

branch circuit. Each motor shall be protected from overload according to 610.43.

(2) Control Circuits. Where taps to control circuits originate on the load side of a branch-circuit protective device, each tap and piece of equipment shall be protected in accordance with 430.72.

610.43 Overload Protection.

(A) Motor and Branch-Circuit Overload Protection. Each motor, motor controller, and branch-circuit conductor shall be protected from overload by one of the following means:

- (1) A single motor shall be considered as protected where the branch-circuit overcurrent device meets the rating requirements of 610.42.
- (2) Overload relay elements in each ungrounded circuit conductor, with all relay elements protected from short circuit by the branch-circuit protection.
- (3) Thermal sensing devices, sensitive to motor temperature or to temperature and current, that are thermally in contact with the motor winding(s). Hoist functions shall be considered to be protected if the sensing device limits the hoist to lowering only during an overload condition. Traverse functions shall be considered to be protected if the sensing device limits the travel in both directions for the affected function during an overload condition of either motor.

(B) Manually Controlled Motor. If the motor is manually controlled, with spring return controls, the overload protective device shall not be required to protect the motor against stalled rotor conditions.

(C) Multimotor. Where two or more motors drive a single trolley, truck, or bridge and are controlled as a unit and protected by a single set of overload devices with a rating equal to the sum of their rated full-load currents, a hoist or trolley shall be considered to be protected if the sensing device is connected in the hoist's upper limit switch circuit so as to prevent further hoisting during an overtemperature condition of either motor.

(D) Hoists and Monorail Hoists. Hoists and monorail hoists and their trolleys that are not used as part of an overhead traveling crane shall not require individual motor overload protection, provided the largest motor does not exceed 7½ hp and all motors are under manual control of the operator.

Part VI. Control

610.51 Separate Controllers. Each motor shall be provided with an individual controller unless otherwise permitted in 610.51(A) or (B).

(A) Motions with More Than One Motor. Where two or more motors drive a single hoist, carriage, truck, or bridge, they shall be permitted to be controlled by a single controller.

(B) Multiple Motion Controller. One controller shall be permitted to be switched between motors, under the following conditions:

- (1) The controller has a horsepower rating that is not lower than the horsepower rating of the largest motor.
- (2) Only one motor is operated at one time.

610.53 Overcurrent Protection. Conductors of control circuits shall be protected against overcurrent. Control circuits shall be considered as protected by overcurrent devices that are rated or set at not more than 300 percent of the ampacity of the control conductors, unless otherwise permitted in 610.53(A) or (B).

(A) Taps to Control Transformers. Taps to control transformers shall be considered as protected where the secondary circuit is protected by a device rated or set at not more than 200 percent of the rated secondary current of the transformer and not more than 200 percent of the ampacity of the control circuit conductors.

(B) Continuity of Power. Where the opening of the control circuit would create a hazard, as for example, the control circuit of a hot metal crane, the control circuit conductors shall be considered as being properly protected by the branch-circuit overcurrent devices.

610.57 Clearance. The dimension of the working space in the direction of access to live parts that are likely to require examination, adjustment, servicing, or maintenance while energized shall be a minimum of 750 mm (2½ ft). Where controls are enclosed in cabinets, the door(s) shall either open at least 90 degrees or be removable.

Part VII. Grounding and Bonding

610.61 Grounding and Bonding. All exposed non-current-carrying metal parts of cranes, monorail hoists, hoists, and accessories, including pendant controls, shall be bonded either by mechanical connections or bonding jumpers, where applicable, so that the entire crane or hoist is an effective ground-fault current path by connection to the equipment grounding conductor of the branch circuit or feeder as required or permitted by Article 250, Parts I, V, VI, and VII.

Moving parts, other than removable accessories, or attachments that have metal-to-metal bearing surfaces, shall be considered to be electrically bonded to each other through bearing surfaces for the purpose of establishing an effective ground-fault current path. The trolley frame and bridge frame shall not be considered as electrically bonded through the bridge and trolley wheels and its respective tracks. A separate bonding conductor shall be provided.

These requirements are not intended to allow the trolley frame or bridge frame to serve as the EGC for electrical equipment on a crane. However, the frame and all other non-current-carrying metal parts of the crane must be bonded together so as to form