

TO: Distribution September 26, 1995

FROM: RT-SRD-2A/M. Glenn

SUBJECT: Lifting Equipment Meeting Minutes

A meeting to discuss lifting equipment issues was held on September 19, 1995. The following items were discussed.

1. NSS/GO-1740.9 status. The current revision is B, dated November 1991, and there is a change package dated 3/93 affecting 16 pages. The significant change in the 3/93 package was to expand the operational test requirements in Paragraph 702c.

There were NSS/GO-1740.9 changes agreed to at the June 1993 NASA Lifting Conference held at KSC, but those changes have not been incorporated in the NSS/GO-1740.9. I am hopeful another NSS/GO-1740.9 change package will be released in the not too distant future.

2. K-RQ-0002.1 (KSC List of Non-Load Test Structural Slings) status. The current revision is B, dated June 15, 1994. I have had one request for a change to this document since revision B was released.
3. K-RQ-0002.3 (KSC List of Cranes Used for Load Testing) status. The current revision is the basic, dated November 15, 1994. I have had no requests for changes to this document.

NOTE

The K-RQ documents are maintained by RQ. The library/tech data services on Center do not keep copies of these documents. Contact me if you need copies of the noted documents. There is another K-RQ document related to lifting equipment, K-RQ-0001.17 (KSC Lifting Equipment Review NSS/GO-1740.9), dated October 1, 1992. This document compiles the results of the KSC review of lifting equipment for design compliance with the NSS/GO-1740.9. This review started in January 1989 and was completed in April 1992.

4. Electromagnetic wire rope inspection device RTOP (Research and Technology Objective and Plan) status. An electromagnetic wire rope inspection device has been procured through RTOP funding for use, primarily in the LC-39 area. The device will be used in a pilot program to determine its applicability and it is intended to turn the device over to Lockheed Martin predictive maintenance after completion of the pilot program (ECD summer 1996). McDonnell Douglas procured such a device for their use in the Industrial Area a couple of years ago.

5. Personnel Lifting. Correspondence from NASA and OSHA providing clarification on the requirements for personnel lifting have been released. I sent out this correspondence on a fairly wide KSC distribution on June 22, 1995.

Copies of a draft chapter to the NSS/GO-1740.9 on Mobile Aerial Platforms were handed out at the meeting. This chapter includes those devices covered by ANSI A92.2 and A92.5. Please submit any comments/redlines to this draft chapter to me by October 27, 1995. I intend to submit the draft to NASA Headquarters for incorporation in the NSS/GO-1740.9.

6. Brake testing. It was stated brake testing is performed differently by the Center directorates. Brake testing options were discussed with the Center directorates in 1989 during meetings held regarding implementation of the NSS/GO-1740.9. It was agreed, with my concurrence, the Center directorates would implement the NSS/GO-1740.9 brake testing requirements differently. Paragraph 202c(4) of the NSS/GO-1740.9 states the requirements for overhead crane holding brakes and it allows for several testing options.

The minutes from a meeting held on June 12, 1995, in which brake testing was discussed, were mentioned and made available. These minutes summarize brake testing the Center directorates perform, in particular, for mechanical load brakes.

7. GP-1098 change regarding one man in the cab operations. A change to GP-1098 will be released shortly regarding the buddy system, Paragraph 2.33. The change adds a new sentence to the Paragraph stating "The buddy system shall be used in all major hazardous operations, the only exception is for overhead crane cab operations, provided radio communications are maintained, crane deadman controls are installed, and during crane movement, the remote emergency stop is manned."

The change, for example, is intended to apply to some operations in the VAB with the 250 ton cranes where two operators are currently used. The 250 ton crane cab is laid out for a hoist operator and a bridge/trolley operator. It is not intended to implement the change for operations requiring more than one motion at a time.

8. MSFC NSS/GO-1740.9 implementation. MSFC has undertaken a review of their lifting equipment to determine compliance with the NSS/GO-1740.9, similar to, but more comprehensive than the KSC review, reference K-RQ-0001.17. The MSFC NSS/GO-1740.9 review is documented in "User Organization Compliance Instruction For Lifting

Devices and Equipment”, Marshall Space Flight Center document TIR CR20 15006-K01-0001, dated June 16, 1995.

9. Commercial Crane/Hoist Control System Study. Lockheed Martin Safety and Reliability has performed a study, to be released shortly, of commercially marketed crane/hoist control systems. The study is very enlightening, especially comparing NASA requirements to what is commercially marketed. Included in the Conclusions and Recommendations of the study is a proposed rewrite of Paragraph 201g(6) of the NSS/GO-1740.9. Russ DeLoach (RT-SRD-2) commented about the study at the meeting. Copies of the study will be available through EDC at the Headquarters building.

Contact me if you need something or if you think something should be discussed as a group, similar to this meeting. Also, contact me if you have information that would be of interest to others.

Malcolm C. Glenn

Enclosure (draft Chapter X: Mobile Aerial Platforms)

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