

Cranes — Design calculation for rail wheels and associated trolley track supporting structure —

Part 1: General

ICS 53.020.20

National foreword

This British Standard reproduces verbatim ISO 16881-1:2005 and implements it as the UK national standard.

The UK participation in its preparation was entrusted by Technical Committee MHE/3, Cranes and derricks to Subcommittee MHE/3/3 Bridge, gantry and slewing jib cranes, which has the responsibility to:

- aid enquirers to understand the text;
- present to the responsible international/European committee any enquiries on the interpretation, or proposals for change, and keep UK interests informed;
- monitor related international and European developments and promulgate them in the UK.

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Summary of pages

This document comprises a front cover, an inside front cover, the ISO title page, pages ii to v, a blank page, pages 1 to 13 and a back cover.

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Cranes — Design calculation for rail wheels and associated trolley track supporting structure —

Part 1: General

*Appareils de levage à charge suspendue — Calcul de conception des
galets et de la structure de support du chariot de roulement —*

Partie 1: Généralités



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Foreword

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ISO 16881-1 was prepared by Technical Committee ISO/TC 96, *Cranes*, Subcommittee SC 9, *Bridge and gantry cranes*.

ISO 16881 consists of the following parts, under the general title *Cranes — Design calculation for rail wheels and associated trolley track supporting structure*:

— *Part 1: General*

The following parts are under preparation:

— *Part 2: Mobile cranes*

— *Part 3: Tower cranes*

— *Part 4: Jib cranes*

— *Part 5: Bridge and gantry cranes*

Introduction

This part of ISO 16881 establishes requirements and gives guidance and design rules that reflect the present state of the art in the field of crane machine design. The rules given represent good design practice that will ensure fulfilment of essential safety requirements and adequate service life of components. Deviation from these rules normally could lead to increased risks or reduction of service life, but it is acknowledged that new technical innovations, materials, etc. may enable new solutions that result in equal or improved safety and durability.