers will need to refer to their jurisdiction’s law to determine which parts of the Australian Standard (if any) have been incorporated and the manner of incorporation.

This Standard deviates from ISO 11660.1 in regard to access requirements for safety reasons.

This revision includes the following changes:

- (a) The maximum temperature of touchable surfaces is now 55°C.
- (b) The term ‘safe working load’ has been changed to ‘rated capacity’ and other uses of the word ‘safe’ have been avoided due to the legal significance placed on the word.
- (c) Reference to approval by the relevant authority has been removed to reflect the current regulatory environment.
- (d) Tear-out/tear-off forces for cranes equipped with magnets or grabs have to be taken into consideration.
- (e) There is a new method of calculating the hoisting factor (ϕ_2), which is taken from DIN 15018.
- (f) Out-of-service wind loads are now considered additional loads instead of special loads.
- (g) Transport loads have to be taken into consideration where the crane is transported during its life.
- (h) The design of monorail beams has been moved to a new Part 18: *Runways and monorails*.

- (i) The factor of safety against drifting during operation has changed to 1.5.
- (j) The design life of mechanisms may be less than 10 years provided this is documented.
- (k) In determining the group classification of mechanisms, an adjustment to an equivalent number of running hours is allowed after the load spectrum factor has been set.
- (l) Requirements for gearing have been expanded.
- (m) Requirements for hoisting, travel, and traverse motion brakes have been expanded.
- (n) A minimum worn wheel flange thickness has been defined.
- (o) Hookbolts used for rail fastening are required to be ductile.
- (p) Detachable parts are required to be designed for safe assembly and disassembly.
- (q) The attachment of hooks directly attached to structural members is required to be designed such that no bending moment is experienced by the hook shank.
- (r) Some requirements for counterweights have been added.
- (s) Requirements for controllers have been revised.
- (t) Requirements for limit switches have been revised.
- (u) Motor protection requirements have been revised.
- (v) Mention is made of electromagnetic compatibility (EMC) and phase sequence protection.
- (w) Extra requirements for cranes with lifting magnets have been added.
- (x) Emergency egress requirements have been revised.
- (y) Requirements for installation of cranes in hazardous areas have been revised to interface with recently revised applicable Standards.
- (z) Requirements for operators and maintenance manuals have been added.

Questions concerning the meaning, the application, or effect of any part of this Standard, may be referred to the Standards Australia Committee on Cranes. The authority of the Committee is limited to matters of interpretations and it will not adjudicate in disputes.

Statements expressed in mandatory terms in notes to tables and figures are deemed to be requirements of this Standard.

The terms 'normative' and 'informative' have been used in this Standard to define the application of the appendix to which they apply. A 'normative' appendix is an integral part of a Standard, whereas an 'informative' appendix is only for information and guidance.

CONTENTS

	<i>Page</i>
FOREWORD.....	8
SECTION 1 SCOPE AND GENERAL	
1.1 NEW DESIGNS, INNOVATIONS AND DESIGN METHODS	9
1.2 REFERENCED DOCUMENTS	9
1.3 DEFINITIONS	9
1.4 NOTATION	10
1.5 CONTACT SURFACE TEMPERATURE.....	10
SECTION 2 CLASSIFICATION OF CRANES	
2.1 SCOPE OF SECTION	11
2.2 GENERAL	11
2.3 GROUP CLASSIFICATION.....	12
SECTION 3 MATERIALS FOR CRANES	
3.1 SCOPE OF SECTION	15
3.2 MATERIAL SPECIFICATIONS.....	15
SECTION 4 CRANE LOADS	
4.1 SCOPE OF SECTION	16
4.2 REFERENCE TO OTHER PARTS OF THIS STANDARD.....	16
4.3 DETERMINATION OF CRANE LOADS	16
4.4 CATEGORIZATION OF CRANE LOADS.....	16
4.5 PRINCIPAL LOADS.....	17
4.6 ADDITIONAL LOADS	25
4.7 SPECIAL LOADS.....	28
4.8 PRINCIPLES FOR DETERMINATION OF CRANE LOAD COMBINATIONS.....	30
SECTION 5 DESIGN OF CRANE STRUCTURE	
5.1 GENERAL	33
5.2 BASIS OF DESIGN	33
5.3 DESIGN OBJECTIVE.....	35
5.4 METHOD OF DESIGN.....	35
5.5 FATIGUE STRENGTH.....	35
5.6 DESIGN FOR SERVICEABILITY DEFLECTION AND VIBRATION	36
SECTION 6 STABILITY	
6.1 SCOPE OF SECTION	37
6.2 OVERTURNING.....	37
6.3 STABILITY DURING ERECTION AND MAINTENANCE	37
6.4 SAFETY AGAINST DRIFTING.....	37
SECTION 7 CRANE MECHANISMS	
7.1 GENERAL	39
7.2 MECHANISMS.....	39
7.3 BASIS OF DESIGN	39
7.4 MECHANISM LOADINGS	42
7.5 PRINCIPAL LOADS.....	43
7.6 ADDITIONAL LOADS	45

	<i>Page</i>
7.7 SPECIAL LOADS	45
7.8 CATEGORIZATION OF FREQUENCY OF MECHANISM LOAD COMBINATIONS	46
7.9 PRINCIPLES FOR DETERMINING MECHANISM LOAD COMBINATIONS	46
7.10 MECHANICAL COMPONENTS	51
7.11 DRIVING MEDIA	53
7.12 BRAKING	53
7.13 MOTION LIMITS, INDICATORS AND WARNING DEVICES	57
7.14 ROPES AND REEVED SYSTEMS	58
7.15 GUYS, OTHER FIXED-ROPE SYSTEMS, AND STATIONARY ROPES	58
7.16 REEVED SYSTEMS	59
7.17 SHEAVES	62
7.18 DRUM AND SHEAVE DIAMETERS	62
7.19 DRUMS	63
7.20 WHEEL AND RAIL SYSTEMS	66
7.21 GUIDES FOR MOVING PARTS	83
7.22 DETACHABLE PARTS	83
7.23 DIRECTLY FITTED HOOKS	83
7.24 COUNTERWEIGHTS	83
 SECTION 8 ELECTRICAL EQUIPMENT AND CONTROLS	
8.1 SCOPE OF SECTION	84
8.2 MATERIALS AND EQUIPMENT	84
8.3 INFORMATION RELEVANT TO DESIGN OF ELECTRICAL SYSTEM	84
8.4 MOTORS	85
8.5 MOTOR CONTROL	85
8.6 CONTACTORS	86
8.7 CONTROLLERS (see also Section 11)	87
8.8 LIMIT SWITCHES (see also Clause 7.13)	93
8.9 CONTROL CIRCUITS	95
8.10 ELECTRICAL ISOLATION	96
8.11 ELECTRICAL PROTECTION	101
8.12 HIGH-VOLTAGE SUPPLY TO CRANES	104
8.13 CRANES WITH MAGNET ATTACHMENTS	104
8.14 WIRING AND CONDUCTORS	108
8.15 ACCESSIBILITY	111
8.16 ELECTRICAL EQUIPMENT MARKING AND INSTALLATION DIAGRAMS ..	111
 SECTION 9 HYDRAULIC EQUIPMENT AND CONTROLS	
9.1 SCOPE OF SECTION	112
9.2 MATERIALS	112
9.3 BASIS OF DESIGN	112
9.4 CIRCUIT DIAGRAM	113
9.5 COMPONENTS	113
9.6 INSTALLATION	115
9.7 TESTING	115
9.8 MARKING	115
9.9 INSPECTION AND MAINTENANCE	115
 SECTION 10 PNEUMATIC EQUIPMENT AND CONTROLS	
10.1 SCOPE OF SECTION	116
10.2 MATERIALS	116
10.3 BASIS OF DESIGN	116
10.4 CIRCUIT DIAGRAM	117

	<i>Page</i>
10.5 COMPONENTS	117
10.6 INSTALLATION	118
10.7 TESTING	118
10.8 MARKING	118
10.9 INSPECTION AND MAINTENANCE	118
SECTION 11 OPERATIONAL DESIGN	
11.1 SCOPE OF SECTION	119
11.2 CONTROL CABIN	119
11.3 PENDENT CONTROL STATIONS AND PENDENT CORDS	121
11.4 OPERATOR CONTROLS AND INDICATORS	122
11.5 WARNING DEVICES	122
SECTION 12 MANUFACTURE AND CONSTRUCTION	
12.1 SCOPE OF SECTION	123
12.2 MATERIALS	123
12.3 FABRICATION AND ASSEMBLY	123
12.4 REWORK	123
12.5 FINISH	123
12.6 DRAINING	123
12.7 ACCESS AND CLEARANCES	123
12.8 REPAIRS	124
SECTION 13 INSPECTION AND TESTING	
13.1 SCOPE OF SECTION	125
13.2 INSPECTION	125
13.3 TESTING	125
A1 13.4 COMMISSIONING	125
SECTION 14 MARKING	
14.1 SCOPE OF SECTION	126
14.2 MARKING	126
SECTION 15 OPERATING ENVIRONMENT	
15.1 GENERAL	127
15.2 INDOOR INSTALLATION	127
15.3 OUTDOOR INSTALLATION	128
15.4 HAZARDOUS AREAS	128
SECTION 16 MANUALS	
16.1 GENERAL	129
16.2 CRANE OPERATOR'S MANUAL	129
16.3 MAINTENANCE MANUAL	129
16.4 SERVICE RECORD (LOGBOOK)	130
16.5 PARTS BOOK	130
APPENDICES	
A ORGANIZATION OF AUSTRALIAN STANDARD FOR CRANES	131
B LIST OF REFERENCED STANDARDS AND STANDARDS FOR REFERENCE	136
C FAILURE TO SAFETY (FAIL-SAFE SYSTEMS)	140
D TYPICAL CRANE APPLICATION CLASSIFICATION	142
E OBLIQUE TRAVEL FORCES—DETAILED ANALYSIS	144
F FATIGUE DESIGN OF MECHANISMS	148
G REEVED SYSTEMS—ALLOWANCE FOR FRICTIONAL EFFECTS	150

	<i>Page</i>
H	EXAMPLES OF WIRE ROPE SELECTION 152
I	ROPE ANCHORAGE POINT LOCATION 153
J	GROOVE PROFILES FOR WIRE ROPE SHEAVES 154
K	GROOVE PROFILES FOR ROPE DRUMS 157
L	THEORETICAL THICKNESS OF HOIST DRUM..... 158
M	RELATED STANDARDS 172

FOREWORD

This Standard is an authoritative source of fundamental principles for application by responsible and competent persons and organizations. It has no legal authority in its own right but it may acquire legal standing in one or more of the following ways:

- (a) Adoption by a regulatory authority.
- (b) Reference to compliance with the Standard as a contractual requirement.
- (c) Claim, by a manufacturer or manufacturer's agent (or both), of compliance with the Standard.

This Standard has been prepared bearing in mind that it will be used by a number of different categories of users, with entirely different objectives.

Essentially, the users of this Standard are—

- (i) crane and hoist manufacturers, importers and agents;
- (ii) crane and hoist owners;
- (iii) crane and hoist users and operators; and
- (iv) regulatory and legal authorities.

Crane and hoist manufacturers, importers and agents require acceptable data that can be used in the design, manufacture, testing and acceptance inspection of cranes and hoists for both general and particular applications.

Crane and hoist owners require data for specification and selection of cranes and hoists. In this situation, applications can be more specific.

Crane and hoist users and operators require statements of their responsibilities in the safe use of equipment.

Regulatory and legal authorities look to Standards as a framework on which regulations, directives and other legislation can be based. Further legal aspects of crane Standards must be recognized because they may also be utilized as measures of legal responsibility.

This Standard references the alternative limit states design method in addition to the working stress design method.

A general requirement for safety is that, upon the occurrence of a high risk condition, a safety device or system (or both) should halt the condition or revert the crane to a non-dangerous condition. Depending on the risk assessment of the application, it may be necessary to exceed the minimum safety requirements described herein.

Where personnel are being conveyed, this principle is modified in one of the following ways:

- (A) a fail-safe design, allowing for the simultaneous malfunction of two items, may be required.
- (B) The operator in control is at personal risk.
- (C) An increased factor of safety is applied.

STANDARDS AUSTRALIA

Australian Standard
Cranes, hoists and winches

Part 1: General requirements

SECTION 1 SCOPE AND GENERAL

1.1 SCOPE

This Standard specifies the general requirements for cranes, hoists, winches, and their components, and appliances intended to carry out similar functions, as defined in AS 2549. It does not include powered industrial trucks as defined in AS 2359.

The term ‘crane’ used herein applies to a crane, hoist or winch as appropriate.

NOTES:

- 1 Specific requirements for particular types of cranes and associated equipment are specified in other parts of AS 1418; these requirements take precedence over corresponding requirements in this Standard where any difference exists. Appendix A outlines the structure of the AS 1418 series of Standards.
- 2 Requirements for the selection, operation and maintenance of cranes are given in the appropriate part of AS 2550.

1.2 NEW DESIGNS, INNOVATIONS AND DESIGN METHODS

This Standard does not preclude the use of materials, designs, methods of assembly, procedures, and the like, that do not comply with a specific requirement of this Standard, or are not mentioned in it, but which can be shown to give equivalent or superior results to those specified.

Where the limit states design method is used, cranes shall be designed to give a degree of safety not less than that given in this Standard by the working stress design method for strength, buckling, deflection, torsion, fatigue and the like.

A1

NOTE: This Standard does not provide specific guidance on the limit state design methods, as the necessary dynamic factors have not been formulated for the complex forces cranes are subjected to. This is a worldwide situation and ISO has established a working group specifically to resolve the issue. Design of structural members by limit state methods, including determination of the partial load factors for individual loads, should comply with the appropriate Australian Standard, e.g., AS 1664.1 for aluminium members and AS 4100 for steel members.

1.3 REFERENCED DOCUMENTS

A list of the documents referred to in this Standard is given in Appendix B.

1.4 DEFINITIONS

For the purpose of this Standard, the definitions given in AS 2549 and below apply.

1.4.1 Classification

The system used to provide a means of establishing a rational basis for the design of structures and machinery. It also serves as a framework of reference between the purchasers and the manufacturers, by the use of which a particular crane may be matched to the service for which it is required.