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ASME B30.5 INTERPRETATIONS

Replies to Technical Inquiries
April 1993 — December 1997

FOREWORD

This publication includes all of the written replies issued between the indicated dates by the Secretary, speaking for the ASME B30 Committee, Safety Standards for Cableways, Cranes, Derricks, Hoists, Hooks, Jacks, and Slings, to inquiries concerning interpretations of technical aspects of ASME B30.5, Mobile and Locomotive Cranes.

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Interpretation: 5-61

Subject: ASME B30.5a-1995, Mobile and Locomotive Cranes

Date Issued: July 15, 1997

Question: Paragraph 5-3.1.2(b)(3) states, "Operators shall demonstrate their ability to read, write, comprehend, and exhibit arithmetic skills and load/capacity chart usage, in the language of the crane manufacturer's operation and maintenance instruction materials."

Does the use of a computer, calculator, or other device satisfy the requirement to "exhibit arithmetic skills"?

Reply: No.

Interpretation: 5-62

Subject: ASME B30.5-1994, Mobile and Locomotive Cranes

Date Issued: October 3, 1997

Question: Does the scope of the B30.5 volume cover cranes that have been placed into pile driving service through the attachment of box leads to the boom via an engineered attachment piece?

Reply: The third paragraph of Section 5-0.1, Scope, states, "Some basic machine types within this scope are convertible for excavating work and other uses not considered to be lifting service. **The requirements of this volume are applicable only to such machines when used as lifting cranes.**" (Emphasis has been added.)

Therefore, the crane, while it is equipped and used as you described, would not be covered by the B30.5 volume.

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Interpretation: 5-63

Subject: ASME B30.5b-1996, Mobile and Locomotive Cranes

Date Issued: December 23, 1997

Question (1): Refer to Fig. 17(b) in ASME B30.5(a)-1995. Please consider the situation where the crane is operating away from or parallel to power lines, such that the erected/fully extended boom will not lower into the prohibited zone nor into the area above or below the prohibited zone. Refer to Fig. 5-63. Does the crane orientation shown meet the condition specified under para. 5-3.4.5.1(b) since the boom could not be mistakenly rotated into the prohibited zone?

Reply (1): Yes.

Question (2): If the reply to question 1 is yes, do the requirements of para. 5-3.4.5.3(d) apply if administrative controls are exercised to prevent rotation into the prohibited zone? Administrative control examples: flags along a line defining limits of the work area, combined with regular meetings with the crane operator and rigging crew to review the work area and power line location.

Reply (2): Yes.

Question (3): If the reply to question 1 is yes, do the requirements of para. 5-3.4.5.3(d) apply if physical control is exercised to prevent rotation into the prohibited zone? Physical control examples: swing rotation limit switch that alarms and sets the swing brake, or a swing limit switch combined with a final positive dog on the ring gear.

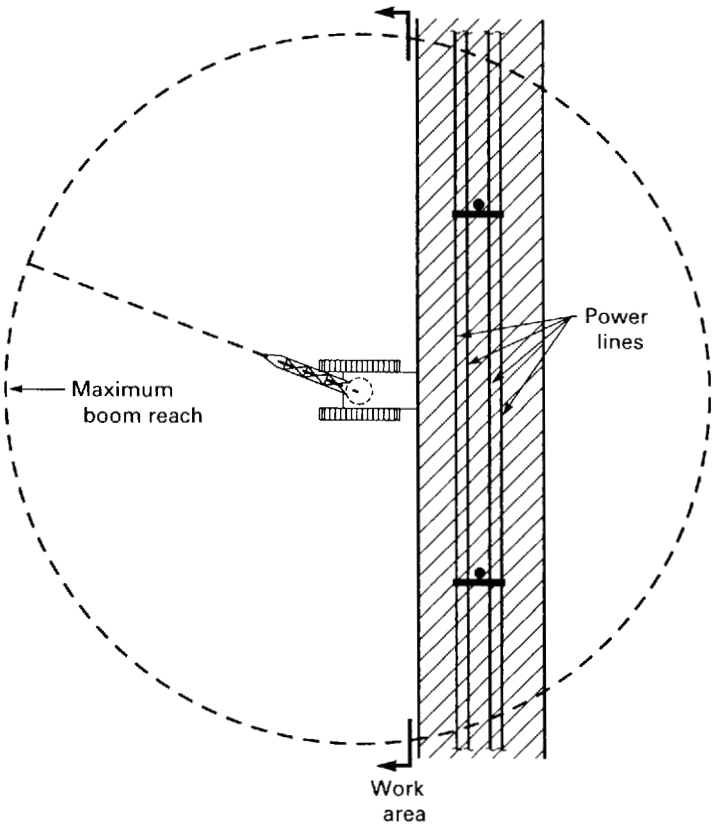
Reply (3): No. If there is a physical means that prevents any part of the crane or load from entering the prohibited zone, then para. 5-3.4.5.3(d) does not apply.

Question (4): If administrative or physical controls are acceptable in lieu of a full-time "wire watcher," does the B30 Committee have minimum requirements for such controls?

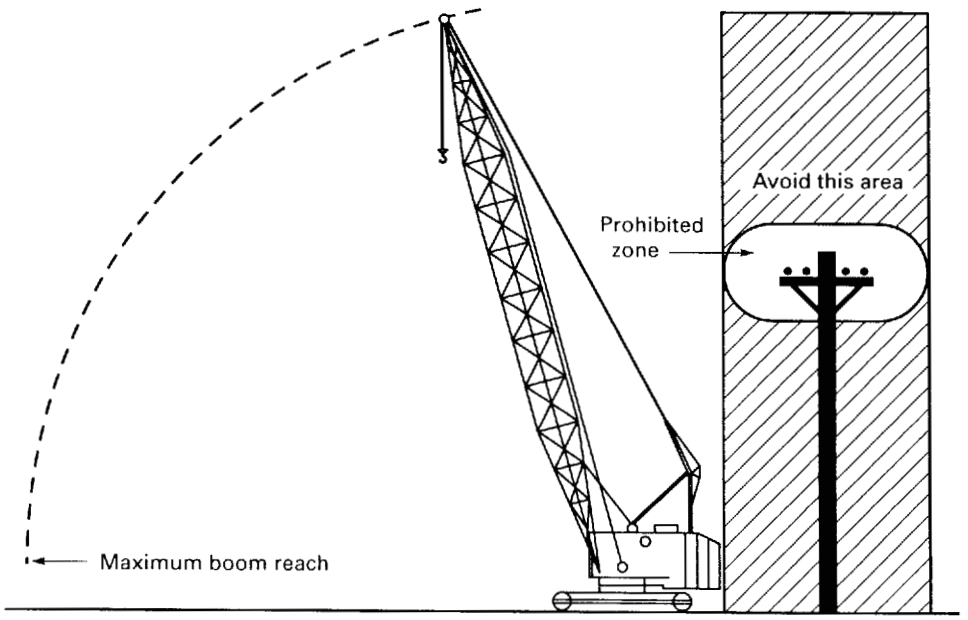
Reply (4): No.

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(a) Plane View



(b) Elevation View

FIG. 5-63 CRANE OPERATION AWAY FROM OR PARALLEL TO POWER LINES

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Interpretation: 5-56

Subject: ASME B30.5-1994, Mobile And Locomotive Cranes, Including ASME B30.5a-1995

Date Issued: June 14, 1996

Question: Can I assume, for an individual to meet the crane operator qualifications of ASME B30.5a-1995, among other requirements, the person must satisfactorily complete the field proficiency test as described in para. 5-3.1.2(b)(5) on each specific type of crane (Figs. 1 through 10 on pages 6, 7, and 8 of ASME B30.5-1994) for which they are qualifying?

Reply: Yes.

Interpretation: 5-57

Subject: ASME B30.5-1994, Mobile and Locomotive Cranes

Date Issued: October 18, 1996

Question: If a forklift is being used as a crane, does it have to meet the requirements of ASME B30.5-1994?

Reply: The forklift, which has been converted, falls under the scope of the ASME B56 Main Committee on Powered and Nonpowered Industrial Trucks. When such equipment is converted to a crane, it falls within the scope of one of the ASME B56 standards.

Interpretation: 5-58

Subject: ASME B30.5a-1995, Mobile and Locomotive Cranes, Section 5-3.1.2 Qualifications for Operators

Date Issued: December 23, 1996

Question (1): Paragraph 5-3.1.2(b)(5) states that operator requirements shall include "completing an operation test demonstrating proficiency in handling the specific type crane, including both pre-start and post-start inspection, maneuvering skills, shutdown, and securing procedures."

Considering the various types of cranes in general use, such as lattice crawler, lattice truck, hydraulic rough terrain, hydraulic all terrain, hydraulic truck, commercial truck mounted hydraulic crane, rectangular tube heavy lift boom truck, lighter duty long reach round tube boom truck, as well as the size and tonnage differences and limitations of each type, please give specific requirements for practical testing to assure a reasonable competency level for the various equipment listed above.

Reply (1): The specific requirements for practical testing will vary considerably according to the make, model, configuration, and particular application for which the unit is utilized. It is beyond the scope of this Volume to specify the practical testing for each specific use of a crane.

Question (2): Would full setup and complete operation of each type of crane be a necessary requirement of testing?

Reply (2): Yes. Section 5-3.1.2 Qualification for Operators states "operators shall be required to successfully meet the qualifications for the specific type crane (see Figs. 1 through 10) which they are operating." Paragraph 5-3.1.2(b)(5) further states that operator requirements shall include "completing an operations test demonstrating proficiency in handling the specific type crane."

Question (3): Would a demonstration of some operations of an already set up crane, such as swing, load line, or boom up/down meet requirements?

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Reply (3): Complete testing should include these items but should not be limited to just these items.

Question (4): Realizing your requirements are required to be utilized by employers and regulatory bodies and that they extend to licensing, please explain your requirements to establish practical testing criteria. If a licensing authority were to require practical testing to obtain certification, could testing be conducted in such a manner that would require many operators to operate equipment different from equipment they normally operate with the premise or criteria being that an operator must be capable of operating any crane within a certain class expertly in order to be considered a competent operator?

Reply (4): This is an option that should be decided by the employer, licensing authority, or regulatory body and is beyond the scope of this Volume.

Question (5): To what performance standards should operators be required to perform; and would a demonstration of high speed, high efficiency repetitive operations, and multiple simultaneous functions be a measure of safety and competence?

Reply (5): Performance standards are at the discretion of the employer, licensing authority, or regulatory body.

Question (6): Would understanding equipment limitations and a demonstration of proper setup and load handling ability on normally operated equipment provide a valid test procedure?

Reply (6): This could be part of the test procedure but should not be limited to just these items.

Question (7): Can certain classifications be established, such as unlimited lattice, unlimited hydraulic, unlimited boom truck over 5 tons, and boom truck under 5 tons?

Reply (7): The B30 Standard is written as a safety standard and is not written to establish licensing or certification procedures. The Introduction section of the B30.5 Volume states:

> "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; and
> *(c)* guide governments and other regulatory bodies in the development, promulgation, and enforcement of appropriate safety directives."

Question (8): Should operators be required to certify on specific model and tonnage machines?

Reply (8): See reply (7).

Question (9): If classes were to be established, should operators be required to certify on the largest and most complex machine or would testing on a smaller or more basic machine in the same class be a valid test of competency?

Reply (9): See reply (7).

Question (10): If classes were established, would an operator who certifies on the largest class be allowed to operate cranes of other classes without additional certification?

Reply (10): See reply (7).

Question (11): Would an employer or licensing authority that administers only a general written and operating exam meet your requirements?

Reply (11): No. The B30.5 Volume requires written, oral, practical, and medical examinations.

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Interpretation: 5-59

Subject: ASME B30.5-1994, Mobile and Locomotive Cranes

Date Issued: March 7, 1997

Question (1): Working areas on page 16, Fig. 11(d), apply to out situation. As we interpret this diagram, the most stable position is forward over the idler tumbler; the next most stable is over the drive tumbler; and the LEAST STABLE would be to the side with boom perpendicular to the track's long axis. Is this correct?

Reply (1): No. Figure 11(d) defines work areas for a crawler type mobile crane. The diagram does not address least or most stable directions. Paragraph 5-1.1.3(b)(4) requires that the manufacturer indicate the least stable direction either in the rating chart notes or in the operator's manual.

Question (2): Is the Load Rating Chart supposed to be designed for this side position and shown at the 75% reduction of the maximum calculated load?

Reply (2): Load Rating Charts are prepared by the manufacturer following Section 5-1.1.3 guidelines and using the stability stipulations of Section 5-1.1.1. When stability governs lifting performance, ratings for crawler mounted cranes do not exceed 75% of the tipping load as determined by test per SAE J765.

Question (3): If a crane has been leveled within the 1% requirement by manipulating the tracks until level has been achieved, would it meet the requirement of para. 5-1.2.2(e) even though the pad does not fall within the 1%?

Reply (3): The paragraph cited, 5-1.2.2(e), refers to conditions applicable to the manufacturer's verification of backward stability. Levelness of crane supports at the worksite is covered in Section 5-3.4.6.

Interpretation: 5-60

Subject: ASME B30.5-1994, Mobile and Locomotive Cranes

Date Issued: March 7, 1997

Question: Paragraph 5-1.8.1(e) states "a seat belt shall be provided in all single control station wheel mounted cranes for use during transit and travel."

According to para. 5-1.8.1(e), it is my understanding that a seat belt is not required while operating a rough terrain crane and that the seat belt reference is applicable only to times when the crane is being driven from location to location.

Reply: Yes, your interpretation is correct. Definition for both transit and travel can be found in B30.5-1994, Chapter 5-0, Section 5-0.2.2.

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Interpretation: 5-47

Date Issued: March 22, 1994

Subject: ASME B30.5-1989, Mobile and Locomotive Cranes (ASME/ANSI B30.5-1989)

Question (1): Is it a requirement for B30.5 cranes to proof test a replacement pendant?

Reply (1): No.

Question (2): Should the B30 Committee be considering this as a requirement for pendant replacements on B30.5 booms and similar boom equipment described in other B30 volumes when booms are supported by socketed wire rope pendant assemblies?

Reply (2): Your proposal will be passed on to the B30.5 Subcommittee for consideration and possible inclusion in a future addenda. This subject will also be reviewed by other B30 Subcommittees to determine if their equipment have, or utilize, boom pendants. If they do, each Subcommittee will address the issue in a future addenda.

Question (3): If proof testing is required, will the B30 Committee consider referencing ASTM A370, Standard Methods and Definitions for Mechanical Testing of Steel Products, thus ensuring the accuracy of a proof test?

Reply (3): Neither B30.5 nor B30.9 addresses the subject of ensuring the accuracy of proof testing. Specifying how the proof testing is to be performed, or under what conditions, including calibration, is beyond the scope of the B30 Standard.

Interpretation: 5-48

Date Issued: March 17, 1995

Subject: ASME B30.5-1989, Mobile and Locomotive Cranes (ASME/ANSI B30.5-1989)

Question (1): Is the "load" to which para. 5-3.2.1.3(a) refers the same as "load (working)," as defined in Section 5-0.2?

Reply (1): No.

Question (2): If not, is the "load" to which para. 5-3.2.1.3(a) refers the payload, excluding the weight of load-attaching equipment such as spreader bars and slings?

Reply (2): No. The intent of this Section is to make sure that any suspended load that has the potential to be, or to create, a safety hazard in the work area is under continuous control. Spreader bars and slings may in some sizes and work environments be just as, or more, hazardous than the "payload" they are lifting. Qualified individuals should consider all the load elements listed in the definition of a "load (working)," including the "payload," and make a determination of the potential hazards and verify the necessity, or lack of necessity, of having an operator at the controls.

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Interpretation: 5-49

Date Issued: June 20, 1995

Subject: ASME B30.5-1994, Mobile and Locomotive Cranes

Question: In para. 5-1.9.3(c), does the statement, "Each power-operated outrigger shall be visible from its actuating location..." include outrigger controls located in a commercial truck cab with the outrigger visible only in a rearview mirror?

Reply: Yes. If a crane has the cab located on a rotating upperstructure, the cab can be positioned to provide visibility to all outriggers. Where the cab is located on the lower portion of the crane, such as a commercial truck, this is not possible. If the outriggers are not visible from the actuation position, the operator shall be assisted by a signal person. This is addressed in para. 5-1.9.3(c) of the B30.5 volume.

Interpretation: 5-50

Date Issued: June 20, 1995

Subject: ASME B30.5-1989, Mobile and Locomotive Cranes (ASME/ANSI B30.5-1989)

Question (1): In para. 5-3.1.3(e), does leaving the crane mean it is "unattended?"

Reply (1): No. Paragraph 5-3.1.3(e)(7) addresses this question.

Question (2): If an operator were to remove his hands from the controls while still inside the cab in the operator's seat, would the crane be considered "unattended" as addressed by para. 5-3.1.3(e)?

Reply (2): No.

Interpretation: 5-51

Date Issued: June 20, 1995

Subject: ASME B30.5-1989, Mobile and Locomotive Cranes (ASME/ANSI B30.5-1989)

Question (1): If a crane operator were to be seen taking pictures of an unsafe condition with no load on the hook, would this be considered an unsafe act by the operator?

Reply (1): The B30.5 volume has no provision intended to address a crane operator "seen taking pictures" as you describe.

Question (2): In para. 5-3.1.3(a), does the phrase "actually engaged in operating the crane" mean while the crane is making a move or lift?

Reply (2): Yes. However, there are numerous other elements covered by this phrase including, but not limited to, waiting for signals, extending outriggers, swinging and booming, etc.

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Interpretation: 5-52

Date Issued: June 20, 1995

Subject: ASME B30.5-1989, Mobile and Locomotive Cranes (ASME/ANSI B30.5-1989)

Question: Does a crawler crane (one equipped with a riprap, grapple, or clamshell bucket) used for picking up armor rock from a stockpile and placing this rock on an existing sea wall come under the scope of ASME/ANSI B30.5-1989 for the purpose of inspection or anything else? This operation involves an operator and machine with no slings, rigging, signalman, or additional crew members.

Reply: Yes, used as you described, the operation and equipment are covered within the scope of ASME B30.5-1989.

Interpretation: 5-53

Date Issued: September 25, 1995

Subject: ASME B30.5-1989, Mobile and Locomotive Cranes (ASME/ANSI B30.5-1989)

Question (1): With regard to para. 5-3.2.2(a)(21), why is ASME B30.5 so restrictive when OSHA is "silent" and the crane manufacturers seem to have higher wind speed cutoffs?

Reply (1): The Committee does not feel it is overly restrictive in limiting wind speed to 15 mph. The wind speed of 15 mph, as stated in para. 5-3.2.2(a)(21), is advisory in nature and is characterized by the use of the word "should." At least two major manufacturers specify wind speeds equal to or less than this value.

Question (2): Where did the Committee find 15 mph?

Reply (2): The value is based on the experience and judgment of the B30 Committee members.

Interpretation: 5-54

Date Issued: December 12, 1995

Subject: ASME B30.5-1994, Mobile and Locomotive Cranes

Question: Does para. 5-1.9.3 require outriggers, stabilizers, and jacks to structurally withstand the forces associated with a tipping condition?

Reply: The structural performance requirements for outriggers are covered in para. 5-1.10 Structural Performance. Paragraph 5-1.1.1(c) also requires that cranes meet the requirements of SAE J765. This test verifies the structural integrity of the outriggers at the point of tipping, as defined in SAE J765.

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Interpretation: 5-55

Date Issued: December 12, 1995

Subject: ASME B30.5a-1990, Mobile and Locomotive Cranes

Question (1): In para. 5-2.2.2(a), exactly which part of a crane is considered to be "load sustaining" and which part is not?

Reply (1): Any parts that are subject to stresses resulting from the weight of the machine itself or the application of load (working) are to be considered "load sustaining."

Question (2): Paragraph 5-2.2.2(a) discusses the replacement, alteration, or repair of load sustaining parts.

(a) What parts of the crane are they specifically referring to?

(b) What is the definition of "altered, replaced, or repaired" as it pertains to this paragraph?

Reply (2):

(a) See reply (1).

(b) The terms "altered," "replaced," and "repaired" are common-usage terms. As used in this paragraph, standard definitions apply.

Question (3): Section 5-0.2 defines a "qualified person."

(a) What is meant by a "recognized certificate"?

(b) What would constitute "extensive knowledge"?

Reply (3):

(a) The definition of a "qualified person" does not include the term "recognized certificate." It covers a certificate of professional standing.

(b) "Extensive knowledge," as stated in the definition, includes the statement, "has successfully demonstrated the ability to solve or resolve problems related to the subject matter and work."

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Interpretation: 5-43

Subject: ASME/ANSI B30.5b-1991

Date Issued: March 22, 1994

Question (1): In Section 5-1.5.3(c), does reference to a retarder or similar device envision an engine retarder?

Reply (1): Yes.

Question (2): Can you supply any information on "similar devices"?

Reply (2): No, but there are systems available which provide braking at the vehicle's power train beyond the engine output shaft. These devices are available within the industry.

Question (3): How would you characterize a steep grade?

Reply (3): In this context a "steep grade" can be characterized as one that, considering degree and length of slope, may present a significant hazard to be negotiated by a crane in a particular configuration. The capability of various cranes to negotiate specific grades will vary based on the manufacturer's design criteria. The manufacturer of the crane should be consulted to obtain grade-ability limitations.

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Interpretation: 5-44

Subject: ANSI/ASME B30.5-1989

Date Issued: March 22, 1994

Question (1): What is the basis for the recommendation in para. 5-3.2.2(a)(21) that "personnel platforms should not be used in winds in excess of 15 mph"? Was this recommendation based on a technical analysis of the behavior of personnel lift platforms in wind or was it based on field experience for the worst sail-area configuration of a personnel lift platform?

Reply (1): The wind speed of 15 mph as stated in para. 5-3.2.2(a)(21) is advisory in nature and is characterized by the use of the word "should." The recommendation is based on the consensus from the technical expertise of the Committee.

Question (2): Is the 15 mph wind speed in Question (1) average wind speed, steady wind speed, or wind gusts?

Reply (2): The wind speed mentioned in the volume, 15 mph, is not further defined as being average or peak. That is subjective and must be considered together with other circumstances.

Question (3): If the 15 mph wind speed in Question (1) is average or steady wind speed, how are wind gusts taken into account?

Reply (3): Wind gusts cannot be directly addressed by provisions in the volume because of their extreme variability. Therefore, management responsibility for the task must consider wind gusts when they occur and act accordingly to avoid injury.

Question (4): Is the Committee agreeable to changing para. 5-3.2.2(a)(21) to read: "Personnel platforms should not be used in winds of excess of 20 mph average wind speed"?

Reply (4): No.

Question (5): Is there a method available or does the Committee have a recommended method, analytical or experimental, to determine allowable, safe wind speeds for specific personnel lift platforms?

Reply (5): The stability of the platform and safety of the lifted personnel are the considerations that shall be evaluated when determining safe wind speed. Also, considerations are not identical for specific personnel platforms but may include the crane configuration and environmental conditions.

Question (6): What accidents were reported in the last 5 to 10 years for personnel lift platforms in which wind was a factor? Please provide any data available on such accidents, such as known wind speed at the time of the accident and configuration of the personnel lift platform involved.

Reply (6): Neither the Committee nor its Subcommittees gather specific accident data.

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Interpretation: 5-45

Subject: ASME B30.5d-1993

Date Issued: September 22, 1994

Question (1): In Section 5-3.2.2, is the requirement that personnel are only to ride in a personnel platform or boom mounted basket intended to preclude persons from riding the load and/or "headache" ball and thereby exposing themselves to pinch points and/or a fall hazard?

Reply (1): Yes. Conformance with this Section includes not only pinch points and/or fall hazard but also additional hazards such as personnel impacting fixed objects, impact to suspended persons by falling objects, and the creation of falling object hazards by the suspended person(s).

Question (2): Would not the use of a properly designed and manufactured suspension harness and V-sling be functionally equivalent, in terms of lifting personnel, and equally safe since no fall hazard would exist and no pinch points would exist?

Reply (2): No. While the harness and V-sling suspension may address some of the hazards of suspending personnel they do not address all the hazards and so do not satisfy the requirements of the Section.

Interpretation: 5-46

Subject: ASME B30.5-1989

Date: September 22, 1994

Question: Section 5-2.1.2(c) states, "all safety devices for malfunction." Please provide a more detailed description of "safety devices."

Reply: The B30.5 volume does not provide a description for "safety devices." The Committee feels that the characterization and description of components on the crane is the responsibility of the crane and component manufacturers. The volume only establishes the inspection requirement for such devices.

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This publication includes all of the written replies issued between the indicated dates by the Secretary, speaking for the ASME B30 Committee, Safety Standards for Cableways, Cranes, Derricks, Hoists, Hooks, Jacks, and Slings, to inquiries concerning interpretations of technical aspects of ASME B30.5, Mobile and Locomotive Cranes.

These replies are taken verbatim from the original letters except for a few typographical corrections and some minor editorial corrections made for the purpose of improved clarity. In some few instances, a review of the interpretation revealed a need for corrections of a technical nature: in these cases a corrected interpretation follows immediately after the original reply.

These interpretations were prepared in accordance with the accredited ASME procedures. ASME procedures provide for reconsideration of these interpretations when or if additional information is available which the inquirer believes might affect the interpretation. Further, persons aggrieved by this 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.

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Interpretation: 5-42

Subject: Your letter of August 23, 1993, requesting interpretation of ASME/ANSI B30.5-1989

Date Issued: September 17, 1993

Question: Is there a recommended safety design factor under any section of ASME/ANSI B30.5 for the boom structure of a wheeled vehicle?

Reply: In response to your question, yes. ANSI/ASME B30.5-1989, Section 5-1.9.1, Booms, requires that lattice booms and telescopic cantilevered booms meet the performance requirements of ANSI/SAE J987 and J1063, respectively. They contain the allowable design factors for specified test conditions.

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