Interpretation: 13-1

Subject: ANSI/ASME B30.13-1985

Date Issued: February 4, 1987

Question: Is it the intent of Section 13-1.10.7 of B30.13 to protect the operator from free fall irrespective of the load?

Reply: Section 13-1.10.7 of B30.13 is intended to protect the operator from free fall irrespective of the load.

Interpretation: 13-2

Subject: ANSI/ASME B30.13-1985

Date Issued: May 23, 1987

Question: Can Section 13-1.6.1 of ANSI/ASME B30.13-1985 be interpreted as allowing the manufacturer to determine which operations, if any, require service platforms to safely complete maintenance procedures?

Reply: Provisions of ANSI/ASME B30.13-1985 which incorporate the word "should" are "of an advisory nature" in the Standard. The application of such provisions depend upon the "facts in each situation."
Interpretation: 13-3

Subject: ANSI/ASME B30.13-1985

Date Issued: June 20, 1988

Question: In the case of: An AS/RS machine which meets paras. 13-1.10.7(b), (c), and (d). When the cab is mounted only for an individual to ride during maintenance, or during infrequent manual inventory:

(a) if a multiple chain or rope system is used, can the additional chains or ropes be considered a safety in the event of the first chain or rope breakage? Or, is multiple protection, one for each chain or rope, considered minimum protection?

(b) if the overspeed device (para. 13-1.10.8) is provided, will it provide the same or better protection as the slack/broken chain or rope device [(para. 13-1.10.7(a)] will provide in the above stated cab usage, would we be considered to be held to para. 13-1.10.7(a)?

Reply: The B30.13 Standard is arranged in five distinct sections. Chapter 13-1 addresses "Construction and Installation" whereas Chapter 13-3 (Operation) addresses operational activities. Specifically, para. 13-1.10.7(a) applies to equipment where the operator's cab is permanently mounted to the carriage. Placing a "work platform," "cage," "cab," or whatever on a carriage for maintenance purposes is not covered by the construction section of the Standard.

The maintenance (Operation) issue has been discussed by the B30.13 Subcommittee but consensus has not been reached regarding specific provisions. The Committee recognizes [see para. 13-2.2.3(d)] that the safest and only practical means for accomplishing some activities involves personnel on the carriage. The Committee has left this area to be addressed by the user in concert with the manufacturer, along with the need for a specific site review.
Interpretation: 13-4

Subject: ANSI/ASME B30.13-1985

Date Issued: March 31, 1989

Question: If a redundant chain or rope system is used, can the additional chain or rope be considered acceptable in place of the activation of free-fall stops by the slack or failure of a rope or chain?

Reply: The current standard makes no provision for the design outlined above, simply because those drafting the requirements were unaware of such a design and no one raised the issue during the promulgation process.

The B30 Committee can clarify specific rules with an interpretation. However, when the text is clear, the Committee is not at liberty to comment regarding alternative designs nor the level of safety offered by a redundant system.

Interpretation: 13-5

Subject: ANSI/ASME B30.13-1985

Date Issued: July 28, 1989

Question: Does the B30.13 volume apply to wire signal guided vehicles?

Reply: Wire signal guided vehicles are outside the scope of the B30.13 volume. The volume covers only rail-guided machines.

With regard to an applicable standard, a possible reference is ASME/ANSI B56.5-1988, Safety Standard for Guided Industrial Vehicles.
Interpretation: 13-6

Subject: ANSI/ASME B30.13-1985

Date Issued: December 4, 1990

Question: Is it the intent of para. 13-1.10.7, Carriage Free Fall Stops, and para. 13-1.10.8, Overspeed Device, to protect an operator only from free fall?

Reply: In B30.13b-1987, para. 13-1.10.7 was changed to clarify that carriage free fall stops are only required on an S/R machine with an on-board operator.

The requirement for an overspeed device has always been limited to “machines having carriage mounted cabs.” See para. 13-1.10.8.
Interpretation: 13-7

Subject: ASME B30.13-1991

Date Issued: June 21, 1993

Question (1): Are carrousel type material handling systems or equipment considered to be storage/retrieval machines or associated equipment?

Reply (1): No.

Question (2): Is there any B30 Standard which is applicable for carrousel type material handling systems or equipment?

Reply (2): No. The carrousel type material handling system referenced in your letter is a conveyor. Safety provisions for conveyors are covered by ASME B20.1, Safety Standard for Conveyers and Related Equipment. The descriptive phrase "storage/retrieval" is applied to certain designs of both cranes and conveyors.
**Interpretation: 13-8**

Subject: ASME B30.13b-1994, Storage/Retrieval (S/R) Machines and Associated Equipment

Date Issued: September 22, 1994

Question (1): Interpretation 13-7 addresses carousels, and states that these are not included in B30.13, but are covered by ASME B20.1.

Several carousel installations now have extractor cranes on one or both ends to store and retrieve loads from the storage device.

In addition, some of these now have pickup and discharge stations and work stations nearly identical to the miniload AS/RS.

Where cranes are employed in conjunction with a carousel, does B30.13 apply to the crane and/or the combined set of equipment?

Reply (1): B30.13 applies to the crane only. The B30.13 volume does not address "the combined set of equipment."

Question (2): Where pickup and discharge stations are integral to the storage device and are fed by an interfacing crane, does ASME B30.13 apply?

Reply (2): B30.13 only applies to the crane.

**Interpretation: 13-9**

Subject: ASME B30.13b-1994, Storage/Retrieval (S/R) Machines and Associated Equipment

Date Issued: September 22, 1994

Question (1): Is the definition of the term "Service Platform" intended to include the carriage of an SRM as a defined service platform?

Reply (1): No.

Question (2): If yes, then are the OSHA standards for handrails, toe-guards, etc. required for personnel if riding the SRM carriage for performing maintenance?

Reply (2): See reply to Question (1).
Interpretation: 13-10


Date Issued: March 13, 1998

Question (1): Does para. 13-1.9.8(c) require the brakes to be automatically applied upon initiation of an emergency stop switch?

Reply (1): No. Activation of an emergency stop switch is considered to be a type of fault condition addressed under para. 13-1.9.8. Paragraph 13-1.9.8(c) further states, “Fault conditions, however sensed, shall cause applicable drive motors to be disconnected from their power source by opening contactors.”

Question (2): Can the drive contactors used to apply power to the drive motor be controlled by electronic control logic rather than a hard-wired circuit?

Reply (2): The B30.13 volume is silent on how power is to be supplied to the drive motor contactors.
Interpretation: 13-11

Subject: ASME B30.13-2003, Para. 13-1.10.7
Date Issued: June 29, 2009

Question: If the machine carriage has no cab or provision for an operator, is a free-fall stop device required?
Reply: No.

Interpretation: 13-12

Subject: ASME B30.13-2003, Para. 13-1.10.8
Date Issued: June 23, 2010

Question: Paragraph 13-1.10.8 refers to carriage-mounted cabs and a requirement for overspeed devices. Is a maintenance person allowed to ride on a carriage that has no cab and no overspeed device, provided he/she complies with para. 13-3.2.3(d)?
Reply: ASME B30.13 does not allow or prohibit personnel riding on a carriage that does not have a cab. The requirements of para. 13-3.2.3(d) apply only to a carriage that has a cab mounted on it. The B30.13 Subcommittee will consider addressing requirements for personnel riding on carriages without cabs in the next revision.