	Material	➢ Class 2 as per IS 1875:1992 (re affirmed 2004) for hooks conforming to IS : 5749 ➢ Class 1A & 3 for hook of grades L & M respectively as per IS 1875:1992 for hooks conforming to IS : 15560				
	Hook can swivel	Yes				
	Safety latch on hook provided	Yes				
	Locking device on swivelling hook	Provided				
9.9	Buffers	Cross travel		Long travel		
	Type	Spring or rubber buffers shall be provided on the trolley & end carriage				
	Numbers provided	4		4		
	Details of end stop	Suitable end stops welded to the bridge girder shall be provided to contact the buffers.				
10.0	Brakes	All brakes shall have weatherproof enclosures				
A.0	Hoist Motions	MH		AH		
	Type of brake	AC Electro-Hydraulic Thruster operated +DCEM				
	Number	1+1 (per motor)		1+1 (per motor)		
	Braking capacity	150%				
B.0	Travel Motions					
		CT	LT			
	Type of brake	AC Electro-Hydraulic Thruster operated + DCEM	AC Electro-Hydraulic Thruster operated + DCEM			
	Number provided	1+1 (per motor)	1+1 (per motor)			
	Braking capacity	125%				
11.0	Drive system for hoisting					
	Arrangement of drive from motor to rope drum (main)	Through geared coupling and gear box				
12.0	Bearings	Crane hook	Trolley	Rope drum	Gear box	Any other assembly

			wheels			
	Type	Antifriction ball / roller bearings				
	Method of lubrication	Grease lubrication				
	Bearing life	10,000 working hours				
13.0	Bridge girder					
	Type & Quantity	Box type – 2 nos. Material: Mild steel, grade A/B of IS 2062 in 100% killed, normalised and ultrasonically tested quality or high strength steel of IS 8500 as appropriate.				
	Vertical Deflection	Span / 900				
	Type of connection to end carriage	By fitted bolts				
14.0	Rails					
	Type / section	Rails sections as per IS: 3443 Grade 55 C 11/ 50 C 12. Rail to rail jointing shall be by end clamping arrangement.				
	Standard conforming to	IS: 3443				
	Material	50C12 or 55C11				
15.0	End carriage span material	Structural steel.				
16.0	Motors	Suitable for ambient temperature of 50^0 C				
16.1	Hoist Motions	MH	MH micro	AH	AH micro	
	Type	SC, suitable for Inverter duty Three phase squirrel cage induction motors operated from VFD system and suitable for speed range and torque without exceeding temperature rise limits.	Through VVVF drive	SC, suitable for Inverter duty Three phase squirrel cage induction motors operated from VFD system and suitable for speed range and torque without exceeding temperature rise limits.	Through VVVF drive	

	Enclosure	TEFC	Through VVVF drive	TEFC	Through VVVF drive
	Numbers furnished	1	Through VVVF drive	1	Through VVVF drive
	Voltage, phase and frequency	3 Ph., 4 wire, 415V ± 10%, 50 Hz ± 5% Combined voltage & frequency variation = 10% absolute			
	Class of protection	IP – 55			
	Rated capacity (KW)	Motor nameplate rating at 50^0 C shall have Motor rating will be calculated keeping margin of at least 25% over the maximum power requirement in the duty condition specified. Further, the hoist motors will be rated to lift 125% of the design load on the hook at the rated speed.			
	Rating	S4, 40 % CDF			
	Class of insulation	Class 'F' for sq. cage motors with temp rise limited to that of class B			
	Number of starts/ hour	300 starts / hr			
	Pull out torque	The pull out torque of the motor will not be less than 275 % of the full load torque.			
	Overload protection for motors provided	In built feature of VVVF drives.			
	Space heater requirements	For motors of rating 30 KW and above			
16.2	Travel Motions	CT	CT micro	LT	LT micro

	Type	SC, suitable for Inverter duty Three phase squirrel cage induction motors operated from VFD system and suitable for speed range and torque without exceeding temperature rise limits.	Through VVVF drive	SC, suitable for Inverter duty Three phase squirrel cage induction motors operated from VFD system and suitable for speed range and torque without exceeding temperature rise limits.	Through VVVF drive
	Enclosure	TEFC	Through VVVF drive	TEFC	Through VVVF drive
	Numbers furnished	1 no.	Through VVVF drive	2 nos.	Through VVVF drive
	Voltage, phase and frequency	3 Ph, 4 wire, 415V ± 10%, 50 Hz ± 5% Combined voltage & frequency variation = 10% absolute			
	Class of protection	IP – 55			
	Rated capacity (KW)	Motor nameplate rating at 50^0 C shall have Motor rating will be calculated keeping margin of at least 25% over the maximum power requirement in the duty condition specified.			
	Rating	S4, 40 % CDF			
	Class of insulation	Class 'F' for sq. cage motors with temperature rise limited to that of class B			
	Number of starts/ hour	300 starts / hr			
	Space heater requirement	For motors above 30 KW rating			
	Pull out torque	The pull out torque of the motor will not be less than 275 % of the full load torque.			
	Overload protection for motors provided	In built feature of VVVF drives.			
	Space heater requirements	For motors of rating 30 KW and above			
17.0	Limit switches	Main hoist	Aux. Hoist	Cross Travel	Long Travel

	Type	Rotary gear (screw type) + Gravity	Rotary gear (screw type) + Gravity	Lever type (one way/ two way)	Lever type (one way/ two way)
	Number provided	1 + 1	1 + 1	2/1	2/1
	Control voltage/ Enclosure	110 V/ IP 55			
18.0	Power conductors (DSL)				
	Type	LT: PVC shrouded conductor (Cu) bus bar. CT: Flexible trailing cable ERP insulated Cu conductor as per IS: 9968			
19.0	Length	Suitable for entire bay length			
	Protective Panel	Shall be provided with isolating switch, power contactor control and indication to switch ON/OFF power to starter panels, control and lighting transformer.			
	Material & size	Cold Rolled sheet steel , not less than 2.5mm for front & rear & 2mm for side, top & bottom portion with gland plate of 3mm thick			
	DOP	IP 54			
20.0	Control panel	Separate VVVF system panels to be provided for CT, LT and both hoist motions			
	Material	Sheet steel 2 mm size			
	Numbers and location	One each for MH, AH, CT and LT located on bridge platform			
	Degree of Protection	IP 54			
	Illumination	Internal illumination with florescent lamp			
21.0	Earthing	Crane structures, motor frames and metal cases of all electrical equipment including metal conduit and cable guards shall be effectively earthed.			
	Material of earthing	G.I / Copper			
22.0	Cable	Power (fixed type cable)		Control	
	Material	Aluminium		Copper	
	Size	Min. 3Cx10 mm^2 for Aluminium		Min. 1.5 mm^2	
	Type	XLPE insulated (except trailing cable)		PVC insulated	
	Voltage grade	1100 V			

	Voltage drop	Cable from main isolating switch (1.5M above operating floor) to motor terminal shall be so sized that the voltage drop does not exceed 3% of rated voltage.
23.0	Contactors	AC 4 duty for reversing application. AC 3 duty for non -reversing application.
24.0	Switches	AC 23 for motor application, AC 22 for other application.
25.0	Fuses	HRC
26.0	Overload relays	Overload protection inbuilt in VVVF drives.
27.0	Fire Extinguisher	
	Type and size	4.5 kg , CO_2 type
	Numbers & Location	Two(on bridge)
29.0	Power Supply	415 V, 3 phase, 4 wire supply at operating floor at centre of bay length.
30.0	Transformer	Dry type, with insulation class B or better.
	Quantity	2 X 100 % for control, 2 nos for lighting & 1 no for hand lamp.
	Voltage Rating	Control 415/240V , Lighting 415/240V and hand lamp 415/24V.
	KVA rating	20% over loading to be considered while sizing the rating
31.0	Illumination	
	Over Bridge	2 nos. 60 W Bulk-head fittings with incandescent lambs and 4 nos. 24V – 5A – 3 pin industrial socket.
	Under bridge	2 nos. 250 W HBSV lamps
	For inspection of crane components	One (1) portable 40W hand lamp with min. half span length flexible cable for inspection of crane components
	Hand lamp socket and hand tool sockets	Hand lamp socket outlets (2 pin, 10A, 24V) and power socket outlets (3 pin, 20A, 240V) shall be provided for use of hand tools along with switches.
32.0	Type of platform required on the bridge.	Chequered plate platform 6 mm thick as per IS :3502
	Length	Full span length
	Type of access from gantry girder level to crane bridge	Rung ladder at ends from gantry girder level walkway to crane bridges walkway

	Type of access to maintenance cage from crane bridges walkway	Rung ladder
	Type of access to Cabin from crane bridges walkway	By Staircase
	Provided at both ends	Yes
	Width of platform	Access walkway of not less than 500mm clear with hand railing of height of 1100mm along both sides of bridge girder and cross over walkways.
33.0	Type of control for Hoists/ CT/LT operation	Through VVVF drive
	Speed control	Thru' VVVF with minimum 6 pulse design
	Starting torque of VVVF	Up to 400% typical with encoder.
	Starting current	Less than 150 % of rated torque.
	Temperature	VVVF system shall be capable of withstanding upto 50 o C without derating.
34.0	Sweep	Sweep shall be attached to the end carriages and to the trolley to remove foreign materials from the rails.
35.0	Main Isolating switch / Change over type	Main isolating switch / change over type at Middle of the bay length

NOTE : Other requirements of the system-

- All Crane motors shall be capable of the following :
  • Operating satisfactorily at full load for 5 minutes without injurious heating with 75% rated voltage at motor terminals.
  • Withstand 120% of rated speed for two minutes.
  • Current shall not exceed 6 times full load current for creep speed motor.
  • Withstanding the stresses imposed if started at 110% rated voiltage.
  • Start with rated load and accelerate to full speed with 80% rated voltage at motor terminals.
  • The locked rotor motor withstand time under hot condition at 110% rated voltage shall be more than motor starting time at minimum permissible voltage by at least 3 seconds for motors upto 20 seconds starting time.
  • Maximum torque shall not be below 200% of full load torque.
- The VVF drive control shall be used for control of each motion. The VVf drive shall be equipped at least with 1024 pulse incard, droop control for synchronization and crane software. The rating of VVF shall be decided considering 250% of full load current of respective drive motor based on in panel rating with derated at 50 Deg C ambient temperature.

- The limit switches shall be totally enclosed type IP-55.
  - Each hoist shall be furnished with two (2) limit switches meeting the followingrequirements:
  - A screw type limit switch with self resetting features which will act in case of over hoisting.
  - A gravity operated hand reset type limit switch as a back up protection against over hoisting.
- Trailing cable shall be 1100 V grade, tinned copper, heat resistant, with EPR insulation and as per Class – 5 of IS-8130. Also should have inner PCP sheath and outer CSP sheath with nylon chord reinforcement & heat resistant, oil resistant and flame retardant heavy duty FRLS type.
- Electrical equipment shall be adequately rated to permit simultaneous operation of the combination of motions of the crane for it duty service.
- Track type limit switches on the bridge and trolley to prevent over travelling in either direction

	TECHNICAL SPECIFICATION FOR CW PUMP HOUSE DG EOT 50T TO 150T 2X660 MW SEZ ENNORE STPP	**SPECIFICATION No: PE-TS-412-501-A002**
		VOLUME: II B
		SECTION-II
		SUB-SECTION-IIA
		REV 00 / DATE NOV 2016

SUB SECTION-IIA

STANDARD TECHNICAL REQUIREMENT (MECHANICAL)

DOUBLE GIRDER EOT CRANE

1.0.0 SCOPE

This specification covers the design, material, manufacture, assembly, inspection and testing at manufacturer works for EOT cranes and shall be applicable unless the requirements are addressed otherwise in BHEL / BHEL's Customer approved documents.

2.0.0 CODES AND STANDARDS

The equipment to be supplied under this specification shall conform to the following codes and standards (latest revisions) unless otherwise specified hereinafter.

i)	IS 807	Codes of Practice for Design, Manufacture, Erection and Testing (Structural Portion) of cranes and hoists
ii)	IS: 3177	Code of Practice for Design of Overhead Travelling Cranes and Gantry Cranes other than steel work cranes.
iii)	IS: 2266	Specification for steel wire ropes for general Engineering purposes.
iv)	IS: 4029	Guide for testing induction motor (for temperature rise).
v)	IS: 15560	Steel hooks for standard shank design.
vi)	IS: 3443	Specification for crane rail section.
vii)	IS: 325	Three phase induction motors.
viii)	IS: 900	Code of practice for installation and maintenance of induction motors.
ix)	IS: 4237	General requirement of switchgear and Control gear for voltage not exceeding 1000V.
x)	IS: 434 (Part I)	Copper conductors rubber insulated cables for voltage up to 1000V.
xi)	IS 1596	Polyethylene insulated PVC sheathed cables
xii)	IS 3043	Code of practice Earthing
xiii)	IS: 3938	Electric Wire Rope Hoists.
xiv)	IS: 2147	Degree of protection provided by enclosures for Low voltage switchgear and control gear.

xv)	IS: 1554 Part I	PVC insulated (Heavy-duty) electric cables for working voltages up to and including 1100 volts.
xvi)	IS: 691	Flexible trailing cables rubber insulated.
xvii)	IS: 1653	Steel conduits for general engineering purposes.
xviii)	IS: 2509	Rigid non-metallic conduit for electric- Installations
xix)	IS: 2062	Steel for General Engineering purposes.
xx)	IS: 1030	Carbon Steel castings for general engineering purposes.
xxi)	IS: 1570	Schedules for Wrought steels.
xxii)	IS: 1875	Carbon steel billets, blooms, slabs and bars for forgings.
xxiii)	IS: 808	Dimensions for hot rolled steel beam, column, channel and angle sections.
xxiv)	IS: 1852	Rolling and cutting tolerances for Hot rolled steel products.
xxv)	IS: 2291	Tangential Keys and Keyways.
xxvi)	IS: 2292	Taper Keys and Keyways.
xxvii)	IS: 3961	Recommended current rating for cables.
xxviii)	IS: 694	PVC insulated cables for working voltages up to and including 1100V)
xxix)	IS: 1554 (part-I)	PVC insulated (heavy duty) electric cables: Part 1: for working voltages up to and including 1100 volts.
xxx)	IS: 4289	Flexible cables for lifts and other flexible connections: Part 1: Elastomer insulated cables.
xxxi)	BS: 970	Wrought steels in the form of blooms, billets, bars and forgings.
xxxii)	IS: 5749/ BS 3017	Specification for Forged Rams horn Hooks

Indian electricity rules - 1956.

In the event of any conflict between the specification and standards mentioned above, the more stringent of the two as per interpretation of purchaser shall govern.

3.0.0 **DOUBLE GIRDER EOT CRANE**

3.1.0 **DESIGN REQUIREMENTS**

3.1.1 The crane shall be designed in accordance with the latest edition of IS-3177, IS-807 and any other standard as referred there in and subject to any modification and requirement as specified herein after.

Class of crane mechanism shall correspond to that of the crane requirement and as specified elsewhere.

3.1.2 Safety devices should be provided with all equipment/parts covered under this specification.

3.1.3 Parts requiring replacement or lubrication shall easily be accessible without dismantling the other equipment or structures. All electrical cables shall be laid to comply with recognized standards and purchaser's requirements.

3.1.4 For welded construction such as bridge girders, end carriages, rope drum, gearboxes etc. steel shall be conforming to IS-2062 quality. Welding shall be carried out only by qualified welders and subjected to NDT as specified in Quality Plan.

a. Welding shall be performed by shielded electric arc, gas or other approved methods. The electrodes used for welding shall conform to AWS A5.1.
b. Wherever lateral welding of the main plates of box girders are required, it shall be butt-welded.
c. Qualification of welding procedure and welder: These shall be carried out as per ASME Boiler and Pressure vessel code Sec. IX - Welding and brazing qualifications.
d. Electrode designations and qualifications shall be as per AWS A 5.1.
e. Electrodes should be of radiography quality with heavy covering as per IS: 814 and relevant requirement of ASME Sec IX and IIC.
f. Bare electrodes as per IS: 7280 and flux wire combination as per IS: 3613.

3.1.5 No cast iron part shall be used on the crane and its accessories.

3.1.6 Guard shall be provided on crane to prevent the hoist ropes coming in contact with down shop leads.

Guards/ rail sweep of an approved design, which will push forward or off the track any object such as a person foot or arm, placed across it. Guards shall be attached to each end of the end carriages.

Suitable guards shall be provided to revolving shafts, coupling etc.

3.1.7 All cables shall be clamped individually. All trailing cables shall be clamped with PVC or non-metallic clamp.

3.1.8 Walkways of CT shall be of chequered plate minimum 6 mm thick O/P at least 800 mm clear inside with non-skid toe plates 8mm thick, projecting 100 mm above the floor. Walkways shall be of rigid construction and designed to sustain a distributed load of not less than 300 kg/ sq. mm.

Intermediate posts for supporting handrails shall not be spaced more than 1.5 meters apart.

Ladders provided shall have at least 450mm clear width with 20 mm rungs (rods) spaced 300 mm apart.

3.1.9 All wheels, couplings, open gear etc. shall be provided with covers.

3.1.10 All bolts except those with locknut shall be provided with grip lock nuts or spring washers.

3.1.11 Fasteners for pedestal blocks, motors, gearboxes etc. shall be easily removable from the top. Studs shall not be used as fasteners for mechanical items except for fixing covers.

3.1.12 Defects in the material like fractures, cracks, blowholes, pitting etc. are not allowed. Rectification of any such flaw is permissible only with the approval of the purchaser.

3.1.13 All parts of the crane shall be thoroughly cleaned of mill scales, rust or foreign matter and then painted as per the specification requirements.

The permissible camber shall be shown in drawing or data sheet submitted for approval.

3.2.0 **STRUCTURAL DETAILS**

3.2.1.0 Crane structure shall be designed in accordance with the latest edition of IS-807 after taking the following additions/deviations as applicable.

3.2.1.1 Black bolts shall not be used in the main structure of the crane. The calculated strength of other bolted joints in structural members shall not be less than net strength of member plus 25%.

3.2.1.2 The calculated strength of riveted joint or joints made by friction grip bolts in structure members shall be not less than the calculated net strength of the member.

3.2.1.3 Bolts used in shear shall be fitted in to reamed hole.

3.2.1.4 Nuts and Bolts will be as per IS:1363, IS: 1364 and IS: 1367

High-tension friction grip bolts as per IS: 3757 and High- tension friction grip nuts as

per IS: 6623

3.2.1.5 Transverse filled welding on load carrying member shall be avoided.

3.2.1.6 All butt welds on structural members subjected to tensile stress shall be of radiographic quality as ASME Sec VIII Div.1 acceptance norms.

3.2.1.7 Fillet welding on load carrying members shall be avoided.

3.2.1.8 For load carrying members the component plates, bars, angles and other rolled sections shall be minimum 8mm thick. For tubes having both ends sealed the minimum thickness shall be 4.9 mm (6 SWG). For unsealed tubes the minimum thickness shall be 8mm.

3.2.1.9 The cranes working out door or in corrosive environment, an allowance of 1.5 mm shall be added to the calculated thickness.

3.2.1.10 Minimum thickness of chequered plates for platform shall be over 6 mm over plain. Chequered plates shall not be considered for strength calculations of load carrying members.

3.2.1.11 Splice shall be designed to resist all the forces and moments to which it is subjected to plus 50% thereof.

3.2.1.12 However, in no case the strength developed by the splice shall be less than 50% of the effective strength of the material spliced. Splices shall be proportioned and arranged, so that the gravity axis of the splice in line with the gravity axis of the member joined so as to avoid the eccentricity of the loading.

3.2.1.13 The material of construction of the major components shall be as specified in the specification/data sheet. Manufacturer are however free to use alternate material material which are superior for the intended service. But in all the cases, prior concurrence of the purchaser is must.

3.2.1.14 Splices shall be designed to resist one and half times the forces and moments to which it is subjected, but in no case it shall be less than 2/3rd of the effective strength of the material spliced except that splices in the webs of the plate girders shall be designed for full strength of the web in shear as well as bending. For splicing tension members, the net section of the splice plate shall be ten percent more than that of the material spliced. Splices shall be proportioned and arranged, so that the gravity axes of the splices are in line with the gravity axis of the member to avoid eccentricity.

3.2.2 **Bridge Girder**

3.2.2.1 The bridge girder shall consist of a box construction with double Web plate girders or lattice girders and shall be of adequate strength to withstand the rolling loads and other stresses it is subjected to.. The design of the girder shall be in accordance with latest edition of IS- 807.

3.2.2.2 Maximum deflection of the bridge girder, with safe working load, shall not exceed 1/900 of the span or as per latest IS. The girder shall be supported on the centerline of LT wheels during the deflection check. The girder shall be cambered by an amount by an amount equal to the maximum deflection.

3.2.2.3 Box section shall be adequately reinforced by internal diaphragms and ribs to withstand the most severe combination of load that may develop under different working conditions. Additional Internal diaphragms shall be provided at points where external members are welded for providing support to drives etc.

3.2.2.4 Box girders shall be provided with end plates sealing. Diaphragms inside the girder shall extend to the full - width & depth of the girder and the web plates shall be reinforced by angles all along the full length of the plates spaced midway between the diaphragms. Full depth diaphragms or stiffeners shall be furnished at bridge drive supports and below the line shaft bearings.

3.2.2.5 Short diaphragms shall be furnished and are required to transmit the trolley wheel loads to the web plates. Trolley rail section shall not be considered into design of bridge girders.

3.2.2.6 Full length chequered platforms on both side shall be provided on the side of bridge girders as specified in data sheet - A.

3.2.2.7 There should not be accumulation of water/oil inside the box girders. If required breathing holes can be provided for expansion / contraction, due to change in temperature. Tapped (threaded) holes shall be provided with ½" NPT plug in the bottom of the girders, at both ends, to drain off any accumulation of water / Oil inside the girder. Instruction shall be painted on the girders to remove the plug and check for water/oil before lifting. Plug shall be replaced after installation.

3.2.2.8 All connection splices shall be designed for full strength of member of loads indicated unless otherwise approved. Beams and connections shall be designed for 60% of shear capacity of beam section plus additional axial load if any. Not more than one splice shall be provided to make up full length of number.

3.2.2.9 Maximum Span/ Depth ratio for Girder

- Plate Girder: 18
- Lattice Girder : 12

3.2.3 **End carriage**

3.2.3.1 End carriages shall be fabricated from rolled steel section or plates. End carriage shall be of ample strength to resist all stresses likely to be imposed on them under service conditions including collision with other cranes or stops. The length of the end carriages shall be such that no other part of the crane is damaged in collision. End carriage shall be so designed as to distribute the load evenly between the wheels from each bridge girders.

3.2.3.2 The wheel base shall not be less than 1/5th of the span. End carriage shall be fitted with safety stop to prevent the end carriage falling more than 25 mm in the event of breakage of a track wheel, bogies or axle.

3.2.3.3 Suitable jacking pads at a suitable height from rail level shall be provided on each crane for crane jacking. Jacking pad dimensions shall be suitable for full seating of the jacking pad seat without any instability. When changing the track wheel, jacking pads shall not interfere with replacement of track wheel.

3.2.4 **Crab (Trolley)**

3.2.4.1 The crab frame shall be built from heavy steel section, welded properly to form single piece frame & to resist vertical, lateral and torsional strain and to support all loads without undue deflection. It should be properly machined to receive hoisting mechanism, cross traverse arrangement/mechanism, wheels etc. etc.

3.2.4.2 Sheaves, part of hoisting mechanism, shall be so arranged on trolley that rope reeling arrangement shall ensure lifting of load in vertical line with minimum of swing or side movement. Trolley shall be provided with chequered plates all over except for opening required for ropes and equipment foundation. Equipment foundation shall not be welded/ supported on chequered plates. Toe plates 100 mm high and 6mm thick shall be provided around opening provided for movement of ropes. Suitable railing shall also be provided around the opening for rope in case the opening is large.

3.2.4.3 **Platforms and Ladders**

a) Safe means of access shall be provided to every place where any person engaged in the examination or maintenance of the crane has to work. Adequate handholds and footholds shall be provided as necessary..

b) Every platform shall be provided with steel chequered plate top and be securely fenced with 1050 mm high double tier hand rails and toe boards. Platforms shall be of sufficient width to enable normal maintenance work to be undertaken safely

c) Safety hand railing of tubular construction 32 mm NB Medium class of IS: 1239 having top and bottom rail at height of 1100 mm and 600 mm and vertical post spacing not exceeding 1750 mm with provision of kick plate (100 mm high and 6mm thick) shall be provided on bridge walkways and on end carriages, staircases, trolley and at any other place where access is provided. Bends shall be neat and made by machine. The top rail should be so laid that there is no intermediate obstruction and hand need not be lifted from rail while walking

d) In case lattice riveted construction is offered for the bridge girder, full length chequered plate platform with adequate headroom shall also be provided at bottom chord level for periodic checking of all rivets/bolts and other items.

3.2.5.0 Brief description of crane operation, Maintenance and periodical lubrication etc. typed in English and in local language neatly framed in a permanent frame for easy reference.

3.2.6.0 Suitable inspection cages to accommodate two persons to facilitate inspection of DSL.

3.3.0 **MECHANICAL**

3.3.1 **Rope drums**

Rope drums shall be of mild steel plate fabricated/ cast steel/ as per IS 3177. All fabricated rope drums shall be stress relieved. The drum shall be so designed to take full length of hoisting rope in single layers. The end of the rope shall be anchored to the drum in such a way that the charger in readily accessible. Each rope shall have not less than two (2) full turns on the drum when the hook is at lowest position not taking into consideration the turns covered by the rope in charge. One spare groove shall be provided for each rope drum when the hook is at the highest position. Each rope end shall be clamped with minimum two clamping wedges with at least two bolts on each clamping arrangement.

The pitch diameter of the drum shall be as per IS - 3177 or as specified elsewhere. The depth of the grove shall not be less than 0.35 times the rope diameter. Each rope shall be clamped to drum with two clamp wedges with at least two numbers of bolts on each clamping arrangement.

For evaluation of Radiography the designed thickness of the drum (top of crest to ID) shall be taken into consideration and not the thickness of plate selected.

3.3.2 **Hoist ropes**

Ropes of steel core as specified in Data sheet" A" shall be of 6x36 or 6x37 construction of extra flexible plough steel as per IS 2266 having minimum UTS of 1770 kN.

3.3.3 **Rope sheaves**

Sheaves shall be of cast (Castings to IS: 1030 Gr. II with Y.P. greater than 50% of UTS) or forged steel. All sheaves shall be identical, however, exception may be made for equalizer sheave. Sheave groove shall be ground finished for getting increase rope life. Equalizer sheave shall be arranged to turn and swivel in order to maintain rope alignment under all circumstances.

3.3.4 **Wheels**

LT & CT wheels shall be double flanged with straight tread. The wheels shall be capable of taking up misalignment in span as specified. Solid wheel shall either be of forged steel or as specified in Data sheet. The wheel rim shall be with minimum hardness of BHN 300-350. Wheels may be either hardened on tread portion as per IS –3177 or Volume hardened. Contact stresses between wheels and rails should be within permissible limits.

3.3.5 **Buffer**

Each End carriage shall be provided with buffer as per data sheet 'A'. Buffers should be so located that removal is not required while changing wheels or bogies. Buffers shall have sufficient tension on energy absorption capacity to bring the unloaded crane to rest from the speed of 100% of the rated speed to zero speed. Buffer is to be fitted to each end of carriage assembly and crab so that buffer contact takes place before the bridge or trolley reaches the end of rail.

3.3.6 **LT drive**

The bridge motion shall be achieved by suitable drive arrangement as specified elsewhere. When twin drives are used, these shall be operating in unison to avoid skewing effect. The drives shall be interlocked for simultaneous starting, stopping & speed control.

3.3.7 **CT drive**

Trolley drive shall be achieved by suitable drives & power shall be transmitted to the geared wheel by means of pinions mounted on both ends of the output shaft.

3.3.8. **Gearing**

3.3.8.1 Gears in speed reducer unit for bridge drive, hoists and trolley drive gearing shall be enclosed in substantial housing and shall operate in oil bath. The housing shall be of sufficient design not to permit temperature in excess of 90^{o}C for the oil bath. Spur and helical gearing shall normally be used for all motions. Worms and bevel gears shall not be used. First high-speed reduction shall be through helical gears. All gears shall be hardened and tempered and of alloy steel with machine cut teeth 1.6 Micron finish or better and lapped with some minimum applied load to remove high spots and to improve tooth contact. Cast alloy steel is acceptable only for gears in the last stage of speed reduction. Surface hardening of teeth is not acceptable. Gear teeth shall preferably be cut in metric module system. Gears shall be designed to meet requirement of crane duty as per IS: 3177. The ratings of gears shall be established as per IS: 4660.

3.3.9 **Gear Box**

3.3.9.1 All gears shall be completely covered and enclosed in oil tight casing & sealed with gasket. In case of totally enclosed gearboxes, splash or automatic lubrication system shall be used. Covers shall be split horizontally at each shaft centre line, so that top half can be removed for inspection and repair with out disturbing the bottom half. Gear shafts shall be supported on ball/roller bearings mounted in gearbox unless specially agreed otherwise. The gear boxes shall be provided with breather, air vent, oil level indicator, dip stick, drain plug and lugs for lifting.

Radial clearance between the gear boxes inner surface and outside diameter of the gears shall be at least 1.25 times the depth of larger gear tooth inside the gear box or 20mm which ever in higher. Facial clearance between inner surface of gearbox and face of gear or pinion shall be at least 20 mm. Gearbox shall be inspected in line with QP and as per PEM (Q)/001 enclosed.

3.3.9.2 The gearboxes shall be of mild steel or cast steel. All fabricated gearboxes shall be stress relieved at a temperature between 590 to 680 deg. C. The temperature shall be maintained within $\pm$ 20 deg. C and at no time during the soaking cycle the temperature shall fall below 590 deg. C or exceed 680 deg. C. Soaking shall be done for a period proportionate to 1 (one) hour/ 2.5 cm. of wall thickness.

3.3.10 **Bearing**

3.3.10.1 Ball and roller antifriction bearing of attached sub-vendor list, make shall be used throughout, except where specified otherwise. Drive side bearing on Hoisting equipment shall be ball / roller bearing type. Rated life of ball and roller bearing shall be not less than total working life as per data sheet-A. Life of bearing shall be calculated in accordance with manufacturer's recommendations.

3.3.10.2 Provision shall be made for service lubrication of all bearings. Lubrication arrangement and clamping shall be done neatly. Bends in pipe shall be done with the help of machine. Bearing enclosures shall be designed as far as practicable to exclude dirt and shall prevent oil leakage. Accessibility should be such that parts may be safely lubricated from the walkway or ladder when the crane is not in motion.

3.3.11. **Shafts, Couplings and axles**

3.3.11.1 Shafts and axles shall be made from solid rolled or forged steel bars and shall have ample strength and rigidity and adequate bearing surface. If shouldered, they shall be provided with fillets of ample radius and /or be tapered to avoid stress concentration.

Motor shafts shall be connected to gearbox input extension shafts through flexible gear coupling. Solid coupling shall be used for connecting intermediate lengths of long travel shafts. For driving hoist drum full-geared couplings shall be used between hoists drum & hoist gearbox output shaft. Couplings shall be of cast steel/wrought steel conforming to IS: 1030 grade 280-520 and shall be designed to suit service conditions.

3.3.11.2 Self-aligning type gear couplings shall be used between connection shafts to take care of transverse as well as axial movement whenever necessary. Whenever components of considerable amount of inertia are directly mounted on the high-speed shaft (e.g. brake drum, coupling etc.) they shall be balanced statically to minimise vibration.

3.3.12 **Repair Cage**

A repair cage shall be provided on the inside of the end carriage for attending the main current collectors. The repair cage shall be adequately sized to accommodate two persons. And guarded for safety and correctly located for the intended service. Suitable access to the cage shall be provided. Repair cage shall be provided at the corner of the crane.

3.3.13 **Lifting hook**

Standard hooks shall be used unless otherwise specified. These hooks shall conform to the latest edition. All hooks used shall be in normalized condition only.

3.3.14 **LIFTING HOOK BLOCK ASSY**

3.3.14.1 Lifting hook block assembly shall be Ram shorn type or approved for capacity greater than 50 Tonnes and point hook with Shank for capacity below 50 Tonnes and shall be of forged steel construction. Hooks shall be manufactured from Blooms, billets, rounds by forging with forging ratio of at least 3:1. Hooks manufactured from plates are not acceptable. All hooks used shall be in normalized condition only. Each hook shall be supported on ball or roller thrust bearing and shall rotate freely.

3.3.14.2 The sheaves of the hook block shall be enclosed in a casing permitting generous lubrication of wire ropes, sheaves and also preventing accidental tapping of hands.

3.3.15 **Brakes**

3.3.15.1 Selection and design of brakes shall be such as to meet the requirement. Brakes shall be designed to suit 150% of torque transmitted to the brake drum with full load for hoist motions and 125% of motor rated torque before de-rating for LT/CT motion. Brakes shall be provided as specified in Data Sheet 'A'. Brake drum shall be separately mounted and coupling halves shall not be used as brake drum.

i) **SERVICE BRAKE**

Double shoe types & disc type service brakes shall be provided for each motion of the crane as/or as specified in Data Sheet. The service brakes shall apply automatically when power supply to the drive motor is cut off or fails.

ii) **HOIST CONTROL**

Hoist motion shall be provided with a self-contained sturdy braking system to control the speed of hoisting as well as lowering motion. The braking system shall be reasonably uniform and effective in all loads at any position.

3.4.0 **ELECTRICAL**

3.4.1 The scope of supply shall cover all electrical equipments comprising from Main isolating switch, down shop leads, trolley conductors, current collectors etc.

3.4.1.1 Main Disconnecting/Isolating Switch fuse unit shall be provided at 1.5M above the operating floor level at one end / at both the ends of bay length or in the middle as specified in the data sheet A. Termination of incoming power supply cable to isolating

switch fuse unit and further cable from switch to down shop leads shall be included in the bidder's scope of work. The switch shall be provided with Power ON Red indication lamp.

3.4.1.2 Run way conductors (Down shop leads) shrouded conductor as specified in the data sheet A shall have four conductors. One of the conductors shall be connected to earth grid for earthing connections of all electrical equipment on the crane and shall be connected to suitable collecting gear of earth conductor. Voltage drop across the down shop leads shall be less than 2% or specified in data sheet "A". It shall be supplied with brackets. Maintenance cage for DSL shall be provided on crane.

3.4.1.3 The current collectors shall be with adequate current carrying capacity and shall maintain adequate contact pressure. Spacing between current collectors shall be such as to provide sufficient quenching area for sparks coming out of collectors surface. The collector system per conductor shall spring loaded CI/carbon metallic shoes to maintain adequate contact pressure.

3.4.1.4 The cable, supplying power to crane trolley shall be flexible trailing cable as per IS-9968 Part I (latest edition) and mounted on retracting supports (festoon type).

3.4.2 **DRIVE MOTORS**

3.4.2.1 Crane Motors shall be totally enclosed, fan cooled and as per data sheet 'A'. The starting torque of motor shall not be less than 2.25 times the rated torque and pull out torque shall not be less than 275% of the rated full load torque of motor.. In case of VVVF drive system, the creep speed will be achieved through VVVF drives and the motors for Main hoists, Auxiliary hoist, CT and LT will be Squirrel cage. Hoisting drive motors shall be provided with antifriction roller / ball bearings on the drive side.

3.4.2.2 Ambient correction factors as well as voltage /frequency correction factors depending up on the ambient temperature and voltage /frequency variation shall be applied to de-rate the motors. The minimum margin of 10% shall be considered over the calculated rating of the motor. The protection class of the motors shall be as IP-55. Motors shall be tested at manufacturer's works in accordance with IS-325/as per agreed Quality plan & Reports shall be submitted for approval. Motors shall comply with the requirement of IS-325 or as per the motor spec.

3.4.2.3 All the motors shall be provided with lifting lugs two earth terminals of adequate size to accept the earthing conductors shall be provided at diametrically opposite points

unless specifically designed For higher speeds, motors shall be capable of with-standing 2.5 times the rated speed.

3.4.2.4 Motors shall be painted in line with painting instructions specified in Painting Scheme Annexure IV attached along with the technical specification.

3.4.3 **Limit switches**

The hoist mechanism of the crane shall be provided with rotary type limit switch to open the control circuit & in order to prevent the crane hook from over hoisting and over lowering, one gravity type back up limit switch of hand reset type shall also be provided. This switch will operate in the event of failure of main limit switch. Lever operated limit switches shall be provided at both ends of longitudinal travel and cross traverse. These limit switches shall be self-reset type. The limit switches shall be as per "Data Sheet A"

3.4.4 **Switch**

All switches shall be hand operated; air break, heavy duty, quick make and quick break type. Incoming supply disconnect switch shall be interlocked with panel door so that the same cannot be opened unless the switch is in OFF position. Safety Interlocks-Disconnect Switch-The operating handle of the main/ safety disconnect switch shall be mechanically interlocked with enclosure cover such that the same cannot be opened unless the switch is in OFF position. Main/ safety disconnect switch shall have provision of pad locking in OFF position

3.4.5. **Contactors.**

Contactors shall be suitable for heavy duty, with current rating not less than connected motor full load current. All reversing contactors shall be mechanically and electrically interlocked.

Each contactor shall be provided with three positive acting ambient temp. Compensated thermal overload relay with adjustable setting to suit the motor current. The relay shall be hand reset type, suitable for current. The relays shall be replaceable from front. The main contactor shall be electrically interlocked so that it cannot close unless all the motor overload relays are RESET and all controllers are in OFF position. The main contactor shall be also opened by means of emergency push buttons and hoist limit switches.

3.4.6 **Push button and lamp**

Push button shall be spring return type with 2 NO + 2 NC contacts, rated 10A, 240 V AC. Indicating lamps and lens shall be replaceable from front.

3.4.7 **Protective Panel**

3.4.7.1 The electrical protective panel shall be a cubicle fabricated from Cold rolled sheet steel not less than 2.5mm for front & rear & 2mm for side, top & bottom portion with gland plate of 3mm thick with lockable-hinged door. The control cabinet's door shall be interlocked with the operating handles of isolating switches of supply circuits so as to prevent opening of the door when an isolating switch is closed. A device for bypassing the interlock shall also be provided. It shall be dust and vermin proof with degree of protection as IP-52 or as specified in data sheet A. All the equipment inside the panel shall have permanent identification. The panels shall be front connected type with front-hinged door for access to wiring and terminals. Engraved nameplate shall be furnished for all panels and also for the equipment and devices mounted there on.

The following minimum equipment shall be provided.

a) One triple pole air break type main contactor with thermal overload relay.
b) One triple pole main line connecting/disconnecting switch.
c) Emergency push button at convenient height for the operation for interruption of the entire power.
d) Thermal overload relay for each drive. It shall be ambient temperature compensated and adjustable type.
e) Contactors, timer and auxiliary contactors.
f) Portable Lighting Transformer rated for 415/24V.
g) Lighting Voltage Transformer with fuse 415/24V.
h) Control transformer with fuses.
i) Indicating lamps to indicate the live condition of all three phases.
j) Main supply ON/OFF lamps on the door of the protective panel.
k) Electrical interlock shall be provided to prevent the main contactor being closed unless all controllers are in OFF position.
l) Other equipment as per supplier's standard practice. Air break contactors shall conform to category AC-4 duty. The main contacts shall have the rating for 5 Amps or as specified in the data sheet A. The contactor drop off voltage shall be between 45-50% of rated voltage.

m) All internal wiring shall be identified with numbering rules at both ends as per the relevant wiring diagram.

n) Each panel shall have internal illumination with fluorescent lamp. The inside of the panel shall be painted white.

o) Separate terminal blocks shall be provided for terminating circuits of various voltage classes. At least 20% spare terminals for the wire terminations shall be provided in the cabinet.

3.4.8 Starter Panel

Separate panels shall be provided for CT, LT & hoist motion (Main and Auxiliary), with following type of items.

a) Contactors : AC4 duty for reversing applications
AC3 duty for non-reversing applications

b) Switches : AC23 for motor application.
AC22 for other application

c) Fuses : HRC

d) Overload relays: Temperature compensated bi-metallic with single phasing preventer.

3.4.9 **MOTOR CONTROL PANEL**

The motor control panels shall be dust and weatherproof to IP-54/55 or as specified in "Data Sheet A" & shall be provided separate for each motion. The panel shall contain minimum the following components.

a) Switch fuse unit with contacts of adequate rating for each motion.

b) Thermal overload relay for each drive. These shall be ambient temperature compensated adjustable type.

c) Contactors, timers and auxiliary contactors.

d) The panel shall be provided with space heater. The space heater with thermostat shall be located at the bottom of the panel and shall have individual ON/OFF switch.

e) Terminal blocks shall be stud or snap on type. A protective cover shall be fixed on top of terminal blocks to prevent accidental contact. A minimum of 20% spare terminals shall be provided.

f) Air break contactors shall be provided for main supply as well as for motors. They shall confirm to category AC-4 as per IS-1322. These shall have

three main contacts and 2 No. & 2 NC auxiliary contacts.

g) The main contacts shall have the ratings as per duty requirement but auxiliary contact shall be rated for 5 amp 240V AC. The contactor drop off voltage shall be between 45-50% of rated voltage. The contactor coil shall be suitable for 240V AC supply.

h) The auxiliary contactors shall have 4 No. + 4 NC contacts for control and interlocking purposes. The contacts shall be convertible. The contacts rating shall be suitable for 5 amps at 240 Volts AC.

i) Adequate protection for overload and short circuit shall be provided for all the three phases of each motor.

j) Double pole switch fuse unit for control circuit of the contractor 'START (push button and a pilot lamp with the red lens for indicating the contactor "CLOSED" shall be furnished.

3.4.11 **Illumination**

Crane lighting and space heating system shall be designed for 240V, 1Phase 50Hz supply and receptacle system with 24V 1Phase 50Hz supply or as specified in the Data sheet A. Suitable dry type transformers shall be furnished for this purpose, complete with isolation facility and Primary/secondary fuses.

a) Branch Circuits for lighting and receptacles shall be individually protected by switch fuse units.

b) CFL fixtures shall be used for lighting operator's cabin and bridge platform.

b) 60W bulkhead fittings with fluorescent lamp shall be used for lighting bridge platform.

c) Four (4) no.s - 250 W HPSV lamps shall be provided under the bridge as specified in the data sheet "A"

d) All lighting fixtures shall be mounted with anti-vibration mounting and shall be easily accessible for maintenance.

e) 24V - 5A - 3 pin industrial socket outlets shall be provided. Minimum four (4) on the bridge along the walk way on both sides of full length platforms.

f) One (1) portable 40 W hand lamp with min. half span length flexible cable for inspection of crane components.

3.4.13 **Grounding**

3.4.13.1 The crane structure, motor frame and all other electrical equipment/s shall be grounded in accordance with the Indian Electricity Rules. The connections from Crane Bridge to 4th conductor of down shop leads shall be by means of current collector.

3.4.13.2 The equipment fed by flexible cables shall be grounded by means of fourth core provided in the flexible trailing cable. Pendent push button station shall be earthed Separately.

3.4.13.3 The crane structures, motor frames & metal of all electrical equipment on EOT crane shall be effectively grounded as per Indian Electricity Rules. Grounding of the crane to the nearest pit shall be in manufacturer's scope.

3.4.14 Red warning light 3 Nos. shall be provided at both ends of the gantry girder to indicate the aliveness of DSL.

3.4.15 **Wiring Systems**

a) All electrical equipment, accessories and wiring shall have tropical protection involving special treatment of insulation and metal against fungus, insects and corrosion. All cabling shall be carried out using XLPE insulated fire resistant (FRLS) cables & wiring by Heat resistance PVC wires with stranded conductor

b) All wiring shall be done with 1100V grade fire resistance PVC insulated wire in conduits or by 1100V grade PVCA PVC cables with extruded inner sheath.

c) For selecting the cable rating, cable for power wiring, consideration shall be given to the motor duty, ambient temperature grouping and disposition of the cables voltage drop etc.

d) Armoured cables or un-armoured running through the flexible conduits may be used for power wiring / control and auxiliary circuit wiring shall run through flexible conduits.

e) Each motor shall be wired independently. Power and control wiring shall be effectively separated.

f) Each wire shall be identified at both ends with wire designation in accordance with circuit wiring diagram.

g) All wire termination to the panels shall be provided with clamp type connections screw. Screw Type terminals with screw directly impinging on conductors are not acceptable.

h) Multi way terminal blocks complete with screw nut, washer and marking strips shall be furnished for terminating the panel wiring.

i) Not more than two wires shall be connected to any terminal on either side of terminal block. If necessary number of terminals shall be jumped together to provide the wiring points

j) Each terminal block shall be marked with designation in accordance with conductors wiring diagram.

TECHNICAL SPECIFICATION FOR VVVF DRIVE

1.0 General

a) This part of the specification describes the general requirements for the Variable Voltage Variable frequency Drives, herein referred to as AC Drives, for use with standard IEC design AC squirrel cage induction motors. The nominal values, the standard documents and the drive's minimum performance are defined in this part. **To avoid any mismatch between the motor and its control equipment, the AC Drive shall be capable of auto adjustment by automatic measurement of the motor parameters with/without motor rotation.**

i. Speed control of EOT crane shall be through Variable Voltage Variable Frequency System (VVVF) with minimum 6 (six) pulse design.

ii. Necessary input & output devices to be provided to reduce harmonics, as per IEE519, at supply side of the drive at the switchgear.

iii. All necessary protections e.g. Input Phase Loss, Earth Fault, Over Voltage, Output Short Circuit, Load Loss, Input Transient Protection, Overload etc. to be provided.

iv. VVVF system shall be capable of generating suitable starting torque (upto 400% typical) with / without encoder, however starting current shall not exceed 150% of the rated torque.

v. VVVF system shall be capable of withstanding upto 50 deg C. ambient temp without derating

vi. Squirrel cage Induction motor with VPI insulation shall be provided with VVVF system.

vii. Protective Pane Provided with isolating switch, power contactor control and indication to switch ON/OFF power to starter panels, control and lighting transformer.

viii. Starter Panel:

Separate VVVF system panels to be provided for CT, LT and hoist motion

(a) Contactors: AC 4 duty for reversing application AC 3 duty for non-reversing application

(b)Switches: AC 23 for motor application, AC 22 for other application.

(c)Fuses: HRC

(d)Overload relay: Temperature compensated, bimetallic with single phasing preventor.

ix. Panel shall be fabricated out of 1.6 mm thick rolled sheet steel. IP 52degreeof protection. Paint shade shall be RAL 9002 for front & rear and RAL 5012 for side covers. Space heaters to be provided.

2.0 User interface

2.1 General

The user interface shall be identical throughout the power range and type to avoid confusion amongst the users and need for training in several different units.

2.2 Inputs and outputs

A. At least, the following standard Inputs and Outputs shall be provided, to be used in interface with the control system:

Analogue Inputs : 1 x Programmable differential voltage input ± 10V,
1 x Programmable current input 0(4) - 20mA
1 x Programmable voltage input 0 – 10V

Analogue Output : 1 x Programmable analogue outputs 0(4) - 20mA or 0 – 10V

Logic inputs : 6 x Programmable logic Inputs isolated from the mains

Relay Outputs : 2 x Programmable Digital outputs with a changeover dry contact

All the control terminals shall be clearly marked.

B. At least, it shall be possible to assigned the following functions to the I/Os:

Analogue input	**Analogue outputs**

Speed reference Summing reference	Motor current Motor frequency Motor torque Motor power
Logic input	**Relay or logic outputs (open collector)**
Forward Reverse Jog Preset speeds Reference switching Ramp switching Parameter sets selection Fast stop Freewheel stop + speed - speed External fault	Ready Drive running High speed attained Drive fault Frequency threshold attained Motor thermal state attained Torque or current limitation attained Brake control

2.3 Programming terminal

A. The AC drive shall have a keypad /display for programming and controlling purposes. An IP54 or IP65 remote mounting shall be possible at a distance of 10m.

B. Password protection shall be provided to avoid unauthorized tampering with the set parameters.

C. The programming terminal shall be able to display the commercial reference of the AC drive and of the options, the software version, the serial number

D. Direct keypad entry shall be provided to observe the following actual parameters. Any one of the following parameters or actual values shall be selected to be always displayed:-

i) Input Voltage
ii) Input Frequency
iii) Output Frequency
iv) Output Power
v) Output Current
vi) Motor Speed

The following parameters shall always be displayed during normal operation:-

i) Drive Status

The following drive control functions at least shall be available from the keypad :-

i) Run

ii) Stop

iii) Local / Remote selection.

iv) Forward/Reverse (if function enabled)

v) Accelerate

vi) Decelerate

vii) Parameter setting

2.4 Application programming

The AC Drive shall be designed for both simple and the most complicated applications, yet it shall be user friendly. It shall be possible to reset the parameter settings back to the original factory settings through the keypad.

2.5 PC Tools

The AC Drive Supplier shall have a Windows based PC software available for monitoring and controlling the AC Drives, and the software shall be offered as an option. The software shall be supplied with the necessary hardware and a provision for connecting a PC with the AC Drives. It shall be possible to set and modify parameters, control the drive, read actual values and make trend analysis using the software.

3.0 Software features

A. Restart

In the event of a fault trip due to over voltage, over current or loss of analogue signal, the AC DRIVE shall be programmable to attempt an automatic restart. For safety reasons, the maximum number of attempts shall be within a selectable time. If the fault does not clear after the attempts, the drive shall lock out.

B. Brake logic control

The AC Drive shall have a built-in function to control a mechanical brake in order to move the load in a smooth and safe way. The brake logic control shall be adapted to the different movements: hoisting, travel, orientation.

4.0 Preferred makes:

As per attached sub-vendor list.

SECTION-III

DOCUMENTS TO BE SUBMITTED ALONG WITH BID

DRAWINGS / DOCUMENTS TO BE SUBMITTED WITH THE BID

Bidder shall submit the following drawings / documents along with their bid

a) Deviation schedule with reference to specific clauses of the specification along with reason for such deviation in the format given under Vol-III

OR

No Deviation Certificate

b) Un priced copy of price format indicating quoted/ not quoted against each row/column

c) Copy of pre-bid clarifications, if any, duly signed & stamped

d) Signed/ Stamped copy of Compliance cum Confirmation Certificate (Vol-III)

e) Electrical load list, duly signed and stamped

f) Signed and stamped copy of Supply price percentage break-up (enclosed with section- IA)

OFFER WILL BE CONSIDERED AS INCOMPLETE IN ABSENCE OF ANY OF ABOVE DOCUMENTS. DOCUMENT OTHER THAN ABOVE, IF ANY, SUBMITTED WITH THE OFFER WILL NOT FORM PART OF CONTRACT AND ACCORDINGLY WILL NOT BE CONSIDERED FOR BID EVALUATION.

COMPLIANCE CUM CONFIRMATION CERTIFICATE

The bidder shall confirm compliance with following by signing/ stamping this compliance certificate (every sheet) and furnish same with the offer.

a) The scope of supply, technical details, construction features, design parameters etc. shall be as per technical specification & there are no exclusions other than those mentioned under "exclusion" and those resolved as per 'Schedule of Deviations', if applicable, with regard to same.

b) There are no other deviations w.r.t. specifications other than those furnished in the 'Schedule of Deviations'. Any other deviation, stated or implied, taken elsewhere in the offer stands withdrawn unless specifically brought out in the 'Schedule of Deviations'.

c) Bidder shall submit QP in the event of order based on the guidelines given in the specification & QP enclosed therein. QP will be subject to BHEL/ CUSTOMER approval & customer hold points for inspection/ testing shall be marked in the QP at the contract stage. Inspection/ testing shall be witnessed as per same apart from review of various test certificates/ Inspection records etc. This shall be within the contracted price with no extra implications to BHEL after award of the contract.

d) All drawings/ data-sheets/ calculations etc. submitted along with the offer shall be considered for reference only, same shall be subject to BHEL/ CUSTOMER approval in the event of order.

e) The offered materials shall be either equivalent or superior to those specified in the specification & shall meet the specified/ intended duty requirements. In case the material specified in the specifications is not compatible for intended duty requirements then same shall be resolved by the bidder with BHEL during the pre - bid discussions, otherwise BHEL/ Customer's decision shall be binding on the bidder whenever the deficiency is pointed out.

For components where materials are not specified, same shall be suitable for intended duty, all materials shall be subject to approval in the event of order.

f) The commissioning spares shall be supplied on 'As Required Basis' & prices for same included in the base price itself.

g) All sub vendors shall be subject to BHEL/ CUSTOMER approval in the event of order.

h) The EQUIPMENT'S functional guarantees shall stand valid till at least eighteen (18) months from PERFORMANCE GUARANTEE test of equipment as per technical specification or commercial terms and conditions, whichever is later.

i) In the event of order, all the material required for completing the job at site shall be supplied by the bidder within the ordered price even if the same are additional to approved billing break up, approved drawing or approved Bill of quantities. This clause will apply in case during site commissioning additional requirements emerges due to customer and/ or consultant's comments. No extra claims shall be put on this account.

j) Schedule of drawings submissions, comment incorporations & approval shall be as stipulated in the specifications. The successful bidder shall depute his design personnel to BHEL's/ Customer's/ Consultant's office for across the table resolution of issues and to get documents approved in the stipulated time.

k) As built drawings shall be submitted as and when required during the project execution.

l) The bidder has not tempered with this compliance cum confirmation certificate and if at any stage any tempering in the signed copy of this document is noticed then same shall be treated as breach of contract and suitable actions shall be taken against the bidder.

LOAD TITLE	RATING (KW / A)		UNIT (U)/STN (S)	Nos.		VOLTAGE CODE*	FEEDER CODE**	EMER. LOAD (Y)	CONT.(C)/ INTT.(I)	STARTING TIME >5 SEC (Y)	LOCATION	BOARD NO.	CABLE		BLOCK CABLE DRG. No.	CONTROL CODE	REMARKS	LOAD No.
	NAME PLATE	MAX. CONT. DEMAND (MCR)		RUNNING	STANDBY								SIZE CODE	NOs				
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19
CW Pump house Crane		45 KW	S	1	0	D	S	N	I									

Note: Bidder to confirm the load data. No increase is acceptable after award of Contract

NOTES:
1. COLUMN 1 TO 12 & 18 SHALL BE FILLED BY THE REQUISITIONER (ORIGINATING AGENCY); REMAINING COLUMNS ARE TO BE FILLED UP BY PEM (ELECTRICAL)
2. ABBREVIATIONS : * VOLTAGE CODE (7):- (ac) A=11 KV, B=6.6 KV, C=3.3 KV, D=415 V, E=240 V (1 PH), F=110 V (cc): G=220 V, H=110 V, J=48 V, K=+24V, L=-24 V
: ** FEEDER CODE (8):- U=UNIDIRECTIONAL STARTER, B=BI-DIRECTIONAL STARTER, S=SUPPLY FEEDER, D=SUPPLY FEEDER (CONTACTER CONTROLLED)

मी एच ई एल	LOAD DATA (ELECTRICAL)	JOB NO.	412	ORIGINATING AGENCY		PEM (ELECTRICAL)
		PROJECT TITLE	2X660 MW ENNORE TPS	NAME		DATA FILLED UP ON
		SYSTEM	EOT CRANE	SIGN.		DATA ENTERED ON
		DEPTT. / SECTION	ELECTRICAL	SHEET 1 OF 1	REV. 00	DE'S SIGN. & DATE