

GENERAL

Form Type	INITIAL - Assembly / Annual
Crane Number	HC2234
Crane Manufacturer	Liebherr
Crane Model Number	LTR1220
Serial Number	096658
Machine Type	Crawler
Boom Type	Hydraulic Boom
Configuration	Main Boom
Job Number	241060: HC2234 (2025-01-13)
Main Boom Length	197 FEET
Jib Length	0 FEET
Upper CW	70 TONS
Central ballast	20 TONS
Parts of Line	8

Hour Meter Reading 5213



Track Hour Meter Reading 309





Assembly / Disassembly / Annual / Inspection Form

Jan 14, 2025

Inspector's Name John Carter

Inspector's Signature

Customer's Name Mike Risen

Customer's Email mrisen@wanzek.com

Customer's Signature

Date of Inspection Jan 14, 2025



Condition Inspection

Buckner or its representatives shall have the right at any time, without notice, during the Term to enter upon the premises or place where the Equipment is located and shall be given free access and afforded all necessary facilities for the purpose of inspecting the hours and condition of the Equipment. Such inspection shall not relieve Customer of any obligation under the Agreement and shall not constitute any waiver by Buckner of any obligations of Customer under the Agreement. Customer may not rely on such inspection in any way.

OSHA

- 1926.1412(c):
Post-assembly.

- 1926.1412(c)(1):
Upon completion of assembly, the equipment must be inspected by a qualified person to assure that it is configured in accordance with manufacturer equipment criteria.

- 1926.1412(b)
Repaired/adjusted equipment.

- 1926.1412(b)(1)
Equipment that has had a repair or adjustment that relates to safe operation (such as: A repair or adjustment to a safety device or operator aid, or to a critical part of a control system, power plant, braking system, load-sustaining structural components, load hook, or in-use operating mechanism), must be inspected by a qualified person after such a repair or adjustment has been completed, prior to initial use. The inspection must meet all of the following requirements:

- 1926.1412(f)
Annual/comprehensive.

- 1926.1412(f)(1)

At least every 12 months the equipment must be inspected by a qualified person in accordance with paragraph (d) of this section (each shift) except that the corrective action set forth in paragraphs (f)(4), (f)(5), and (f)(6) of this section must apply in place of the corrective action required by paragraphs (d)(2) and (d)(3) of this section.



INTRODUCTION / SAFETY

- Q1: Has the Daily PTP been completed and submitted for this task? YES
- Q2: Has the Crane been Locked Out and Tagged Out? YES
- Q3: Has a swing radius barricade been erected around the crane to keep non-essential personnel out of the crane swing area during the course of the inspection? YES
- Q4: Is the Crane set up properly, level, and on firm ground away from personnel, powerlines, traffic, or anything that could cause a potential safety hazard while completing this inspection? YES
- Q5: Are the ground conditions around the Crane properly supported, free of ground settling under and around outriggers/stabilizers and supporting foundations, and free of groundwater accumulations or similar conditions? YES



HISTORICAL DATA

Q1: Are the Monthly Inspection Records present and up to date?	YES
Q2: Are the Maintenance Records present and up to date?	YES
Q3: Are the Modification Records present and up to date?	YES
Q4: Are the Load Test Records present and/or readily available for review?	YES

Q5: Is the latest / current Annual Crane Inspection Record in the Cab of the Crane and/or readily available for review?

YES

01/14/25

Photo 1



GENERAL CONDITION

Q1: Take a Picture of Left Front (LF)
Corner of the Complete Machine



Q2: Take a Picture of the Left-Hand Side of the Complete Machine



Q3: Take a Picture of the Left Rear (LR)
Corner of the Complete Machine



Q4: Take a Picture of the Right Rear (RR)
Corner of the Machine



Q5: Take a Picture of the Right-Hand Side of the Complete Machine



Q6: Take a Picture of the Right Front (RF) Corner of the Machine



- | | |
|---|------|
| Q7: What is the current Paint Condition and Corrosion Control? | Good |
| Q8: Is the Sheet Metal all present, securely fastened, and in good condition? | YES |
| Q9: Are all Guards and Covers properly in place and secured around or over items that reciprocate, rotate, or otherwise move? | YES |
| Q10: Are Buckner Heavylift Company Decals present on the machine and in good condition? | YES |
| Q11: Are the BHL Equipment Numbers on the machine and in good condition? | YES |
| Q12: Are all the originally supplied and required Safety / Warning Decals and Labels present in a good and legible condition? | YES |
| Q13: Is the Crane Conex in good shape, organized, and have Buckner Heavylift Decals installed on it? | N/A |

Q14: If a Crane Conex is not Present, Is the Crane Box in good shape, organized and have Buckner Heavylift Decals installed on it?

NO

Box not with crane.

Photo 1



Q15: Are there spare Fuel Filters present in the Crane
Conex / Box and are they sealed and in good condition?

NO

Does not have spare fuel filters

Photo 1



Q16: Are there spare Engine Belts present in the Crane Conex / Box and are they in the original packaging and in good condition?

NO

Does not have spare belts

Photo 1



Q17: Is the Hydraulic Pin Puller well maintained, in a safe operating condition, free of hydraulic leaks, chaffed, and damaged hoses, with a fully functioning actuator?

N/A

Q18: Are the Mechanical Auxiliary Supports (Frog Legs) in a safe operating condition, free of cracks, complete with screw handle, outrigger pads, and fasteners that are free of apparent damage that could cause failure while in use?

N/A

OUTRIGGERS

Q1: Are the Outriggers free of deformation, cracks, significantly corroded members, loose fasteners, cracked welds, and significant wear?

YES

Good

Photo 1



Photo 2



Photo 3



Photo 4



Q2: Are the Beams free of deformation, cracks, significantly corroded members, loose fasteners, cracked welds, and significant wear?

YES

Q3: Are the Hydraulic Cylinders free of leak down (drifting), fluid leaks, cylinder rod scores/nicks and dents, and cylinder barrel for significant dents?

YES

Q4: Are the Floats / Outrigger Pads free of excessive wear, cracks, and damaged and missing components?

YES

Good

Photo 1



Photo 2



Q5: Are the Hydraulic Hoses / Tubing / Fittings and/or their connections free of leaks?

YES

Q6: Are the Holding Valves free of sticking, leaks, and valve housing cracks?

YES

Q7: Are the Position Locks free of distortion, cracks, and significant wear?

YES

Q8: Are all the originally supplied and required Safety / Warning Decals and Labels present in a good and legible

YES



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condition?

CAR BODY / CRAWLER ASSEMBLIES

Q1: Is the Undercarriage and Undercarriage Components clean, well maintained, and free of contamination by excessive mud, dirt, rock, water, or other foreign matter?

NO

Crane showed up packed full of mud

Photo 1



Photo 2



Photo 3

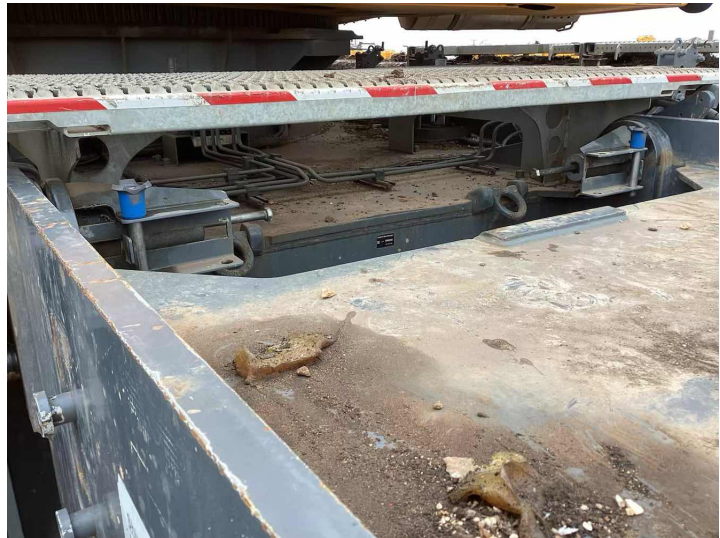


Photo 4



Photo 5



Photo 6



Photo 7



Q2: Are the Car Body accessible surfaces clean and free of slip, trip, and fall hazards?

YES

Q3: Are the Car Body warning and information labels present, legible, and durable?

YES

Q4: Are the Car Body Controls clearly labeled and legible?

YES

Q5: Are the Car Body / Side Frames and Side Frame Mounting Points free of deformation, cracks, significantly corroded members, loose fasteners, cracked welds, and significant wear?

NO

A few of the gussets on the track side frame have cracks in the welds. One of the sensors for the B track frame is messing up. It will not read the beam being at 100 percent.

Photo 1

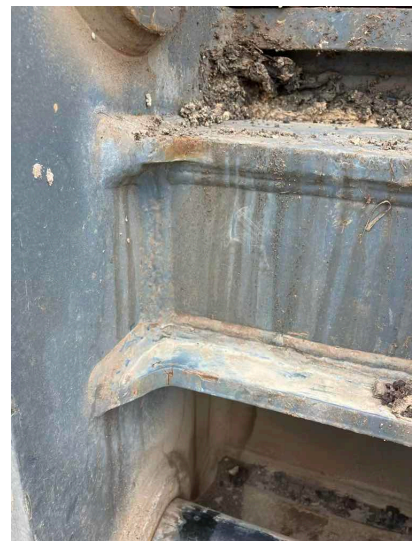


Photo 2

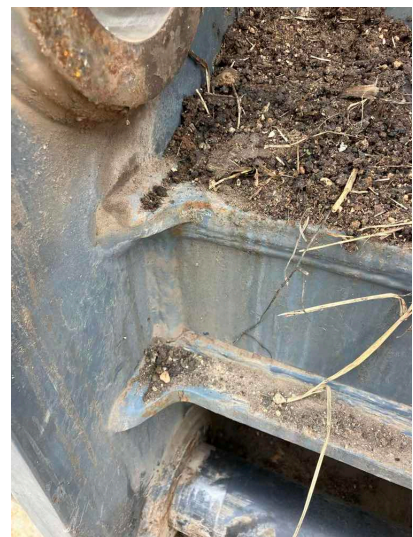
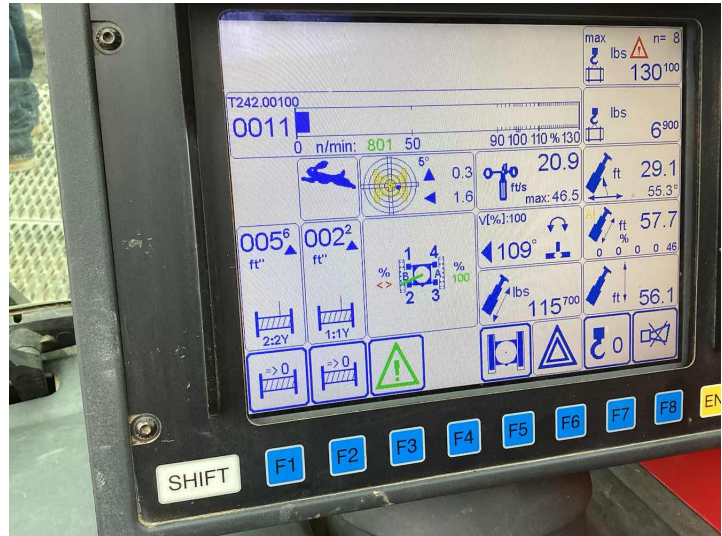


Photo 3



Q6: Are the Track Frame Lifting Lugs (Dog Bone) free of deformation, cracks, significantly corroded members, loose fasteners, cracked welds, evidence of heating, or significant wear? YES

Q7: Are all four (4) Track Chain Supports present and in good working order free of any deficiencies? N/A

Q8: Are the Drive Sprockets, Drive Chain, and Drive Tumblers free of excessive wear? YES

Q9: Are the Drive Tumbler Lugs free of excessive wear? YES

Q10: Are the Sprockets, Idlers, and Rollers free of excessive wear? YES

Q11: Are the Drag Bars free of deformation, cracked welds, and significant wear? YES

Q12: Are the Track Pads, Pins, and Retainers free of deformation, cracks, significantly corroded members, loose fasteners, cracked welds, and significant wear? YES

Q13: Count the number of trackpads currently in the A track belt and record your number below.

72

Q14: Count the number of trackpads currently in the B track belt and record your number below.



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72

Q15: Is the Track Adjustment within manufacturer specifications?

YES

Good

Photo 1



Photo 2



Photo 3



- Q16: Are the Travel Locks functioning properly and free of excessive wear? YES
- Q17: Are the Track Frame warning and information labels present, legible, and durable? YES
- Q18: Are the Steering Clutches / System functioning properly and free of excessive wear? YES
- Q19: Are the Grease Containers (Grease Pumps) full of Grease and Working? N/A
- Q20: Have the Lower Roller Grease Line guards been removed, and the Grease Lines checked for leaks, abrasion, significant wear, and dirt/rock buildup? N/A
- Q21: Are the Hydraulic Hoses and/or their connections free of leaks, blistering, abnormal deformation, excessive abrasion, scrubbing, or signs of impending failure? YES
- Q22: Are the Track Frame Electrical Connections clean and free of damage? YES
- Q23: Are the Carbody and Track Frame Hydraulic and Electrical Caps, Plugs, and Covers present and free of damage? YES
- Q24: Are the Hydraulic Motors free of unusual noise, excessive overheating, loose bolts, shaft seals and pump YES



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section leaks?

OPERATORS CAB

Q1: Is the Operator's Cab clean and free of any garbage, empty containers, old paperwork, etc.?

NO

Showed trash all in cab, books all messed up and dirty

Photo 1



Photo 2



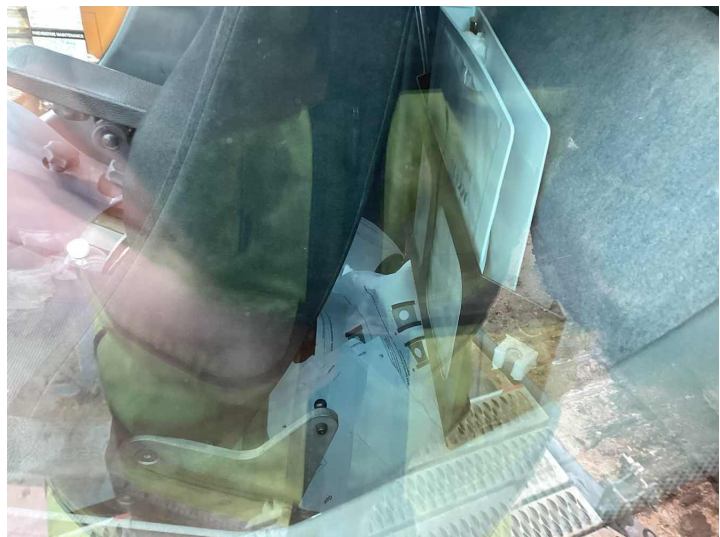
Photo 3



Photo 4



Photo 5



Q2: Are the Grab Rails, Steps, and Platforms in a safe and

YES



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usable condition?

Q3: Do the Anti-Skid Surfaces on the machine still have their slip-resistant properties present and functioning?

YES

Q4: Are all the External / Working Lights on the crane present and functioning?

YES

Good

Photo 1



Photo 2



Photo 3



Photo 4



Q5: Are the Windows clear and free of defects?

YES

Good

Photo 1



Photo 2

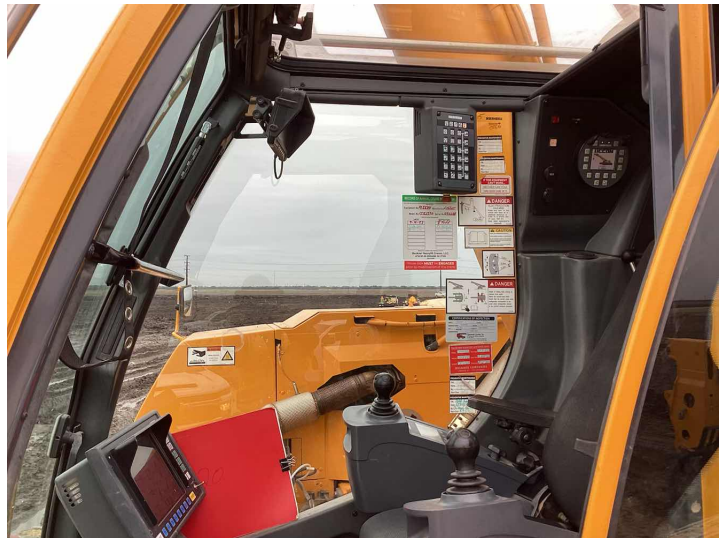


Photo 3



Photo 4



Photo 5



Q6: Are all the Windshield Wipers in good working order

YES



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without issues?

- | | |
|--|-----|
| Q7: Are the Windshield Washers in an operable condition? | YES |
| Q8: Is the Defroster / Heater in an operable condition? | YES |
| Q9: Is the Auxiliary Heater in an operable condition? | N/A |

Q10: Is the Air Conditioner in an operational condition?

YES

Good

Photo 1



Q11: Is the Door Restraint working properly by preventing inadvertent opening or closing while traveling or operating the machine?

YES

Q12: Is there a US (Domestic) First-Aid Kit present in the cab of the machine?

NO

Does not have a first aid kit

Photo 1



Q13: Is the US (Domestic) First-Aid Kit within its expiration date and complete with all the original supplied items?

N/A

Q14: Is the Fire Extinguisher present, in a safe operating condition, and free of apparent damage that could cause failure during its use?

YES

Good

Photo 1



Q15: Are all Fire Extinguishers on the Crane of the US Type ABC Fire Extinguisher?

YES

Q16: Are all the Fire Extinguishers tagged and is the Monthly Inspection completed with the Month and Year Punched?

YES

Q17: Are all the Fire Extinguishers readily and easily accessible in the event of an emergency?

YES

Q18: Are all the Mirrors present, clear, and free of defects?

YES

God

Photo 1



Photo 2



Q19: Is the Operators Seat present and in good condition?

YES

Q20: Is the Seat Belts present, clean, and in an operable condition?

N/A

Q21: Is the Operators Manual in good condition, present in the cab of the machine, and readily available for review?

NO

It's in cab but tore up

Photo 1



Photo 2



Photo 3



Photo 4



Q22: Are all the originally supplied and required Safety / Warning Decals and Labels present in a good and legible condition?

YES

Q23: Is the Electrocution Warning Sign (Inside) posted in the cab and in view of the Operator?

YES

Good

Photo 1

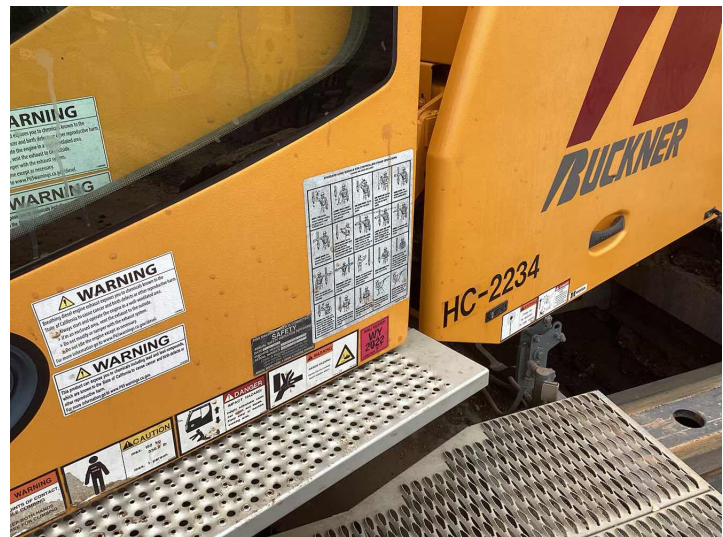


Q24: Is there a Hand Signal Chart posted on the Crane in a good and legible condition?

YES

Good

Photo 1



Q25: Is the Swing Brake functioning properly and free of excessive wear?

YES

Q26: Is the Positive Swing Lock functioning properly and free of excessive wear?

YES

Q27: Are the Control Functions (Mechanisms) properly adjusted, functioning properly, and free of excessive wear and contamination from water, excessive lubrication, and dirt or foreign material?

YES

Q28: Are the Operating Control Handle Rubber Boots without dry-rot, rips, tears, or holes which would allow entry of dirt and contaminants into the control.

YES

Good

Photo 1



Photo 2

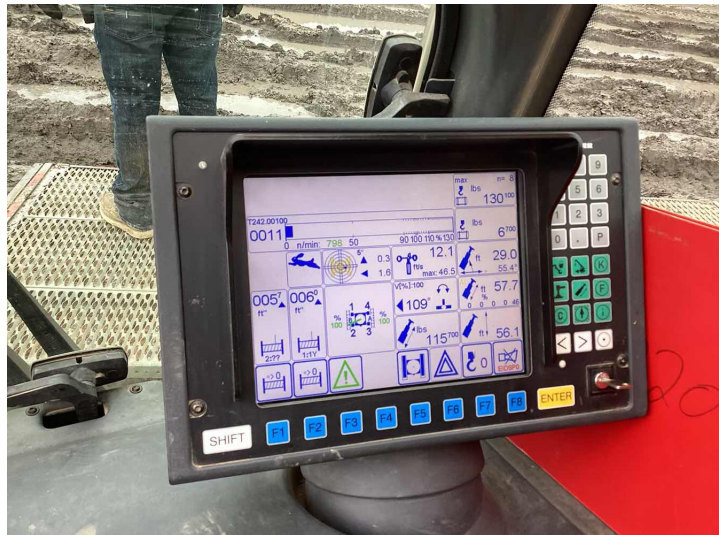


Q29: Do all the LICCON Monitors boot up and function without issue?

YES

Good

Photo 1



Q30: Are the LICCON Monitors displaying information in Imperial or Metric?

Imperial

Q31: Are all the functional switches, gauges, and indicators in the Operators Cab functioning properly free of any issues and without excessive deterioration, dirt, or moisture accumulation?

NO

The right TE bored that you use to scope the tracks in and out while tracking will not allow you to do that function. Nether will it allow you to run jacks.

Photo 1



Photo 2



Q32: Are all the Cameras and Camera Components present and functioning without issue? YES

Good

Photo 1



Q33: Do machines equipped with Foot Pedal Brakes have locks and are they functioning properly? YES

Q34: Is the Engine Clutch functioning properly and free of excessive wear? YES

Q35: Are the Accelerator / Throttle Control properly adjusted, functioning properly, and free of excessive wear and contamination? YES

Q36: Are all the Control Markings present and legible as per each function? YES

Q37: Is the Cab Tilt Hydraulic Circuit, Hydraulic Cylinder, Hoses, Lines, and Fittings working and without issue? YES

Q38: Is the Travel Audible Alarm in operable condition? YES

Q39: Is the Swing Audible Alarm in operable condition? N/A

LOAD CHART

Q1: Is the load chart information Per Configuration available and present in the cab of the machine? Check YES if Load Charts are Electronic and Present in the Computer. YES

Q2: Is a substantial and durable "load rating chart" with clearly legible letters and figures present and securely fixed to the crane cab within easy reach of the Operator when seated? Check YES if Load Charts are Electronic and Present in the Computer. YES

Q3: Does the "load rating chart" have clearly legible letters and figures and is it in a good general condition? Check YES if Load Charts are Electronic and Present in the Computer. YES

Q4: Is the "load rating chart" Visible to the Operator while seated at his control station? Check YES if Load Charts are Electronic and Present in the Computer. YES

Q5: Is the "load rating chart" Secured and fixed to the crane cab within easy reach of the Operator. Check YES if Load Charts are Electronic and Present in the Computer. YES

SAFETY DEVICES AND OPERATIONAL AIDS

Q1: Is the Horn present and functioning properly?	YES
Q2: Is the Boom Angle Indicator present and does it function properly without issue or significant inaccuracies?	YES
Q3: Is the Boom Length Indicator present and does it function properly without issue or significant inaccuracies?	YES
Q4: Does the Main Drum Rotation Indicator function properly?	YES
Q5: Does the Auxiliary Drum Rotation Indicator function properly?	YES
Q6: Does the Boom Hoist Drum Rotation Indicator function properly?	N/A
Q7: Does the Load Moment Indicator function properly?	YES
Q8: Does the Load Weight Indicator function properly?	YES
Q9: Is the Radius Indicator present and does it function properly without issue or significant inaccuracies?	YES
Q10: Is the Crane Level Indicator present and functioning correctly?	YES

Q11: Does the Anti-Two Block Device(s) (A2B) function properly?

YES

Good

Photo 1

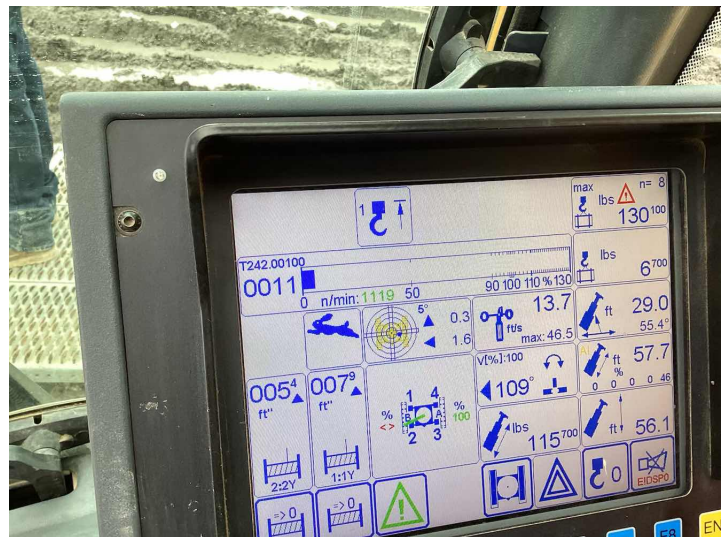


Photo 2



Q12: Does the Boom Hoist Limiting Device (High Boom Kickout) function properly?

YES

Q13: Is the Boom Hoist Ratchet and Pawl / Internal Gear Brake functioning properly and free of excessive wear?

N/A

Q14: Is the Outrigger / Stabilizer Position Sensor present and functioning properly?

YES

Q15: Is the Luffing Jib Angle Sensor / Indicator present and functioning properly?

N/A



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Q16: Does the Luffing Jib Limiting Device function properly?	N/A
Q17: Is the Aviation Light present and functioning properly?	YES
Q18: Is the Aviation Flag present and in good condition?	N/A
Q19: Is the Wind Meter / Anemometer present and functioning correctly without any significant variations or inaccuracies?	YES



UPPER WORKS - ENGINE

Q1: Is the Performance of the engine such that all systems are operating properly?

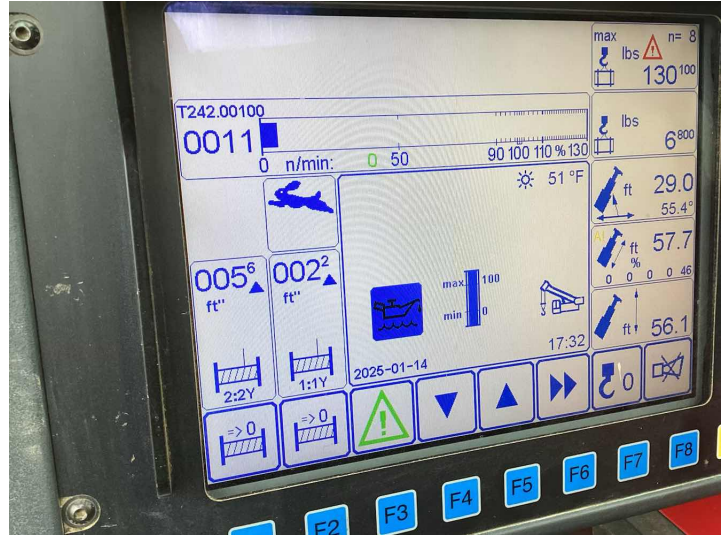
YES

Q2: Is the Engine Oil Level at the proper full mark?

YES

Good

Photo 1



Q3: Is the Engine free of any engine oil leaks?

YES

Good

Photo 1



Q4: Is the Antifreeze level full and at the proper level?

YES

Q5: Is the Cooling System, Hoses, Fittings, etc. free of Coolant Leaks?

YES

Q6: Is the Radiator Clean and free of any dirt buildup or obstructions that would cause inefficiencies or overheating in the cooling system?

YES

Q7: Is the Exhaust System / Guards and Insulation free of any issues, working correctly, and are the guards and insulation in place to prevent employees from encountering a hot surface in the course of their normal duties?

YES

Good

Photo 1



Photo 2



Photo 3



Photo 4



Q8: Are all Hoses free from deterioration and leakage, particularly in hoses that flex during normal operation?

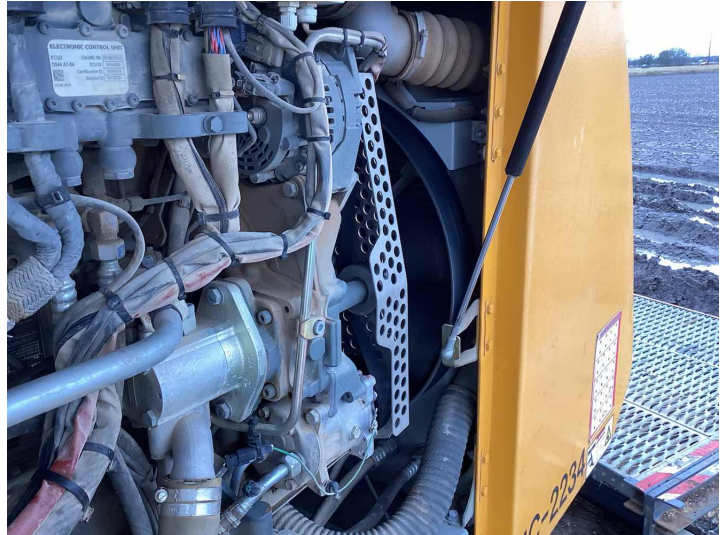
YES

Q9: Are Belts free of significant wear, cracking, and in good condition?

YES

Good

Photo 1



Q10: Are all Guards / Covers / Rotating and Reciprocating Components properly in place and secured around or over items that reciprocate, rotate, or otherwise move?

YES

Q11: Are the Engine Mounts free of deformation, cracks, or significantly corroded or dry-rotted members?

YES

ROTATING UPPER WORKS

- Q1: Is the Swing Bearing functioning properly and free of excessive distortion, cracks, or wear? YES
- Q2: Are the Rollers / Roller Path functioning properly and free of excessive distortion, cracks, and wear? YES
- Q3: Is the Slew Ring Connection free of deformation, cracks, significantly corroded members, loose fasteners, cracked welds, and significant wear? YES
- Q4: Is the Ring / Pinion Gear functioning properly and free of excessive distortion, cracks, dirt buildup and wear? YES

Q5: Are the Grease Containers (Grease Pumps) full of Grease and Working?

NO

Grease pod is not full, almost empty

Photo 1



Q6: Is the Hydraulic Fluid Level at its proper level?

YES

When crane showed up it was low. I added 10 gallons

Photo 1



Q7: Are the Hydraulic Pump(s) / Motors free of unusual noise, excessive overheating, loose bolts, shaft seals, and pump section leaks?

YES

Q8: Are the Hydraulic Hoses, Tubing, and Fittings and/or their connections free of leaks?

YES

Q9: Is the Hydraulic Pressure within manufacturer specifications and is the hydraulic pump free of unusual noise, excessive overheating, loose bolts shaft seals, and pump section leaks?

YES

Q10: Does the Electrical Wiring appear free of excessive deterioration, dirt, and moisture accumulation that would affect its proper operation?

YES

Q11: Does the Electrical / Hydraulic Swivel appear free of leaks, damage, deterioration, corrosion, and dirt and moisture accumulation that would affect its proper operation?

YES

Q12: Is the Main Winch properly installed in the Upperworks and are the mounting fasteners without issue?

YES

Q13: Is the Main Winch hydraulic motor, lines, hoses,

YES

valves, and connections free of leakage, damage, or chaffing?

Q14: Is the Main Winch Drum Encoder properly adjusted and without issue? YES

Q15: Has the Main Winch Drum Fluid Level been checked and is it at the proper level? YES

Q16: Are the Main Winch Hydraulic QD Caps / Plugs present and attached to the Hydraulic lines on the Winch, so they don't get damaged or lost? N/A

Q17: Are the Main Hoist Clutches / Brakes / Internal Gear Brakes functioning properly and free of excessive wear? YES

Q18: Is the Main Hoist Rope Spooling without kinking, crushing, unstranding, birdcaging, signs of core failure, and steel core protrusion between the outer strands? YES

Q19: Does the Main Hoist have a Minimum of Two (2) Rope Wraps left on the drum when the load and/or boom is in its lowest position? YES

Q20: Is the Main Hoist Drums and Flanges free of cracks and significant wear? YES

Q21: Is the Main Hoist Wire Rope Lubricated? YES

Q22: Is the Main Hoist Reeving according to manufacturer specifications and without kinking, crushing, unstranding, birdcaging, signs of core failure, and steel core protrusion between the outer strands? YES

Q23: Is the Aux Winch properly installed in the Upperworks and are the mounting fasteners without issue? YES

Q24: Is the Aux Winch hydraulic motor, lines, hoses, valves, and connections free of leakage, damage, or chaffing? YES

Q25: Is the Aux Winch Drum Encoder properly adjusted and without issue? YES



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Q26: Has the Aux Winch Drum Fluid Level been checked and is it at the proper level?	YES
Q27: Are the Aux Winch Hydraulic QD Caps / Plugs present and attached to the Hydraulic lines on the Winch, so they don't get damaged or lost?	YES
Q28: Are the Auxiliary Hoist Clutches / Brakes / Internal Gear Brakes functioning properly and free of excessive wear?	YES
Q29: Is the Auxiliary Hoist Rope Spooling without kinking, crushing, unstranding, birdcaging, signs of core failure, and steel core protrusion between the outer strands.	YES
Q30: Does the Auxiliary Hoist have a Minimum of Two (2) Rope Wraps left on the drum when the load and/or boom is in its lowest position?	YES
Q31: Is the Auxiliary Hoist Drums and Flanges free of cracks and significant wear?	YES
Q32: Is the Auxiliary Hoist Wire Rope Lubricated?	YES
Q33: Is the Auxiliary Hoist Reeving according to manufacturer specifications and without kinking, crushing, unstranding, birdcaging, signs of core failure, and steel core protrusion between the outer strands?	YES
Q34: Is the Boom Hoist Winch properly installed in the Upperworks and are the mounting fasteners without issue?	N/A
Q35: Is the Boom Hoist Winch hydraulic motor, lines, hoses, valves, and connections free of leakage, damage, or chaffing?	N/A
Q36: Is the Boom Hoist Winch Drum Encoder properly adjusted and without issue?	N/A
Q37: Has the Boom Hoist Winch Drum Fluid Level been checked and is it at the proper level?	N/A
Q38: Are the Boom Hoist Winch Hydraulic QD Caps /	N/A

Plugs present and attached to the Hydraulic lines on the Winch, so they don't get damaged or lost?

Q39: Are the Boom Hoist Clutches / Brakes / Internal Gear Brakes functioning properly and free of excessive wear? N/A

Q40: Is the Boom Hoist Rope Spooling without kinking, crushing, unstranding, birdcaging, signs of core failure, and steel core protrusion between the outer strands? N/A

Q41: Does the Boom Hoist have a Minimum of Two (2) Rope Wraps left on the drum when the load and/or boom is in its lowest position? N/A

Q42: Is the Boom Hoist Drums and Flanges free of cracks and significant wear? N/A

Q43: Is the Boom Hoist Wire Rope Lubricated? N/A

Q44: Is the Boom Hoist Reeving according to manufacturer specifications and without kinking, crushing, unstranding, birdcaging, signs of core failure, and steel core protrusion between the outer strands? N/A

Q45: Are the Boom Hoist Pawls and Ratchets / Internal Gear Brakes functioning properly and free of excessive wear? N/A

Q46: Is the Swing System, Swing Assembly, Swing Drives, Swing Motors, and Swing Gear Box free of unusual noise, excessive overheating, loose bolts, and full of oil? YES

Q47: Are the Hydraulic Motor, Valves, Lines, etc. free of unusual noise, excessive overheating, loose bolts, shaft seals and pump section leaks, along with hydraulic lines that are free of leaks and excessive wear? YES

Q48: Are the Clutch and Brake Protection Guards in place, functioning properly, and free of excessive wear? YES

Q49: Is the Torque Converter / Pump Drive full of oil, YES



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functioning properly, and free of excessive distortion, cracks, and wear?

Q50: Are the Torque Converter / Pump Drive Mounts free of deformation, cracks, or significantly corroded or dry-rotted members?

YES

Q51: Do the Anti-Skid Surfaces on the machine still have their slip-resistant properties present and functioning?

YES

Q52: Are the Grab Rails, Steps, and Platforms in a safe and usable condition?

NO

Missing 2 catwalks and hardware that go on the tracks. Also the catwalk locks are bent

Photo 1



Photo 2



Photo 3



Photo 4



Photo 5

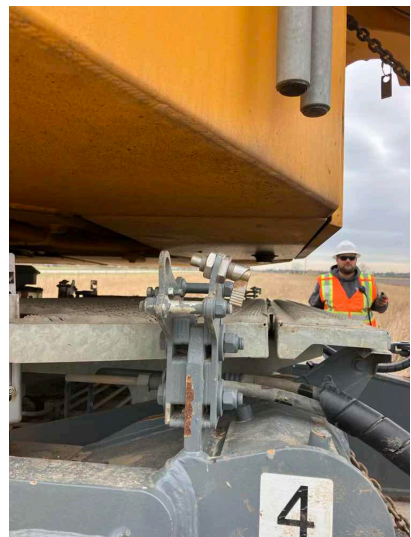


Photo 6

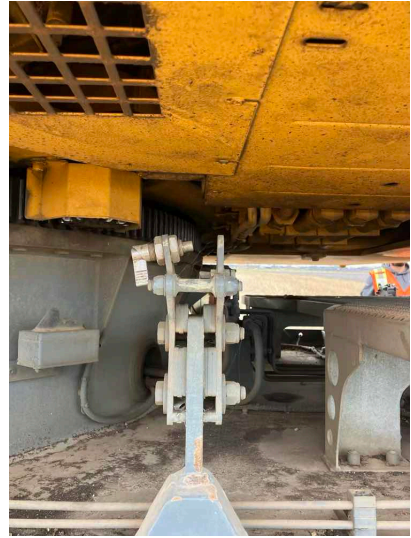
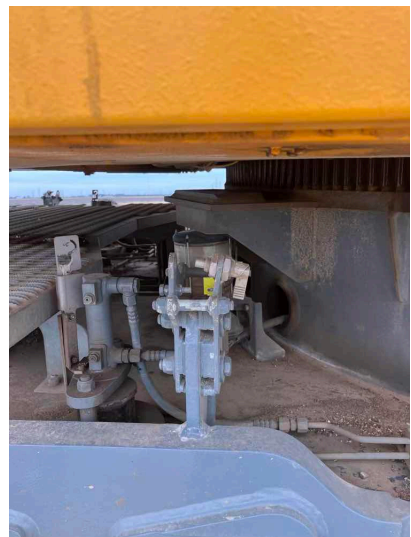


Photo 7



Photo 8



Q53: Are the Steps, Ladders, Handrails, and Guards used to access the Cab and Upper Works present and in a safe and usable condition?

NO

One ladder has a broke step. It only came with two ladders.

Photo 1



Photo 2



Photo 3



Q54: Is the Air Pressure System free of unusual noises/
vibration, low speeds, excessive heating, low air
pressure, and free of leaks?

YES

Q55: Is all the Counterweight present, free of cracks, and without issues with the lifting bitts?

YES

Good

Photo 1



Photo 2



Q56: Are all the Counterweight Trays and Mounting Hardware present and installed correctly per manufacturer?

YES

Q57: Are all the originally supplied and required Counterweight Warning Signs present in a good and legible condition?

YES

Q58: Is there an Electrocutation Warning Sign (Outside) posted on the crane?

YES

TELESCOPIC MAIN BOOM

Q1: Is the Telescopic Boom Structure free of deformation, cracks, significantly corroded members, loose fasteners, cracked welds, and significant wear?

YES

Good

Photo 1



Photo 2



Photo 3



Q2: Are the Hydraulic Lift Cylinder(s) free of leak down (drifting), fluid leaks, cylinder rod scores/nicks and dents, and cylinder barrel for significant dents?

NO

Cylinder is leaking

Photo 1



Photo 2



Photo 3



- | | |
|---|-----|
| Q3: Are the Hydraulic Telescopic Cylinder(s) free of leak down (drifting), fluid leaks, cylinder rod scores/nicks and dents, and cylinder barrel for significant dents? | YES |
| Q4: Are the Holding Valves free of sticking, leaks, and valve housing cracks? | YES |
| Q5: Are the Hydraulic Hoses, Tubing, Reels, and Fittings and/or their connections free of leaks? | YES |
| Q6: Are the Electrical Components, Connections, and Boom Reels free of deformation, cracks, significantly corroded members, loose fasteners, cracked welds, and significant wear? | YES |
| Q7: Are the Telescopic Boom Sections in alignment and free of deformation, cracks, significantly corroded members, loose fasteners, cracked welds, and significant wear? | YES |
| Q8: Are the Wear Pads free of excessive cracks and wear? | YES |
| Q9: Are the Sheaves free from cracks and excessive wear? | YES |
| Q10: Are the Sheaves free of excessive/abnormal side-to-side play? | YES |



Assembly / Disassembly / Annual / Inspection Form

Jan 14, 2025

- | | |
|--|-----|
| Q11: Are the Sheave Grooves free of excessive cable lube and grease build-up? | YES |
| Q12: Are the Wire Rope Retainer(s) present and installed correctly without significant wear? | YES |
| Q13: Is the Boom Hinge Pin and Retainer free from cracks and excessive wear? | YES |
| Q14: Is the Boom Head Section free of deformation, cracks, significantly corroded members, loose fasteners, cracked welds, and significant wear? | YES |
| Q15: Is the Auxiliary Boom Head Section free of deformation, cracks, significantly corroded members, loose fasteners, cracked welds, and significant wear? | YES |
| Q16: Is the Telescopic Boom Lubricated per Manufacturer specifications? | YES |



MANUAL / FLY SECTION

Q1: Are the Manual / Fly Sections in alignment and free of deformation, cracks, significantly corroded members, loose fasteners, cracked welds, and significant wear?

YES

Q2: Is the Manual / Fly Section Locking Device free from cracks and excessive wear?

YES

Good

Photo 1



Photo 2



Photo 3



MAIN LOAD BLOCK AND HOOK

Q1: Is the Capacity Marking present, permanent, and legible?

YES

Good

Photo 1



Q2: Is the Weight Marking present, permanent, and legible?

YES

Q3: Are the Sheaves free from cracks and excessive wear?

YES

Good

Photo 1

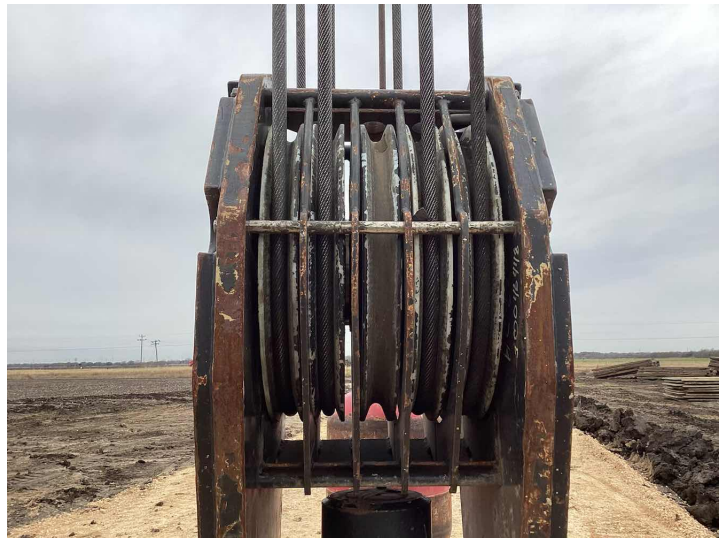


Photo 2



Photo 3



- | | |
|--|-----|
| Q4: Are the Sheaves free of excessive/abnormal side-to-side play? | YES |
| Q5: Are the Sheave Grooves free of excessive cable lube and grease build-up? | YES |
| Q6: Are the Wire Rope Retainer(s) present and installed correctly without significant wear? | YES |
| Q7: Are the Cheek Weights free of deformation, cracks, significantly corroded members, loose fasteners, and cracked welds? | N/A |

Q8: Are all Safety Latches present, working as intended, and free of significant wear?

YES

Good

Photo 1



Q9: Is the Hook free of any visibly apparent bend or twist from the plane of the unbent hook (0° Hook Bend or Twist)?

YES

Q10: Is the Hook Throat Opening free of any distortion causing an increase of 5% Hook Opening or ¼" Maximum from the manufacturer?

YES

Q11: Is the Hook Wear less than 10% of the original section dimension of the hook or its load pin?

YES

Q12: Is the Swivel free from cracks and excessive wear?

YES

Q13: Is the Swivel Bearing free from cracks and excessive wear?

YES

Q14: Is the Load Block Lubricated?

YES

Q15: Is the Wedge Socket, End Fitting, and/or Termination free of deformation, cracks, significantly corroded members, loose fasteners, cracked welds, and significant wear?

YES



AUXILIARY BALL AND HOOK

Q1: Is the Capacity Marking present, permanent, and legible? YES

Q2: Is the Weight Marking present, permanent, and legible? YES

Q3: Are all Safety Latches present, working as intended, and free of significant wear?

NO

Safety latch is bent

Photo 1



Photo 2



Photo 3



Q4: Is the Hook free of any visibly apparent bend or twist from the plane of the unbent hook (0° Hook Bend or Twist)?

YES

Good

Photo 1



Q5: Is the Hook Throat Opening free of any distortion causing an increase of 5% Hook Opening or ¼" Maximum from the manufacturer?

YES

Q6: Is the Hook Wear less than 10% of the original section dimension of the hook or its load pin?

YES

Q7: Is the Swivel free from cracks and excessive wear?

YES

Q8: Is the Swivel Bearing free from cracks and excessive wear?

YES

Q9: Is the Hook Ball Lubricated?

YES

Q10: Is the Wedge Socket, End Fitting, and/or Termination free of deformation, cracks, significantly corroded members, loose fasteners, cracked welds, and significant wear?

YES



NO LOAD OPERATIONAL TEST

Q1: Was a No-Load Operational Test Performed?	YES
Q2: Was a Load Test (Hoisting from Boom) Performed?	N/A
Q3: Was a Load Test (Hoisting from Jib) Performed?	N/A

WIRE ROPE - MAIN HOIST (W1)

Q1: What is the Type of Wire Rope currently installed?

Rotation resistant

Q2: What is the advertised Size (Diameter) of the Wire Rope currently installed?

23mm

Q3: What is the Construction of the Wire Rope currently installed?

Good

Q4: Is the End Connection applied and installed correctly? YES

Q5: Is the Main Hoist Wire Rope free of significant distortion of the wire rope structure such as kinking, crushing, unstranding, birdcaging, signs of core failure, steel core protrusion between the outer strands, corrosion, electric arc damage, improperly applied connections, broken wires, or a diameter reduction of 5% from the nominal diameter? YES

Q6: Is the Wire Rope Lubricated? YES

Q7: Has the Wire Rope Diameter been measured in the area where the wire rope is likely to be used during the shift?

YES

23.31mm X 23.53mm

Photo 1



Photo 2

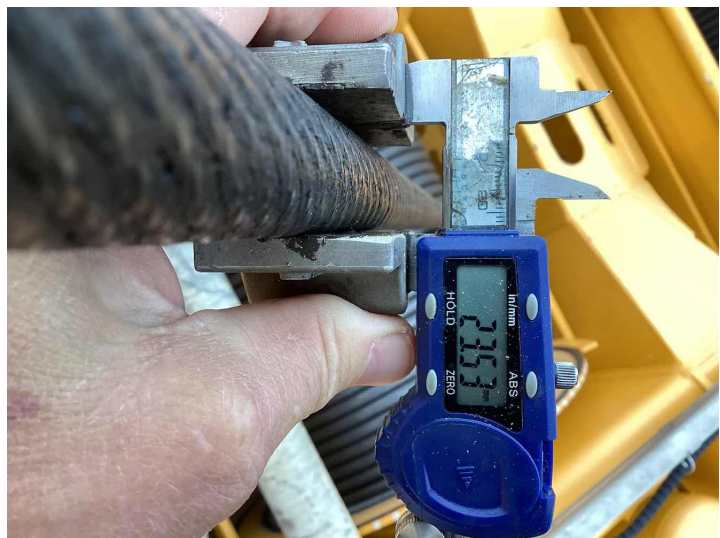


Photo 3



WIRE ROPE - AUXILIARY HOIST (W2)

Q1: What is the Type of Wire Rope currently installed?

Rotation resistant

Q2: What is the advertised Size (Diameter) of the Wire Rope currently installed?

23mm

Q3: What is the Construction of the Wire Rope currently installed?

Good

Q4: Is the End Connection applied and installed correctly? YES

Q5: Is the Auxiliary Hoist Wire Rope free of significant distortion of the wire rope structure such as kinking, crushing, unstranding, birdcaging, signs of core failure, steel core protrusion between the outer strands, corrosion, electric arc damage, improperly applied connections, broken wires, or a diameter reduction of 5% from the nominal diameter? YES

Q6: Is the Wire Rope Lubricated? YES

Q7: Has the Wire Rope Diameter been measured in the area where the wire rope is likely to be used during the shift?

YES

23.64mm X 23.69mm

Photo 1



Photo 2



Photo 3

