

STD-ASME B30.5-ENGL 2000 0759670 0618465 287



The American Society of
Mechanical Engineers

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MOBILE AND LOCOMOTIVE CRANES

AN AMERICAN NATIONAL STANDARD

ASME B30.5-2000
(Revision of ASME B30.5-1994)



The American Society of
Mechanical Engineers

A N A M E R I C A N N A T I O N A L S T A N D A R D

MOBILE AND LOCOMOTIVE CRANES

ASME B30.5-2000
(Revision of ASME B30.5-1994)

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

Date of Issuance: September 29, 2000

The 2000 edition of this Standard is being issued with an automatic addenda subscription service. The use of addenda allows revisions made in response to public review comments or committee actions to be published on a regular yearly basis; revisions published in addenda will become effective 1 year after the Date of Issuance of the addenda. The next edition of this Standard is scheduled for publication in 2005.

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FOREWORD

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

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

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

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

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

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

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

In case of practical difficulties, new developments, or unnecessary hardship, the administrative or regulatory authority may grant variances from the literal requirements or permit the use of other devices or methods, but only when it is clearly evident that an equivalent degree of protection is thereby secured. To secure uniform application and interpretation of this Standard, administrative or regulatory authorities are urged to consult the B30

Committee, in accordance with the format described in Section III, before rendering decisions on disputed points.

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

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

This volume of the Standard, which was approved by the B30 Committee and by ASME, was approved by ANSI and designated as an American National Standard on August 2, 2000.

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

(00)

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

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ASME B30.5-2000

SUMMARY OF CHANGES

The 2000 Edition of ASME B30.5 includes editorial changes, revisions, and corrections introduced in B30.5a-1995, B30.5b-1996, B30.5c-1998, and B30.5d-1999, as well as the following changes, identified by (00):

<i>Page</i>	<i>Location</i>	<i>Change</i>
iii	Foreword	Updated to reflect edition
v	Committee Roster	Updated to reflect edition
ix	Contents	Updated to reflect edition
1, 2	General	(1) B30 volume listing updated (2) 9th para. revised
	Footnote 1	Revised
2	Section III	First para. revised
8	5-0.3	Editorially revised and ASME address updated
14	5-1.1.3(a)(2)	Editorially revised
	Footnote 3	Editorially revised
26	5-1.9.9	Revised

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