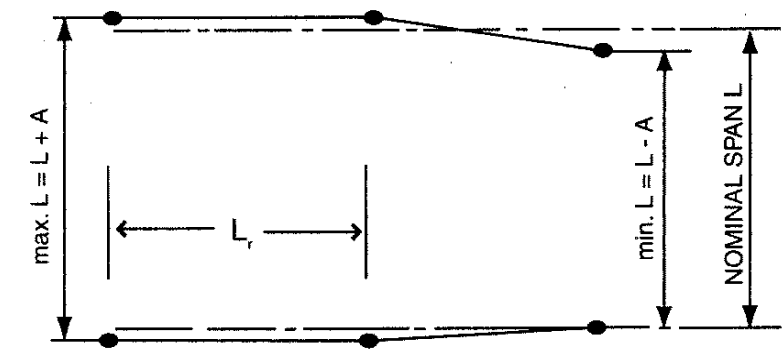
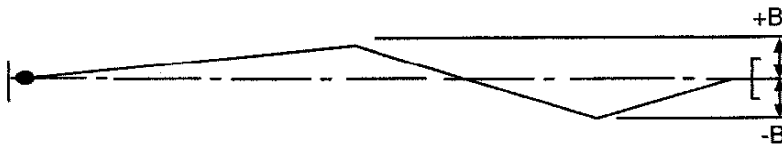

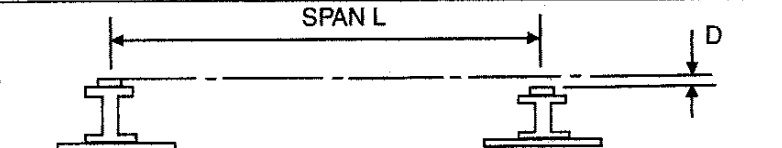
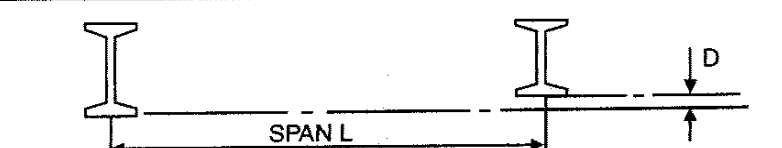


TABLE 1.4.1-1

ITEM	FIGURE	OVERALL TOLERANCE	MAXIMUM RATE OF CHANGE
<p>CRANE SPAN (L) MEASURED AT CRANE WHEEL CONTACT SURFACE</p>	 <p>The diagram shows a crane span of length L measured at the crane wheel contact surface. It illustrates the maximum span (L + A), the minimum span (L - A), and the nominal span L over a distance L_r.</p>	<p>$L \leq 50'$ $A = \frac{3}{16}"$ $L > 50' \leq 100'$ $A = \frac{1}{4}"$ $L > 100'$ $A = \frac{3}{8}"$</p>	<p>$\frac{1}{4}"$ IN 20'-0"</p>
<p>STRAIGHTNESS (B)</p>	 <p>The diagram shows a straightness tolerance B, representing the maximum deviation from a dashed centerline.</p>	<p>$B = \frac{3}{8}"$</p>	<p>$\frac{1}{4}"$ IN 20'-0"</p>
<p>ELEVATION (C)</p>	 <p>The diagram shows an elevation tolerance C, representing the maximum deviation from a dashed centerline.</p>	<p>$C = \frac{3}{8}"$</p>	<p>$\frac{1}{4}"$ IN 20'-0"</p>
<p>TOP RUNNING TRANSVERSE RAIL TO RAIL ELEVATION (D)</p>	 <p>The diagram shows a top running transverse rail to rail elevation D, representing the maximum deviation from a dashed centerline.</p>	<p>$L \leq 50'$ $D = \pm \frac{3}{16}"$ $L > 50' \leq 100'$ $D = \pm \frac{1}{4}"$</p>	<p>$\frac{1}{4}"$ IN 20'-0"</p>
<p>TRANSVERSE GIRDER TO GIRDER ELEVATION UNDER RUNNING (D)</p>	 <p>The diagram shows a transverse girder to girder elevation under running D, representing the maximum deviation from a dashed centerline.</p>	<p>$L > 100'$ $D = \pm \frac{3}{8}"$</p>	<p>$\frac{1}{4}"$ IN 20'-0"</p>

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