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**NATIONAL STANDARD OF THE
PEOPLE'S REPUBLIC OF CHINA**

GB/T 10183.4-2010

**Cranes-Tolerances for wheels and travel and traversing
tracks-Part 4:Jib Cranes(ISO 12488-4:2004, IDT)**

起重机 车轮及大车和小车轨道公差 第4部分：臂架起重机

(English Translation)

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Foreword

GB/T 10183 "Cranes wheel and carts and trolley tracks tolerance" is divided into two parts.

--- Part 1. General;

--- Part 4. jib crane.

This section GB/T Part of 410,183.

This part identical with ISO 12488-4:2004 "Cranes wheel and carts and trolley orbit tolerances - Part 4. set up arm Heavy machine "(in English).

This section is equivalent translation ISO 12488-4:2004.

For ease of use, this section made the following editorial changes.

- a) "This part of ISO 12488" be replaced by "GB/T 10183 in this section";
- b) Delete the ISO 12488-4:2004 Foreword;
- c) For ISO 12488-4:2004 international standard reference has been adopted as the equivalent of the standard with our standard replaces the corresponding International standards.

The standard ISO 12488-4:2004 clerical error made in the correction, such as 6.1 "Tables 3 to 8" to "Tables 2 to 7"; 6.2 "Tables 5 and 6" to "Tables 4 and 5." this part is proposed by China Machinery Industry Federation.

This part of the National Standardization Technical Committee crane (SAC/TC227) centralized.

This section is responsible for drafting unit. DHI DCW Group Co., Ltd., Beijing Institute of

lifting the transport machinery design.

Participated in the drafting of this section. Dalian University of Technology.

Introduction

GB/T 10183 provisions of this section reflect contemporary crane design level requirements are given guidelines and design criteria. The Guidelines provide, reflecting the guarantee to meet the basic safety requirements and members have ample experience in the successful design life. Deviation from these guidelines will generally lead to an increased risk or shortened life expectancy. But it should be recognized that the use of technical innovation and new materials, etc. may produce new the plan will eventually receive the same or higher level of security and durability.

Cranes and crane wheels and trolley tracks tolerance Part 4. jib crane

1 Scope

GB/T 10183 provisions of this section by the GB/T 6974.1 defined jib crane and tolerance track.

GB/T 10183 is not applicable to this part of the curve in the orbit jib crane.

2 Normative references

The following documents contain provisions which, through GB/T 10183 reference in this text, constitute provisions of this part. For dated reference documents Member, all subsequent amendments (not including errata content) or revisions do not apply to this section, however, encouraged to reach under this section Parties to research agreement to use the latest versions of these documents. For undated reference documents, the latest versions apply to this section.

GB/T 6974.1 crane terminology - Part 1. General terms (GB/T 6974.1-2008, ISO 4306-1:2007, IDT) GB/T 10183.1-2010 crane and trolley wheels and carts orbit tolerances - Part 1. General (ISO 12488-1:2005, IDT)

3 Terms and Definitions

Terms and definitions GB/T 10183.1 provisions applicable to this section.

4 Symbol

Symbol GB/T 10183.1 provisions applicable to this section.

Tolerance grade 5

Jib crane rigid support structure should be in GB/T 10183.1-2010 Class 2 tolerance design.

Hinged mast crane support structure should be GB/T 10183.1-2010 in the Class 3 tolerance design.

Note: Other tolerance levels of use can be determined according to the manufacturer and the purchaser agreement.

6.1 General

Tolerance levels given by the GB/T 10183.1-2010 in Tables 2 to 7.

Over 6.2 wheel structure Jib cranes typically have multiple rounds of structure, for example, with 2-16 sets of wheels by frame, and the upper portion of the balance beam balance beam and each corner Phase structure of the connection. Use GB/T 10183.1-2010 tolerance values of Tables 4 and 5 below, including the car, balance beam and doors Frame structure associated tolerance values. The following basic tolerance should be considered.

A --- for the "same row" all the wheels;

Δ_e --- for within the group as well as from e wheel trolley or the balance beam in the all wheel base distance e;

Δ_{hr} --- the average for the bottom surface of the wheel, all wheels are cumulative vertical tolerance or trolley or the balance beam and the mast is connected.

Symbol Φ_k , Φ_{ir} , τ_k , τ_{ur} can be used for all the wheels, and the average cumulative tolerances and door frame connected to the trolley or balance beam.