



Mobile Crane Travel Guidance Document

Table of Contents

- 1.0** Purpose
- 2.0** Applicability
- 3.0** Definitions
- 4.0** Guidance Document 1926.1414
 - 4.1** Person in Charge (PIC)
 - 4.2** Signaling Crane Travel
 - 4.3** Crane ownership
 - 4.4** Spotters
 - 4.5** Signal Person Qualification Requirements
- 5.0** Training
- 6.0** References
- 7.0** Revision History
- 8.0** Appendices



1.0 Purpose

This practice provides key focus areas for sites to manage crane travel activities.

2.0 Applicability

- This practice applies to all sites that perform crane travel activities.
- Local, state, or federal regulations precede an activity also covered by the crane travel guidance document.
- When the crane travel practice exceeds local, state, or federal regulatory requirements, sites shall also comply with the additional requirements.

3.0 Definitions

- 3.1 **PIC** – Person in Charge
- 3.2 **Site Specific** – The specific location, rules, regulations, and requirements
- 3.3 **Signal Person** – The person directing the operator's movement of the crane.
- 3.4 **Spotter** – The person who identifies hazards in the equipment's travel path.

4.0 Guidance Document

1. Signaling crane travel requires the same level of attention and signaling protocol as in lifting and placing a load with a mobile crane.
2. A signal person must be provided in each of the following situations:
 - 2.1 The point of travel, meaning the travel path or the area near or at crane placement, is not in full view of the operator.
 - 2.2 When the view in the direction of travel is obstructed.
 - 2.3 Due to site-specific safety concerns, either the operator, the person escorting the crane, or the site procedure determines that it is necessary.

4.1 Person in Charge (PIC)

1. Crane travel activities should have one signal person designated as the person in charge and the person responsible for the movement of the crane.



2. Multiple signal persons may be involved in helping direct the crane during a travel activity, however, a PIC should be assigned to be responsible for the execution of the travel activity.
3. PIC should be responsible for conducting pre-travel meetings with all personnel involved in the crane travel activity.
4. PIC should be responsible for assigning roles and responsibilities to signal persons and spotters.

4.2 Signaling Crane Travel

1. During travel requiring signals, the ability to transmit signals between the operator and signal person must be maintained. If that ability is interrupted at any time, the operator must safely stop travel requiring signals until it is reestablished, and a proper signal is given and understood.
2. If the operator becomes aware of a safety problem and needs to communicate with the signal person, the operator must safely stop travel. Travel must not resume until the operator and signal person PIC agree that the problem has been resolved.
3. Only one person should give signals to a crane at a time.
4. Anyone who becomes aware of a safety problem should alert the operator or signal person by giving the stop or emergency stop signal.
5. The crane operator should obey a stop or emergency stop signal, irrespective of who gives it.
6. All directions given to the operator by the signal person must be given from the operator's direction perspective.
7. Positive three-way verbal communication should be performed as follows:
 - 7.1 REQUEST – The operator or signal person requests travel by delivering the command verbally. *“Request to travel forward”*.
 - 7.2 ACKNOWLEDGEMENT - The operator or signal person repeats the command back to the requestor. *“Confirmed ready to travel forward”*.
 - 7.3 CONFIRMATION – The operator or signal person verbally confirms command has been understood and is correct. *“Traveling forward”*. The command is then executed.



4.3 Crane Ownership

1. During travel requiring signals, the crane should always be under the ownership of either the crane operator or the qualified signal person assigned as the PIC.
2. Ownership of the crane should be transferred by positive 3-way verbal communication.
3. Positive three-way verbal communication should be performed when transferring crane ownership as follows:
 - 3.1 REQUEST – The operator or signal person requests crane ownership by verbally delivering the request. *“I request ownership of the crane”*.
 - 3.2 ACKNOWLEDGEMENT - The operator or signal person repeats the request back to the requestor. *“I understand you are taking ownership of the crane”*.
 - 3.3 CONFIRMATION – The operator or signal person verbally confirms command has been understood and is correct. *“Yes, I now have control of the crane”*.

4.4 Spotters

1. Spotters may be utilized to assist the qualified signal person PIC.
2. Spotters should be under the direct supervision of the PIC.
Before commencing travel activities, the PIC must ensure that the spotters understand all the following:
 - 2.1 Their tasks.
 - 2.2 The hazards associated with their tasks.
 - 2.3 The hazardous positions/locations that they need to avoid.
 - 2.4 All components and locations of the crane need to be monitored to prevent striking objects.
 - 2.5 The specific areas of the crane they are assigned to monitor.
 - 2.6 Method for communicating to the PIC when travel requires to be stopped.
 - 2.7 Method of communicating a travel stoppage signal that ensures the PIC will receive it if visual contact is not possible.



2.8 During travel activities; when adding new personnel during the travel activities, the requirements in this section must be met.

4.5 Signal Person Qualification Requirements

1. Signal persons should be qualified per OSHA 1926.1428 or a comparable regional body.
2. Each signal person should:
 - 2.1. Know and understand the type of signals used. If hand signals are used, the signal person must know and understand the Standard Method for hand signals.
 - 2.2. Be competent in the application of the type of signals used.
 - 2.3. Have a basic understanding of equipment operation and limitations, including the crane dynamics involved in crane travel activities.
 - 2.4. Demonstrate that he/she meets the requirements in this section through a written and a practical test.

5.0 Training

1. Sites should identify roles for training on this guidance document.

6.0 References

7.0 Revision History

Version No.	Revision	Issue Date
1.0	Initial version	September 1, 2020
2.0	Revised for IBR Use	April 16, 2024



8.0 Appendices

8.1 Mobile Crane Travel Safety Plan Checklist

Mobile Crane Travel Safety Plan Checklist			
Crane Make:		Crane Model:	
Crane Number:		Date:	
Starting location/area:			
Ending location/area:			
A	Support		Yes/No/NA
	1.	Will a Qualified Signal Person assist in transport? How Many?	Total
	2.	Will Spotters assist in transport? How Many?	
	3.		
	4.		
	5.		
	6.		
B	Pre-Transportation Checks		Yes/No/NA
	1.	How will the crane be escorted (<i>truck w/flashers, buggy, bicycle, walking flaggers, etc.</i>)	Total
	2.	1 Has the starting location/area been assessed for obstructions/hazards	
	3.	Has the travel path been assessed for obstructions/hazards	
	4.	1 Has the ending location/area been assessed for obstructions/hazards	
	5.	Have obstructions been communicated to all parties involved in the safety plan	
	6.	Have blindside turns been identified? Total number of blindside turns in the plan	
	7.	Have power lines been considered and accounted for in the plan	
	8.	1 Have spotters been assigned specific duties and areas of responsibility?	
	9.	Has the person in charge (PIC) been assigned? <i>A PIC must be assigned to all transport plans and will be responsible for the safe execution of the crane transport/re-location.</i>	
	10.	Has a pre-transport meeting been held with all personnel that will participate in the transport? <i>The Crane operator is responsible for conducting a pre-transport meeting to communicate the transportation plan and all identified hazards with all parties involved before beginning the activity.</i>	
List all hazards identified in Pre-Transportation checks (<i>including blind side turns, and stowed jib/boom extension potential contact hazards</i>)			
How will hazards be mitigated?			



C	Post-Transportation Checks			
	1.	Did the crane strike objects during transportation? <i>(Crane Operator shall have post meeting to ensure no objects were contacted during transportation.)</i>		
Crane Operator		Name	Signature	Date
Person In Charge (PIC)				
Qualified Signal Persons				
Spotters				