

1. In the scope of work the it refers to SANS 10375:2018 and the adherence to the standards and the Occupational Health and Safety Act 85 of 1993. However further on in page 5 point 3.3.1 refers to overload testing. As per SANS 10375:2018, overhead cranes are not to be overloaded as per 6.8.4 below. The only time the crane will be overloaded is to determine the load limiter is in working order and set between 100% and 110% of the safe working load.

This is referring to general load testing of the crane using the weights, but if this is prohibited, the supplier can only perform the load test with 100% of the SWL.

2. SANS 10375:2018 states that the Overhead Crane may only be overload in the supervision of an expert engineer (Professional Registered Engineer - PR ENG). Please note that an LMI is not an expert engineer. The LMI is registered with ECSA as competent, but this does not make an LMI an Engineer or Expert Engineer.

Test the cranes using 100% of the SWL and check the load limits accordingly.

#### "6.8.4 Overload test

6.8.4.1 Overload testing shall not be performed during the normal performance of inspection and testing of overhead cranes in service.

6.8.4.2 Overload testing may only be performed under the supervision of an expert engineer in order to proof load test either a new or refurbished crane in accordance with the requirements of the manufacturing or refurbishment design standard. In the case of a refurbishment, details of the repair or refurbishment shall be recorded in the crane record book along with the results of the test.

3. The tender also asks for Lifting Tackle to be inspected and load tested. I am guessing this is as per COP 29. However, COP 29 is outdated and contradicts the Occupational Health and Safety Act 85 of 1993, Driven Machinery Regulation 18, 2015. As The DMR only requires for a visual examination to be conducted in intervals not exceeding 3 months, (DMR 18.10). The DMR does not allow for lifting tackle to be tested. So can we work to DMR requirements here instead of COP 29.

Yes, please use the DMR for reference.

4. It was noted that Transnet have 75T of weights on site to conduct testing. Please can we have rough dimensions and capacities or TARE of the weights and cradle as to establish stacking heights and rigging required. Please can we have a picture of the weights. Even though the weights are supposed to be a known weight, it would be a good idea to use a load cell to measure the actual load being applied at any time, as weights "known weight" might vary in different climates and we need to ensure that the load is within 1% of SWL. The only way to verify this is with a load cell. I would suggest requesting tenderers to submit additionally valid calibration certificates for Loadcell that will be used between 10 to 100T load cells should be used, depending on the test. I think it is vitally important to have these certificates produced on submission as this will ensure that the company has the required equipment to test. The solid weights are available for testing and the stacking will not be an obstacle as we have used them before. With regards to the load cell, the suppliers shall bring their own during testing and it should comply with the requirements.

5. It was noted that Transnet have a fast-paced production schedule which means some cranes in the working bays may need to be done after hours or on weekend. Would Transnet be able to give us a list of what cranes are desired to be done after hours or on weekends, so we can cost this effectively?

All cranes will be done during working hours, any deviations will be discussed prior working.  
Flexibility of work will be discussed to the appointed contractor.

6. It was also noted that Transnet have a monthly schedule for equipment to be inspected and tested. Would you be able to share the lists per month, as it allows us to plan trips effectively and the best pricing is given based on volumes per month or week.

Revised activity/price schedule will be sent to all suppliers to do their exact plan of work accordingly.

7. In the Specification document it talks about a 12-month contract on the first page, however on page 25 of the same document it refers to a 24 Month contract. Please clarify if the contract is 12 or 24 months.

The contract will only be for 12 months.

8. The RFP talks about examining hooks for cracks or defects - does this require NDT? Or a simple examination and referral to get NDT done on the hook?

Both hook and head test and NDT will be done on the hooks and heads

Suppliers should quote for both under (NDT hook and head test in the price schedule)

9. The pricing schedule is not in a practical order - it seems that there is a price for the inspection and load test of the crane and then a line for a "load and hook & head test" what does this mean? If we are testing the crane the hook should be loaded and inspected regardless. Is there a possibility of consolidating the lines into one that includes the entire lines for cranes to be combined.

A revised price schedule will be sent, and the contractor should do the following:

- Each crane will be **load tested** once a year.
- Hook and head on each crane will be **inspected and tested** once a year.
- **NDT** will be done on each hook and head once a year.
- Each crane will be inspected every three months in a year.

10. From Line (171 - Line 230) and (241 -244) - of the pricing schedule - there is no SWL indicated. This includes JIBs and Hoists. Are the hoists attached to a JIB or Mono-rail Beam? Or are they loose hoists? If they are affixed to a job or beam, we would test the hoists on the beam or jib. It seems that the reference or asset number on the pricing schedule does not match anything in Annexure B of the specification document, therefore I cannot reference between the documents.

A revised price schedule will be sent with SWL.