S3105603

Tata Steel IJmuiden Standard Inspection criteria for

trolley beams & lifting points

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Intended for : Tata Steel IJmuiden

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1. Introduction

This standard describes the minimum requirements for the inspection of trolley beams and lifting points - fixed or movable - in factories, installations and machines: with which loads are lifted or moved. This standard considers the following lifting equipment:

- A trolley beam (with or without fixed lifting capacity)
- A lifting point.

In addition, the combination trolley beam or lifting point with a fixed hoist falls under the cranes according to the legal definition. In that case, the trolley beam or lifting point must still be inspected according to this standard.

The purpose of this standard is to ensure that lifting facilities on the IJmuiden site comply with the applicable standards and are safe to use.

This standard has been written for anyone who manages trolley beams or lifting points or who is authorized to carry out inspections at Tata Steel in IJmuiden.

1.1. Range & application

This standard defines the principles and practices to be applied during the inspection and is mandatory at all locations operated by Tata Steel IJmuiden.

This standard applies to ***all existing*** hoisting equipment. In addition to this standard, other relevant standards, guidelines and regulations QHSE of Tata Steel IJmuiden must be followed based on their scope.

The objectives of this document are to provide guidance to:

- parties that manage and use the installations, whether they are Tata Steel IJmuiden, contractor or consultant.
- suppliers who, as part of their contract, inspect a lifting facility.

1.2. Legal & Judicial conformity

In case of any contradiction, the strictest requirements shall prevail in the following priority order::

1. European and National legislation
2. QHSE guidelines of Tata Steel Netherlands
3. Tata Steel IJmuiden-Standards
4. Tata Steel IJmuiden-Directives

2. Definitions & Abbreviations

Table 1, Definitions

CEN	Comité Européen de Normalisation – Countries that are affiliated with the European commitment for standardization.
Eurocode	The euro codes as noted in Chapter 4.

Table 2, Abbreviations

CIV	Civil
KBT	Crane design and Transport
MCE	Mechanical and Civil Engineering
KDT	Inspection Department
WQR	Welders qualifications record
WPQR	Welding procedure qualification record
PTC	Projects & Technical Consultancy
WPS	Welding Procedure Specification
QHSE	Quality, Health, Safety and Environment

3. Criteria, reporting and next steps

This chapter contains the mandatory requirements for the inspection of hoisting equipment.

3.1. Mandatory inspection

All trolley beams and lifting points are subject to inspection. The frequency of this is laid down in QHSE 4.05 cranes, lifting points, crane tracks and trolley beams – paragraph inspections. After the inspection, a report (see appendix 6.1) will be drawn up. A photo of the deviations can be included in the report.

The following codes are used in the report.

Code	Remark
V	Point is in order
-	Not applicable
Cat. A	direct threat to safety, immediate decommissioning of hoisting equipment
Cat. B	recovery requirement <1 month, lifting facility from operation if the deviation is not resolved within a month .
Cat. C	recovery requirement <3 months, lifting facility from operation if the deviation is not resolved within 3 months .
Cat. D	other comments

3.2. Reporting

The inspector fills in the data on the report – see the appendix for the format – can be found. This report is sent to the administrator and the PTC-ADM counter. The latter is necessary so that it is processed in a site-wide report.

3.3. What if a point can't be fixed?

If defects can be technically remedied, this must be done. Sometimes it can happen that a point is not technically remedied, but that a specialist write an (advisory) report for this with an assessment of whether the installation can be released.

3.4. Application of UGD sticker

Within the IJmuiden site it has been agreed that an UGD sticker may be applied to a designated sign that must be hung in the immediate vicinity of the trolley beam. An example of this sign can be found in the appendix. The following information must be filled in at least: SAP function location , WLL, Name of the trolley beam.

3.5. Min requirements from Tata Steel IJmuiden

Tata Steel requires the following criteria

		Inspection point	Applies to	Criterium	If not in accordance with the criterion	
					Categories	Repair by the owner
Technical File (administrative)	[100]	Drawing	trolley beams & lifting points	In SAP DMS & conform R1058001	Cat D	
	[101]	Calculations	trolley beams & lifting points	In SAP DMS & conform R1058001	Cat A	Have calculation made conform R1058001 and saved in SAP DMS
	[102]	Test certificate present Can also Supplement/ replacement report.	trolley beams & lifting points	In SAP DMS Compliant with QHSE 4.05 paragraph 7.10	Cat C	Inspection report on have it drawn up conform QHSE 4.05 paragraph 7.10

		Inspection point	Applies to	Criterium	If not in accordance with the criterion	
					Categories	Repair by the owner
Inspection (field check)	[200]	Deformation	Trolley beam	Visible permanent deformation in the tread of the lower flange of more than 5 mm	Cat A	By deviation, take the trolley beam out of operation and have it assessed by the structural engineer whether repair is possible.
				Twisted trolley beam of more than 10 degrees	Cat A	By deviation, take the trolley beam out of operation and have it assessed by the structural engineer whether repair is possible.
				Kink in the transverse direction of the trolley beam greater than 1 in 500)	Cat A	By deviation, take the trolley beam out of operation and have it assessed by the structural engineer whether repair is possible.
				All other deformations	Cat C	By deviation, take the trolley beam out of operation and have it assessed by the structural engineer whether repair is possible.
	[201]	Check on degradation (corrosion / damage/wear)	trolley beams & lifting points	Material reduction >10%	Cat A	In case of deviations, have the construction calculated and tested by the structural engineer. If the installation is still agreed, protect it against further degradation by having it preserved according to S3201001
				Material reduction <10%	Cat C	Request an advisory report from PTC KDT corrosion expert (KDT-COR@tatasteeleurope.com). If the installation is still agreed, protect it against further degradation by having it preserved according to S3201001

		Inspection point	Applies to	Criterium	If not in accordance with the criterion	
					Categories	Repair by the owner
Inspection (field check)	[202]	Identification	trolley beams & lifting points	According to QHSE 4.05 paragraph 7.7.	Cat A	Have identification carried out in accordance with QHSE 4.05 section 7.7
	[203]	Exit prevention (size)* * If the trolley beam on the roadside is completely enclosed, a separate exit prevention is not necessary.	Trolley beam	Exit prevention does not cover the entire width of the flange and has a "gap" and it is greater than > 1,cm (see section 6.3)	Cat A	Install a exit prevention in accordance with S3201001 chapter 3
				Exit prevention does not cover the entire width of the flange and has a "gap" and it is between 1 and 0 cm. (see section 6.3)	Cat C	Install a exit prevention in accordance with S3201001 chapter 3
				Exit prevention does not come entirely to the bottom of the flange and still has a "gap" which is larger than > 2 cm (see section 6.3)	Cat A	Install a exit prevention in accordance with S3201001 chapter 3
	[204]	Fasteners and Connectors	Trolley beam	Check situation in accordance with [100]	Cat A	In the event of deviations, have the structural engineer repaired
	[205]	Tread / Flange	Trolley beam	Material reduction >10%	Cat C	In the event of deviation , have the structural engineer assess whether it needs to be repaired or replaced.
	[206]	Identification UGD board	trolley beams & lifting points	According to paragraph 3.4	Cat A	Have identification carried out in accordance with paragraph 3.4 and 6.4

		Inspection point	Applies to	Criterium	If not in accordance with the criterion	
					Categories	Repair by the owner
Area (fieldcheck)	[300]	Overall condition	Construction where the hoisting device is attached.	Visible permanent deformation	Cat A	In case of deviation, have the construction calculated and tested by the structural engineer.
				Visible material reduction >10%	Cat A	In case of deviation, have the construction calculated and tested by the structural engineer.
				Visible structural parts removed/disappeared	Cat A	In case of deviation, have the construction calculated and tested by the structural engineer.
	[301]	Surrounding area	trolley beams & lifting points	Possible risk of collision.	Cat C	In case of deviation, apply a barrier according to S 1917301

General.

A structural engineer can agree in the following way, namely:

1. Submitting a document containing his findings and signed by him. This document is sent digitized to the administrator, who must save the document in SAP DMS and link it to the function location. See SharePoint hoisting and lifting equipment for a format that can be used for this.

4. References

This Tata standard refers to:

National legislation:

NEN-EN-ISO 148.1 : 2010	specifies the Charpy (V-notch and U-notch) pendulum impact test method for determining the energy absorbed in an impact test of metallic materials
NEN-EN- ISO-3834-1 :2006 nl	specifies the Charpy (V-notch and U-notch) pendulum impact test method for determining the energy absorbed in an impact test of metallic materials
EN 10204:2004	Metal products – Inspection documents
NEN-EN 1090-2:2008+A1:2011	Technical requirements for steel constructions
NEN-EN 1990+A1+A1/ C2:2011	Eurocode 0: Bases of structural design
NEN-EN 1990 NB:2011	National annex with NEN-EN 1990+A1+A1/C2: Eurocode: Bases of the structural design
NEN-EN 10025-2:2004	Hot rolled products of construction steel - Part 2: Technical delivery conditions for unalloyed construction steel
NEN-EN 1991-3:2006+C1:2012	Eurocode 1: Loads on constructions - Part 3: Loads caused by cranes and machinery
NEN-EN 1991-3 NB:2006/NB:2013	Eurocode 1: Loads on constructions - Part 3: Loads caused by cranes and machinery
NEN-EN 1993-1-1+C2:2011/NB:2011	Eurocode 3: Design and calculation of steel structures – Part 1-1: General rules and rules for buildings
NEN-EN 1993-6:2008+C12009	Eurocode 3: Design and calculation of steel structures – Part 1-1: General rules and rules for buildings
NEN-EN 1993-6 NB:2008/NB:2012	National Annex to NEN-EN 1993-6 Eurocode 3: Design and calculation of steel structures - Part 6: Crane tracks (including C1:2009)
DNV	DNV Standard for Certification 2.7-1, June 2013

Tata Steel:

QHSE 1.25	Responsibilities Hoisting and Lifting Equipment
QHSE 4.05	Cranes, lifting points, crane tracks and trolley beams
QHSE 3.04	Asbestos
R 10 58 001	Drawing regulations for Tata Steel IJmuiden
S 14 50 401	Execution and inspection of welding work
S 19 17 301	Application of colours and safety colours
S 31 05 601	Corrosion controle by use of protective coatings
S 32 01 001	Lifting beams and lifting points

5. Revision history

Version1.0:
Tata Directive R1 51 01 03 (Directive for new trolley beams and Lifting Points) consisted of two parts, new construction and inspection. This has been taken apart and upgraded. Now there is a Standard new trolley beams and lifting points (standard S3201001) and this standard for inspection criteria. Immediately revise the standard for current legislation and standards.

Version 2.0

The following changes are made to the Standard.
Point 200 of the inspection points (deformation) adjusted. Was previously an deviation at a random deformation, now specified where it should be and given a little more tolerance. Chapter 3.4 "Application of UGD" + Appendix 6.4 "Example of UGD board at trolley beam" added. Chapter 3.5 at point 202 the email address was wrong, it changed to the correct email address. Chapter 6.1 email address removed because the report does not have to be sent to PTC CIV. Chapter 6.3 adds where the dimensions of the exit prevention come from (wheels of the trolley) and on the basis of this reduces the minimum space on the side from 2 cm to 1.5 cm.

Version 3.0

Change Tata Steel Europe to Tata Steel Netherlands and add reference to QHSE 3.04 Asbestos.

Version 4.0

The following changes made to the Standard. Point 203 of the inspection points (exit prevention) adapted. After reassessment, it appears that 1.5 cm is not sufficient for the minimum wheel width that is now known. This is also supplemented in chapter 6.3

Version 5.0

The agreement on the consequences (rejection of the trolley beam or lifting point) of not having a UGD board (paragraphs 3.4 and 6.4) is processed in the paragraph 3.5 "min requirements from Tata Steel IJmuiden" point [206], paragraph 6.1 "Reporting format" point [206] and paragraph 6.5 "flowchart" steps 38 and 39.

6. Attachment

6.1. Reporting format

The report must be done in Dutch according to the format below. When choosing your own reporting format, the following topics/inspection points must at least be included.

Unique report number:

Blok 1 - Identificatie installatie			
Fabriek		SAP functieplaats code	
Identificatie nummer		Type katbalk (categorie 1-8)	
		Bedrijfslast (ton)	

Blok 2 - Identificatie keurder			
Uitvoerende partij		Keurmeester(s)	
Ordernummer opdrachtgever		Datum Startkeuring	

	Blok 3 – Keuringscriteria (volgens standaard S31 05 603)			
	nr	Keuringspunten	code	opmerkingen
Voorbereiding	100	Tekeningen		
	101	Berekeningen		
	102	Testcertificaat aanwezig		
Field Check	200	Vervorming		
	201	Corrosie/degradatie		
	202	Identificatie		
	203	Uitrijpreventie		
	204	Bevestigingen & koppelstukken		
	205	Loopvlak / Flens		
	206	Identificatie UGD bord		
	Overige opmerkingen			
Omgeving	300	Algehele toestand draagconstructie		
	301	Omgeving		

Blok 4 – keuringsresultaten	
Hoogst genoteerde afwijking	
Herstelpunten vorige keuring afgerond? *	JA / NEE
Wat voor soort keuring*	INGEBRUIKNAME KEURING /1e KEURING / VERVOLG KEURING / NACONTROLE
Datum uitvoering	
Keurresultaat*	GOEDGEKEURD/ TIJDELIJK VRIJGEGEVEN MET HERSTELEISEN[1] / AFGEKEURD[1]
UGD:	

Signature inspector Signature Client

Legenda:

Code	opmerking
V	Punt is in orde
-	Niet van toepassing
A	directe bedreiging van de veiligheid, hijsvoorziening direct uit bedrijf nemen
B	hersteleis <1 maand, hijsvoorziening uit bedrijf nemen als de afwijking niet is opgelost.
C	hersteleis <3 maanden, hijsvoorziening uit bedrijf nemen als de afwijking niet is opgelost.
D	overige opmerkingen hersteleis < 1jaar

* Remove what does not apply

1) After repairing the deviation, the inspection body is given an order for a follow-up check on the repair(s) carried out. The inspection body shall carry out the post-inspection, unless the nature of the deficiency justifies written handling in the opinion of the approval authority

2) Also answer yes if the direct provision has already been carried out. In that case, the direct threat and facility should be indicated in the category 'for notification'.

Note 1: This report must be signed and, together with the photo attachments, sent digitally as a file to the client and the e-mail address: kraan.inspectie@tatasteeleurope.com

6.2. Glossary for reporting

Uniek rapport nummer (Unique report number)
Unique report number is built in the following way:
Work unit – Trolley beam identification number - year - revision number

Example: WBW-PD1-2017-rev.XX

Revision number: First inspection gets revision no.01 in a follow-up check the subsequent documents get 1 version higher

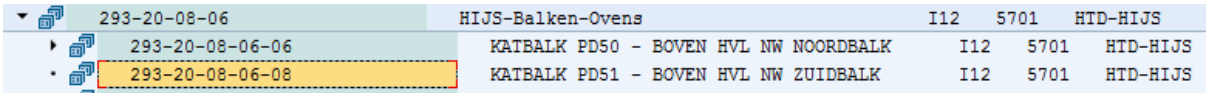
BLOCK 1 - Identificatie installatie (Installation identification)
The owner/manager must send this information when commissioning. If this has not been done, request the information from the administrator in advance.

Fabriek (Work unit)
See below the overview of the work and service units known to us. For clarity, use the abbreviations below:

1. **CPR** = Coated products
2. **DSF** = Dolomiet Steen Fabriek
3. **DSP** = Direct Sheet Plant
4. **ENB** = Energiebedrijf
5. **EVB** = Ertsvoorbereiding
6. **HIS** = Hisarna
7. **HOO** = Hoogovens
8. **HTD** = Hoogovens Technische Dienst
9. **KBW** = Koudbandwalserij
10. **KGF** = Kooksgasfabriek
11. **OSL** = On Site Logistics
12. **OXY** = Oxystaalfabriek
13. **PA TST** = Product Analysis – Tata Steel Testing
14. **R&D** = Research & Development
15. **SF** = Site Facilities
16. **TSP** = Tata Steel Packaging
17. **TSA** = Tata Steel Academy
18. **WBW** = Warmbandwalserij

Identificatie nummer (Identificatie number)
Each lifting device must have a unique identification number. This is stated in the relevant classification in SAP and on the installation. This should be noted here.

SAP functieplaats code (SAP functionlocation code)
Take over the SAP functionlocation code from the installation. This is necessary so that the inspections can (in the future) be centrally conneted to SAP.
Example: for WBW trolley beam PD51 is dit 293 – 20 – 08 – 06 – 08



Type katbalk - Categorie 1 – 8

Categorie	Type
1	INP / IPE / HE / HEB rechte katbalk – enkele hijsmogelijkheid
2	INP / IPE / HE / HEB rechte katbalk – meerdere hijsmogelijkheden
3	INP / IPE / HE / HEB katbalk met bochten – enkele hijsmogelijkheid
4	INP / IPE / HE / HEB katbalk met bochten – meerdere hijsmogelijkheden
5	Kokerbalk profiel (Henderson) – enkele hijsmogelijkheid
6	Kokerbalk profiel (Henderson) – meerdere hijsmogelijkheden
7	Kokerbalk profiel (Henderson) – met bochten – enkele hijsmogelijkheid
8	Kokerbalk profiel (Henderson) – met bochten – meerdere hijsmogelijkheid

Bedrijfslast (WLL)
Write down operation woking load for single lifting option in unit tonnes

BLOCK 2 - Identificatie keurder (Identification inspector)

Uitvoerende partij (Executing party)
Enter the company name or Tata department that physically carried out the work.

Keurmeesters (certified inspector)
If several certified inspectors are involved in the inspection of the installation, then here are their names

Datum Startkeuring (start date inspection)
On this date, the inspection body started the inspection of this installation. If a follow-up inspection and/or post-inspection has taken place, a final approval will be counted from this date..

BLOCK 3 – Keuringscriteria (Inspection points)
See Chapter 3

BLOCK 4 – Keuringscriteria (inspection result)
Hoogst genoteerde afwijking (Highest ranked deviation)
The deviation are (from high to low) A, B, C en D

Herstelpunten vorige keuring afgerond? (Repairpoints previous inspection completed?)
If not everything has been completed, fill in a No.

Wat voor soort keuring. (What kind of inspection)
For the inspections, the following variants are possible:

Kind	Remark
Ingebruikname keuring	That the inspection is started.
1e keuring	That the regular inspection is started
Vervolgkeuring	Is selected at each inspection after the 1st inspection until the entire scope has been completed. This can therefore be multiple inspections
Nacontrole	If there are repair requirements after the inspection, then these d.m.v. a follow-up check must be reassessed.

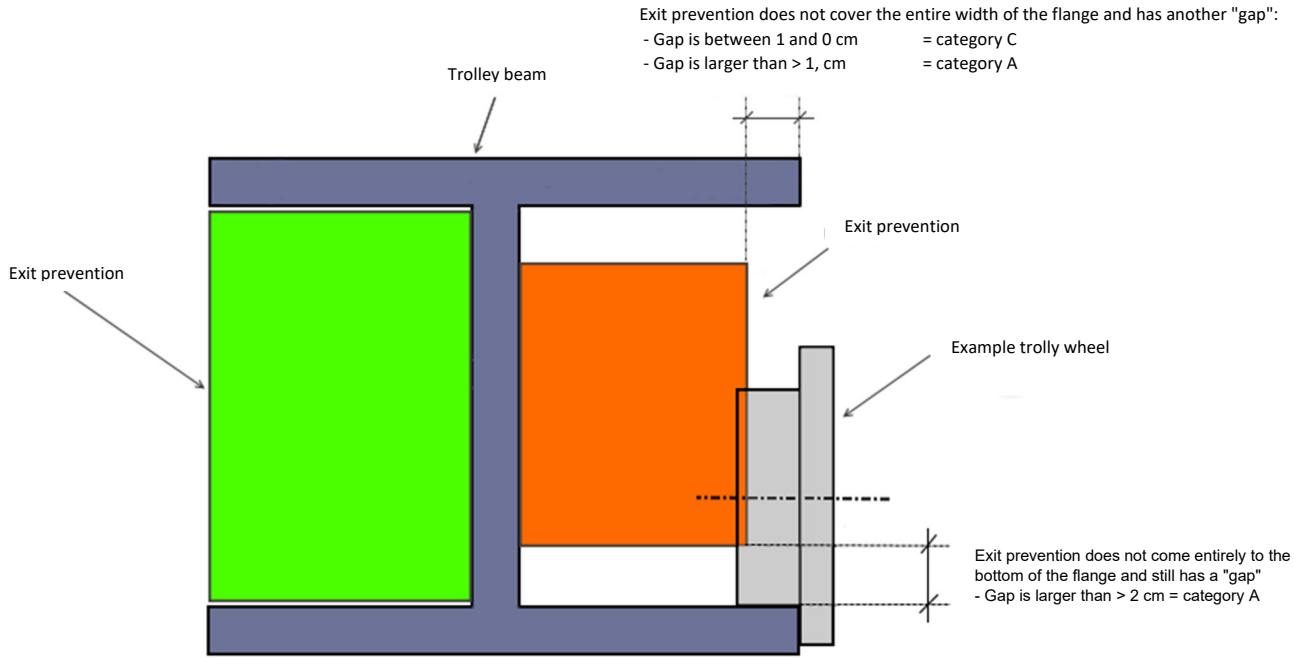
Datum uitvoering (date of execution)
The date on which the relevant inspection was carried out.

Keurresultaat (Inspection result)
The installation is: Only present the word that relates to the end result

- **Goedgekeurd (approved)**:
  This means that the entire scope has been gone through and the highest detected deviation is one of the type D.
- **Tijdelijk vrijgegeven met hersteleisen (temporarily released with recovery requirements)**:
  This means that deviations of type B or C have been detected during the inspections. The installation is temporarily released
- **Afgekeurd (disapproved)**:
  This means that a direct threat to safety – type A – has been identified, which cannot be solved immediately. If the owner has taken appropriate measures, on which there is agreement, one of the other results described above will be chosen..

UGD (user deadline)
UGD is made up of month (xx), year (xxxx). Depending on the inspection result, please indicate the correct UGD here. As a start date for determining UGD, keep the date of execution of the inspection. If the installation is rejected then enter the date of output.

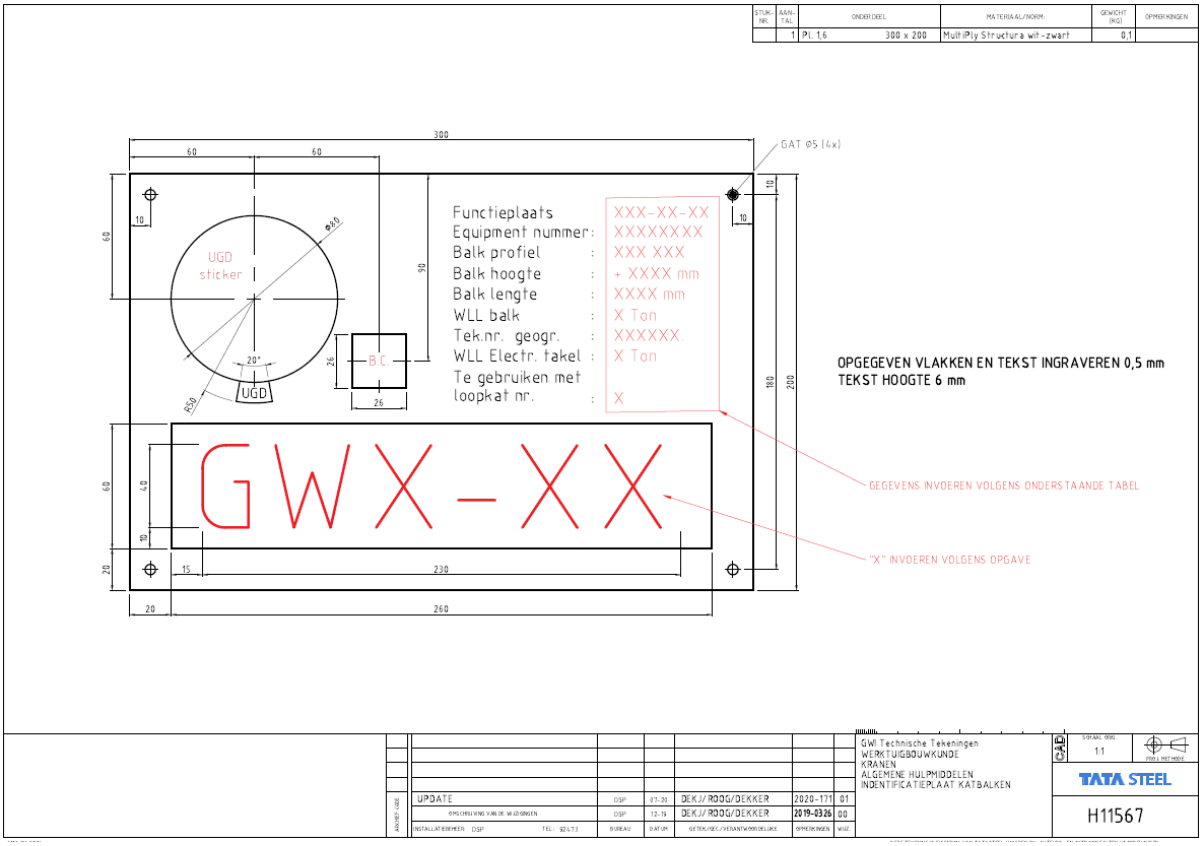
6.3. Example for kriteria 203 - Exit prevention



The realization of the dimensions in the exit prevention (underside of the crack and the side of the exit prevention) is due to the dimensions of the standard available trolleys. The data have been extracted from the manufacturers' instructions for use. Since more and more manufacturers are making the wheels of their trolleys narrower and narrower, it has been agreed to have the gap completely reduced to 0 cm. See the diagram below.

Manufacturer	Model/type	Wheel diameter (mm)	Wheel thickness (mm)
Delta Green	DC.0.0260000500	58	Not specified
Svero	20123A	62	20
Van Leusden	Atlas HD3C	45	15
Vulcan hoist Palan	XT series	75	Not specified

6.4. Example of UGD board at trolley beam



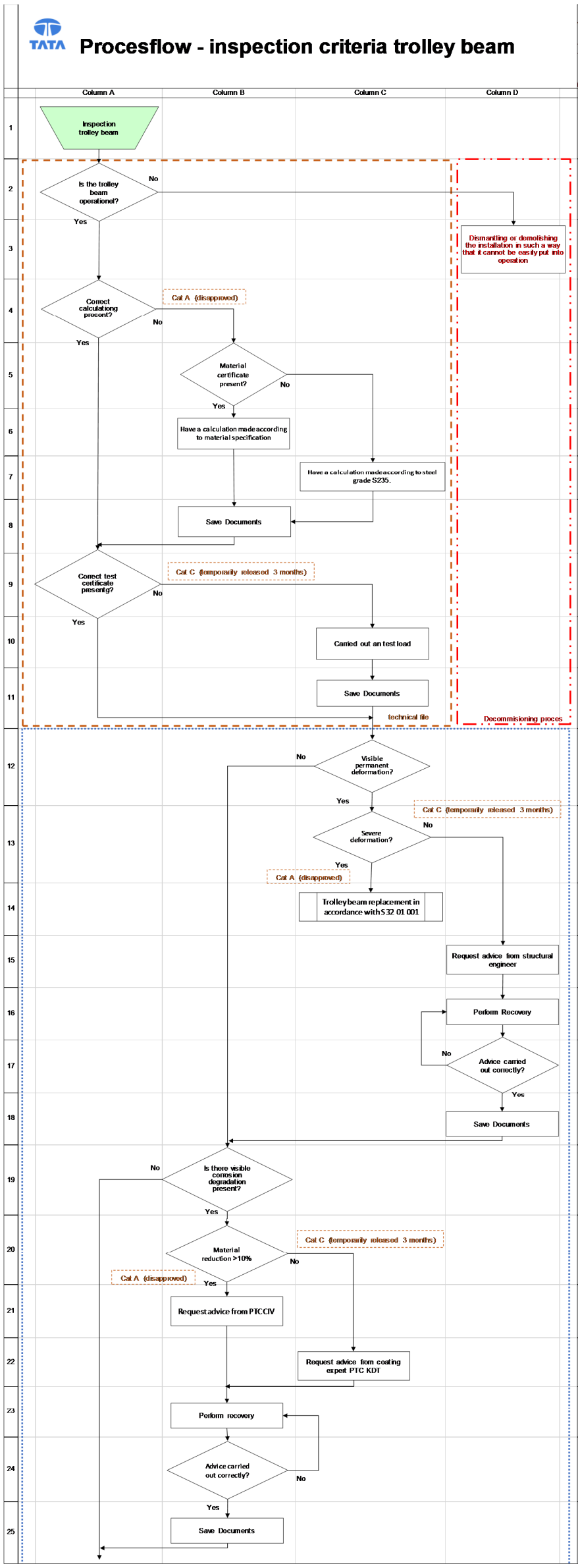
The following information is mandatory to provide, namely:

- Functieplaats,
- WLL balk,
- ID katbalk

Not all trolley beams on the site already have an SAP equipment number. If the trolley beam does have one then fill in this number as well.

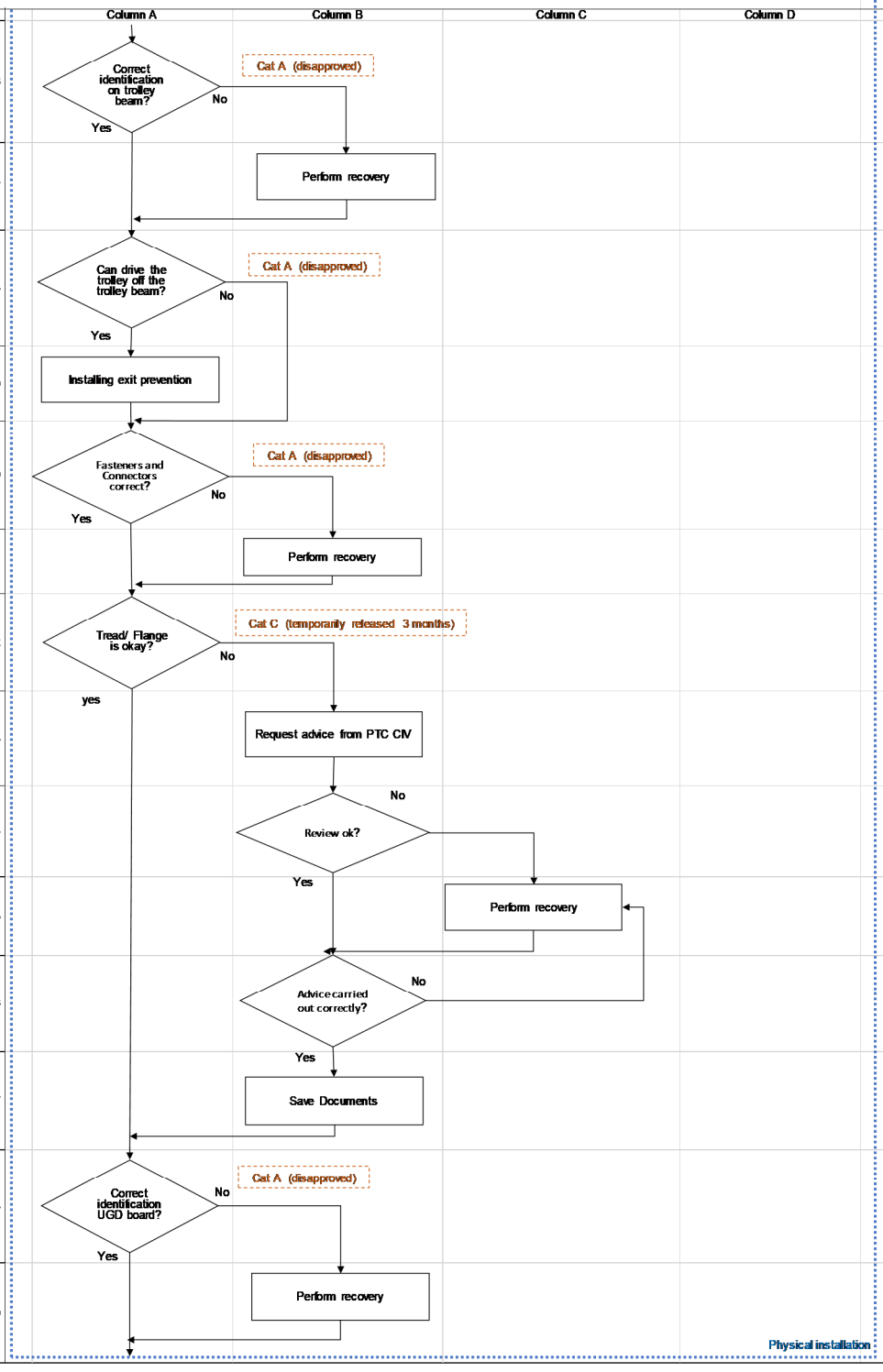
6.5. Procesflow – inspection criterion Trolley beam

Procesflow - inspection criteria trolley beam



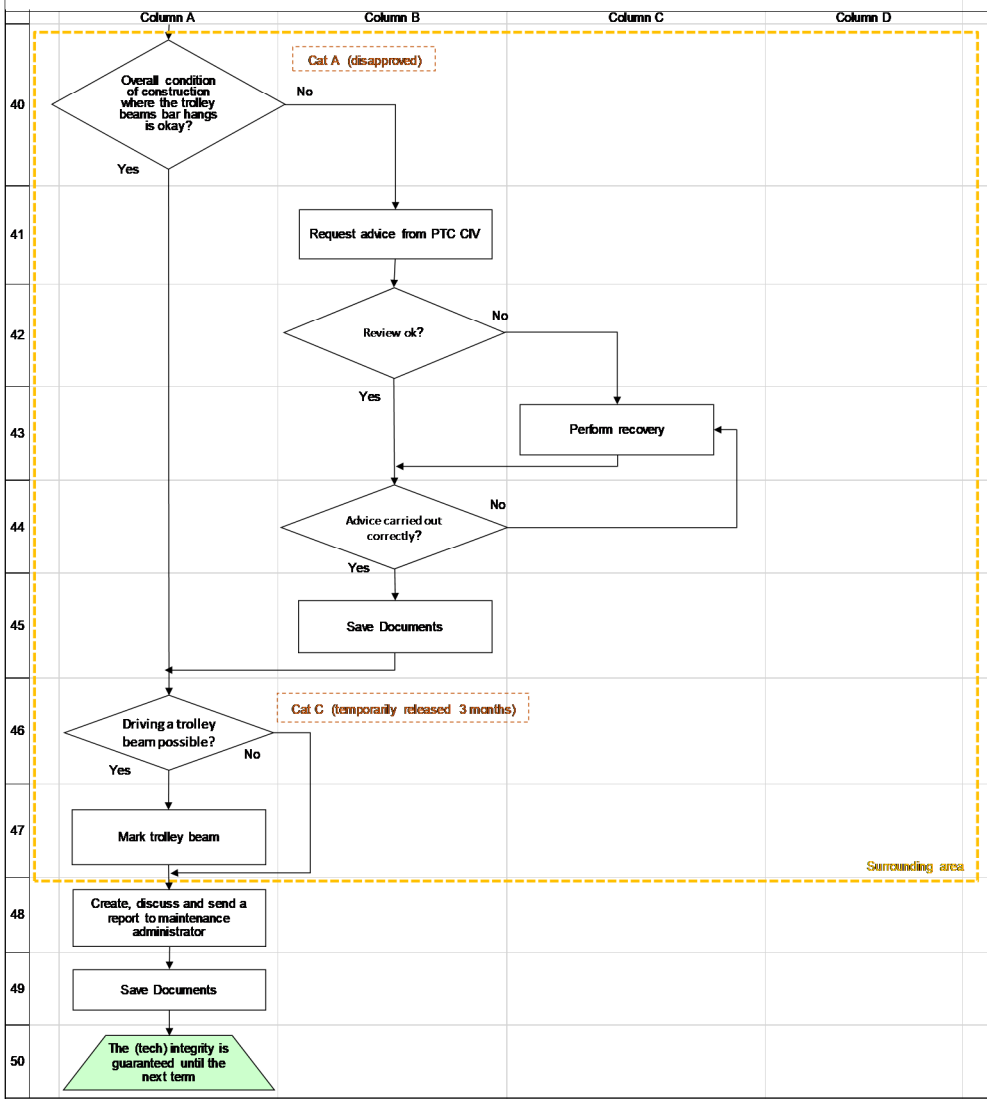
	The person in charge of hoisting and lifting (user)	Maintenance engineer for hoist	Certified inspector	Inspection body	Specialist PTC	Technical autority (KDT)	WHAT	How/With What
1	A	R					The Trolley beams are inspected	
2	A	R	I				Is the trolley beam bar still needed for business operations?	Consider whether the trolley beam is necessary for business operations or whether the work is carried out in a different way?
3	A	R	I				Update SAP PM	According to the agreements from CAMF, block Plant Configuration Management and block Maintenance Concepts
4	C	C	R	A			correct (strength) calculation must be present.	This can be requested from the administrator. In case of doubt, advice can be sought from PTC CIV via email address katbalken@tatasteeleurope.com
5	C	C	R	A			certificate is required for the correct strength calculation. If not present, a material sampling can be done.	
6	A	R	I				Calculation must be made by a structural engineer	Example of a calculation can be found on the SharePoint of the platform lifting and hoisting equipment. https://tsx.sharepoint.com/sites/EXT/ptc/wg/phh
7	A	R	I				Calculation must be made with steel grade S235 by a structural engineer	Example of a calculation can be found on the SharePoint of the platform lifting and hoisting equipment. https://tsx.sharepoint.com/sites/EXT/ptc/wg/phh
8	A	R					must be made by a structural engineer	According to the agreements from CAMF, block Plant Configuration Management and block Maintenance Concepts
9	C	C	R	A			Er dient een aantoonbaar testcertificaat beschikbaar te zijn.	Example of a test certificate can be found on the SharePoint of the platform lifting and hoisting equipment.
10	A	R	I				First go through the rest of the inspection. If a calculation is present and there are no deviations from category A or B then carry out the test load within 3 months.	The calculation of the test weight should be based on the workload (WLL). See standard S 32 01 001 for the reference to the standards determining the percentage of the test load.
11	A	R					Save the documents in accordance with the authorized procedure.	According to the agreements from CAMF, block Plant Configuration Management and block Maintenance Concepts
12	C	C	R	A	C		Visible deformation means that the installation has been overloaded in some way.	In case of doubt, the certified inspector can ask for advice from PTC CIV.
13	C	C	R	A	C		See the criteria in Table 3.5 minimum requirements from Tata steel ijmuiden point 200	Capture the rejection well in a photo as evidence
14	A	R	I		C		Trolley beam replacement	Nieuwe katbalken dienen schriftelijk beoordeeld te worden via PTC Civiel katbalken@tatasteeleurope.com - zie standaard S3201001.
15	A	R	I		C		Rate and advise. Do this by submitting a repot as evidence.	If measures or additional requirements are mentioned in the repot, they must be followed up. For measures or additional requirements, think of: how the repair must be carried out, at what times a check must be carried out and who carries out the check.
16	A	R	I		I		Restore the trolley beam as suggested	Follow up the measures and additional requirements from the advice (repot)
17			R	A			Assess whether the advice has been carried out correctly	Request the advisory repot to assess this. If in doubt, the author of the repot can be contacted.
18	A	R					Save the documents in accordance with the authorized procedure.	According to the agreements from CAMF, block Plant Configuration Management and block Maintenance Concepts
19	I	I	R	A			Assess if there is corrosion or other forms of degradation.	If visible corrosion is present, advice should be sought from PTC CIV or PTC KDT about steps to be taken.
20	I	I	R	A			Determine the material reduction	The degradation of the material must be measured against the original thickness. If there is no drawing, then measure it in a place where original material is still present
21	A	R	I		C		Rate and advise. Do this by submitting a repot as evidence.	If measures or additional requirements are mentioned in the repot, they must be followed up. For measures or additional requirements, think of: how the repair must be carried out, at what times a check must be carried out and who carries out the check.
22	A	R	I		C		Rate and advise. Do this by submitting a repot as evidence.	If measures or additional requirements are mentioned in the repot, they must be followed up. For measures or additional requirements, think of: how the repair must be carried out, at what times a check must be carried out and who carries out the check.
23	A	R	I		I		Restore the trolley beam as suggested.	Follow up the measures and additional requirements from the advice (repot)
24			R	A			Assess whether the advice has been carried out correctly	Request the advisory repot to assess this. If in doubt, the author of the repot can be contacted.
25	A	R					Save the documents in accordance with the authorized procedure.	According to the agreements from CAMF, block Plant Configuration Management and block Maintenance Concepts

Procesflow - inspection criteria trolley beam

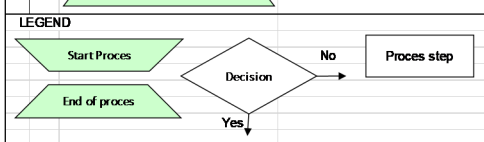


	The person in charge of hoisting and lifting (use)	Maintenance engineer for hois	certified inspector	inspection body	Specialist PTC	Technical autority (KDT)	WHAT	How/With What
26			R	A			Check if the ID plate and the WLL are present on the trolley beam or by the lifting point.	See QHSE 4.05 ch. 7 for the minimum data.
27	A	R	I				Apply the data to the trolley beam or Lifting Point.	the most common is that this is done with a resopal plate. The condition for the letter size is that it is clearly legible from the ground.
28			R	A			Assess whether the exit prevention is necessary, and if present whether it is sufficient.	If the trolley beam is completely enclosed on both sides, a separate exit prevention is not necessary.
29	A	R	I				apply exit prevention.	Application according to standard S 32 01 001
30			R	A			Assess whether the attachments to the installation or building are in good condition and couplings are still correct.	The coupling of trolley beams is mainly done with the tube profile trolley beams. The Technical file must include how it should be assembled.
31	A	R	I				Repair according to specification	
32			R	A			Assess the tread/flange on material decrease. Also assess that there are no cracks in the load-bearing parts of the cat bar	Tread of the flange must not be reduced by more than 15% compared to the original thickness
33	A	R	I		C		Approach the department and make an appointment how to have it assessed.	For measures or additional requirements, think of: how the repair must be carried out, at what times a check must be carried out and who carries out the check.
34	C	C			A / R		Rate and advise. Do this by submitting a report as evidence.	If measures or additional requirements are mentioned in the report, they must be followed up. For measures or additional requirements, think of: how the repair must be carried out, at what times a check must be carried out and who carries out the check.
35	A	R					Implementation of the advice and/or additional requirements.	
36	I	I	R	A	I		Assess what the advice is and whether it has been followed correctly	Request the advisory report to assess this. If in doubt, the author of the report can be contacted.
37	A	R					Save the documents in accordance with the authorized procedure.	According to the agreements from CAMF, block Plant Configuration Management and block Maintenance Concepts
38							Check if there is an UGD board near the trolley beam of lifting point. With at least the following information on it: SAP function location, WLL, Name of the trolley beam of lifting point	See paragraph 3.4 for the minimum data and paragraph 6.4 for an example of the UGD board.
39							Apply the data to the trolley beam of lifting point	The most common is that this is done with a resopal plate. Make sure that the sticker surface has the correct size and layout for marking the UGD board.

Procesflow - inspection criteria trolley beam



	The person in charge of hoisting and lifting (use)	Maintenance engineer for hois	certified inspector	inspection body	Specialist PTC	Technical autority (KDT)	WHAT	How/With What
40			R	A			Assess whether the installation is ok.	Assess for visible corrosion degradation or other forms of degradation, no visible deformations of the structure, no structural parts missing in the installation and/or no visible cracks.
41	A	R	I		C		Rate and advise. Do this by submitting a report as evidence.	For measures or additional requirements, think of: how the repair must be carried out, at what times a check must be carried out and who carries out the check.
42	C	C			A / R		Rate and advise. Do this by submitting a report as evidence.	If measures or additional requirements are mentioned in the report, they must be followed up. For measures or additional requirements, think of: how the repair must be carried out, at what times a check must be carried out and who carries out the check.
43	A	R	I		I		Carry out repairs according to the advice of PTC Civiel	
44			R	A			Assess what the advice is and whether it has been followed correctly	Request the advisory report to assess this. If in doubt, the author of the report can be contacted.
45	A	R					Save the documents in accordance with the authorized procedure.	According to the agreements from CAMF, block Plant Configuration Management and block Maintenance Concepts
46			R	A			Assess whether the Trolley beam can be hit by e.g. a forklift or a load on a crane.	
47	A	R	I				Apply marking according to Standard S1917301 Application of colours and safety colours.	
48	C	C	R	A			Discuss and have a report signed	after signing, the signed report must be sent to the responsible party(ies).
49	A	R					Save the documents in accordance with the authorized procedure.	According to the agreements from CAMF, block Plant Configuration Management and block Maintenance Concepts
50								



Abbreviations
CIV = Civil Department within PTC
DMS = Document Management Systeem
KDT = Keuringsdienst techniek
PM = Plant Maintenance
PTC = Projects and Technical Consultancy

Definitions