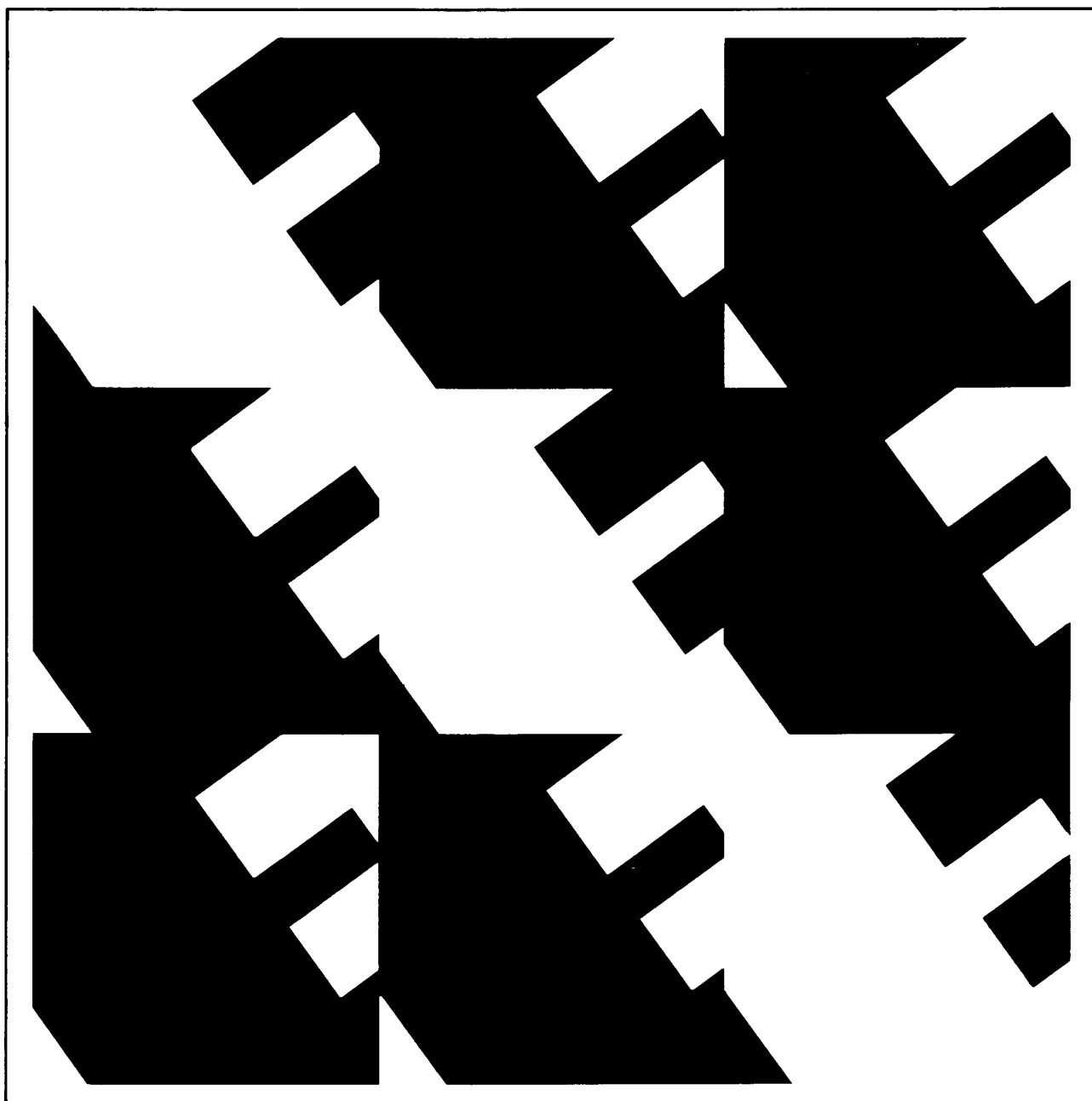


IEEE Guide for the Design and Testing of Transmission Modular Restoration Structure Components



ANSI/IEEE Std 1070-1988



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Components**

*Correction Sheet
January 30, 1989*

Page 11, Fig 3, Gimbal Design and Tolerance, General Notes. Replace with the following corrected **General Notes**:

GENERAL NOTES:

1. HOLES ON GIMBAL SECTION TOP AND BOTTOM FLANGE SHOULD BE INTERCHANGEABLE WITH HOLES ON TOWERS, FOUNDATION BASES, AND BOX SECTIONS AS SHOWN IN FIGS 1, 4, AND 5.
2. MATERIAL: 6061-T651 ALUMINUM, ASTM A36-81 [5] STEEL.
3. ALUMINUM FILLER METAL SHOULD BE 4043.
4. DEBURR ALL CUT EDGES.
5. ALL HOLES SHOULD BE DRILLED, NOT PUNCHED.
6. ALL FERROUS COMPONENTS SHOULD BE HOT DIP GALVANIZED IN ACCORDANCE WITH ASTM A123-78 [6].
7. THE MAXIMUM WEIGHT OF THE GIMBAL SHOULD NOT EXCEED 565 LB.
8. THE GIMBAL SECTION SHOULD BE DESIGNED TO BE LOCKED RIGIDLY PARALLEL TO THE 2-AXIS FOR EASE OF STORAGE AND TRANSPORTATION.
9. WHEN UNLOCKED, THE TOP SECTION OF THE GIMBAL SHOULD BE ABLE TO ROTATE:
 - (A) $\pm 90^\circ$ ABOUT THE Y-AXIS (SEE DETAIL A)
 - (B) $\pm 90^\circ$ ABOUT THE X-AXIS (SEE DETAIL B)
 - (C) 360° ABOUT THE Z-AXIS (SEE DETAIL C)
 - (D) $\pm 40^\circ$ ABOUT THE XY-AXIS (SEE DETAIL D)
10. WHEN UNLOCKED, ALL 3-AXIS OF THE GIMBAL SHOULD BE MECHANICALLY HELD TOGETHER, SO THAT ANY ROTATIONS, OR ANY COMBINATIONS OF ROTATIONS AS DESCRIBED IN NOTE 9, SHOULD NOT CAUSE THE TOP AND BASE SECTIONS TO SEPARATE.
11. WHEN UNLOCKED, THE GIMBAL SHOULD BE DESIGNED TO ALLOW DISCONNECTING THE TOP SECTION FROM THE BOTTOM SECTION.
12. THE X-AXIS AND Y-AXIS SHOULD BE A MAXIMUM OF 19" ABOVE THE FLANGE OF THE BASE SECTION AND SHOULD AT LEAST 5" ABOVE THE FLANGE OF THE BASE SECTION.
13. EACH GIMBAL SECTION TO BE SUPPLIED WITH (8) 5/8-11 X 2-1/2 BOLT, NUT, AND LOCKWASHER, IN ACCORDANCE WITH 3.1.5.

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