

GENERAL

Form Type	INITIAL - Assembly / Annual
Crane Number	CR5505
Crane Manufacturer	Liebherr
Crane Model Number	LR1500
Serial Number	074443
Machine Type	Crawler
Boom Type	Lattice Boom
Configuration	Main Boom + Derrick + Tray Derrick
Job Number	241322: CR5505 (2025-03-10)
Main Boom Length	72 METERS
Jib Length	0 METERS
Upper CW	170 TONS
Central ballast	40 TONS
Parts of Line	14
Hour Meter Reading	9342





Assembly / Disassembly / Annual / Inspection Form

Mar 11, 2025

Inspector's Name Joseph Bonnette

Inspector's Signature

A handwritten signature in black ink, appearing to read "J Bonnette".

Customer's Name Steve Crawford

Customer's Email Sccrawfo@bechtel.com

Customer's Signature

A handwritten signature in black ink, appearing to read "Steve Crawford".

Date of Inspection Mar 10, 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

3/10/25

Photo 1

RECORD OF ANNUAL CRANE INSPECTION

This Crane has passed an Annual Inspection Conducted in Accordance with OSHA 1926.1412(j) 6 1926.1412(j)(1)

Equipment No. C8555 Manufacturer Liebherr

Model No. L61500 Serial No. C34443

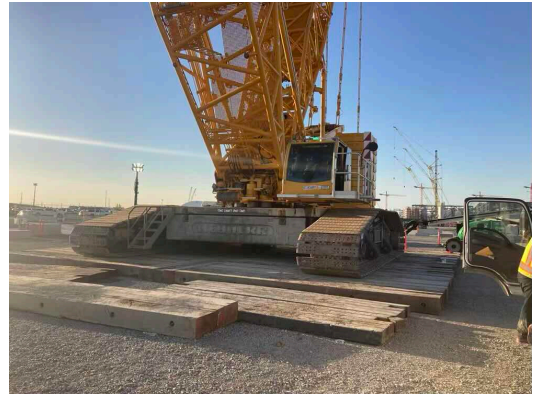
Date of Annual Inspection(s)

DATE	INSPECTOR
<u>3-10-25</u>	<u>Joseph B</u>

Records are retained at the following location:
Buckner Heavylift Cranes, LLC.
4732 NC-54 GRAHAM, NC 27253
336.376.8888

GENERAL CONDITION

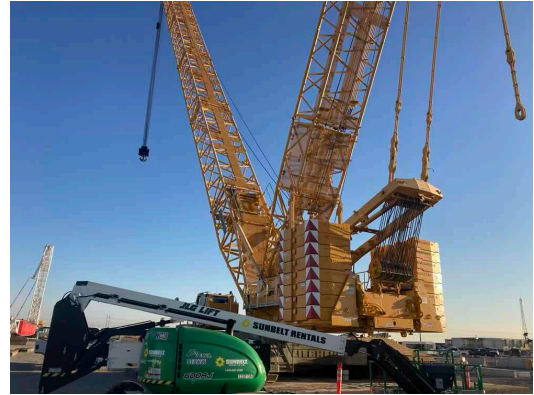
Q1: Take a Picture of Left Front (LF)
Corner of the Complete Machine



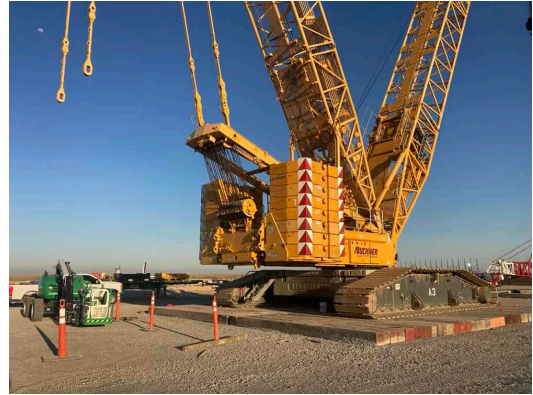
Q2: Take a Picture of the Left-Hand Side
of the Complete Machine



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?

Average

Q8: Is the Sheet Metal all present, securely fastened, and in good condition?

NO

1. Bottom panel and bottom cover looks like it was stuck by lifting lugs for track.

Photo 1



Q9: Are all Guards and Covers properly in place and secured around or over items that reciprocate, rotate, or otherwise move?

NO

Cover was crushed when hoses where pinned under S/A frame

Photo 1

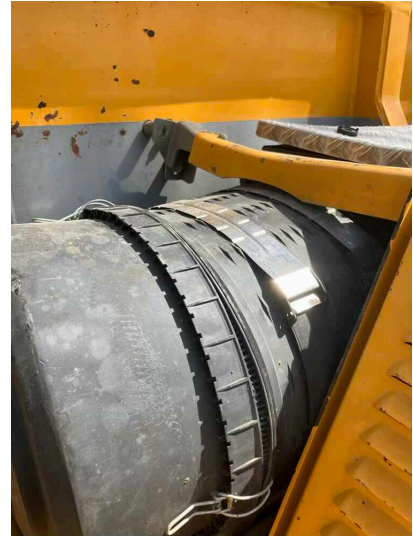


Photo 2



Photo 3

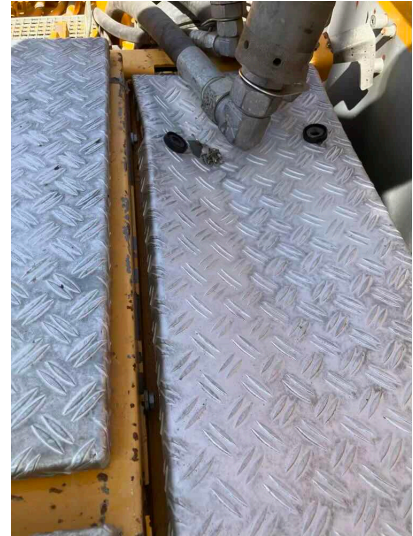


Photo 4



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?

YES

Photo 1

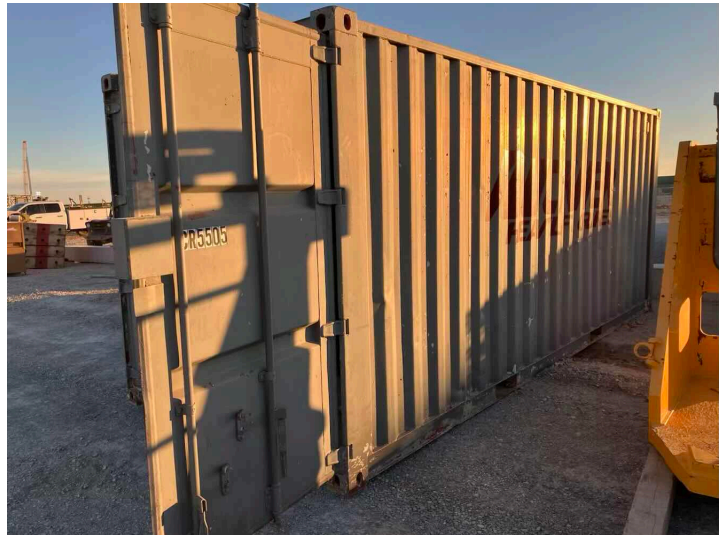


Photo 2

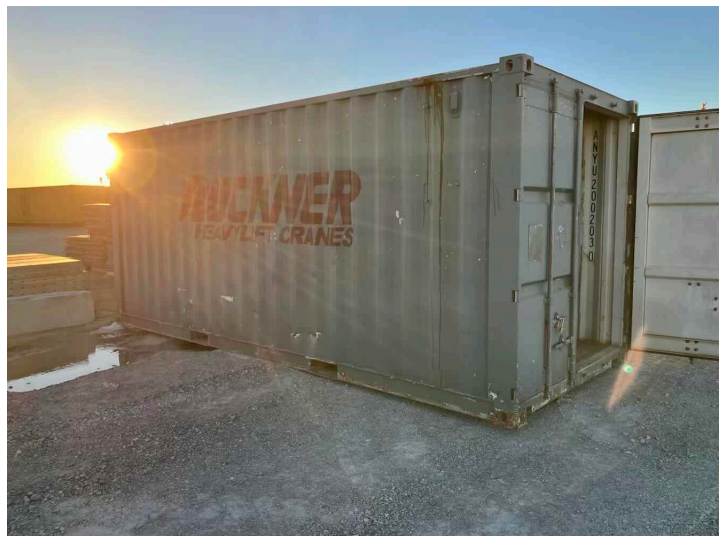
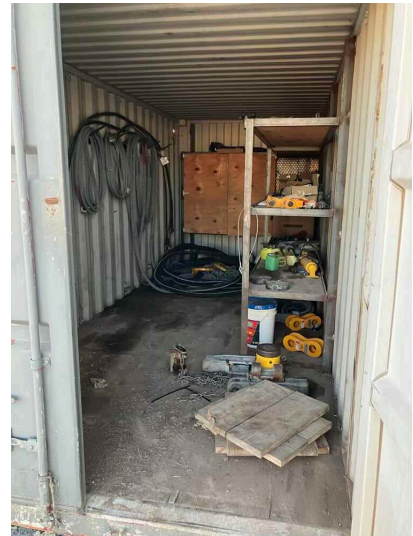


Photo 3



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

N/A

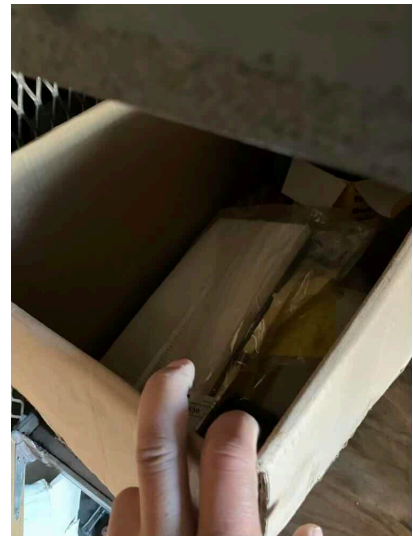
Q15: Are there spare Fuel Filters present in the Crane
Conex / Box and are they sealed and in good condition?

YES

Photo 1



Photo 2



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

YES

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?

YES

Wrong pin pulling device on it. Too big for boom pins and not enough stroke for S-Pivot heel pins(for LR11000). Had one sent from Splendora. (it can only work the pins on the boom sections)

Photo 1



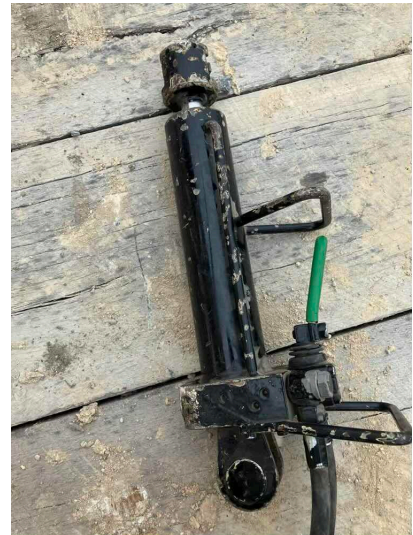
Photo 2



Photo 3



Photo 4



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

Photo 1

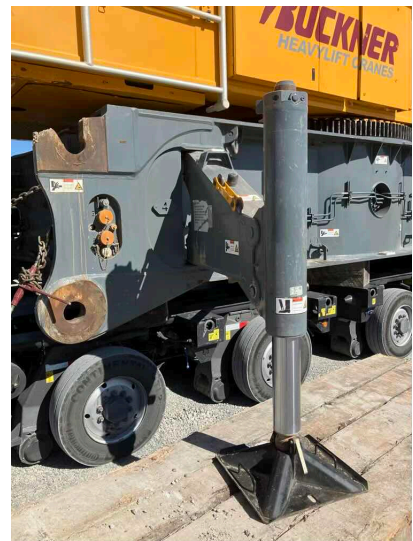


Photo 2



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

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

YES



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valve housing cracks?

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 condition?

YES

CAR BODY / CRAWLER ASSEMBLIES

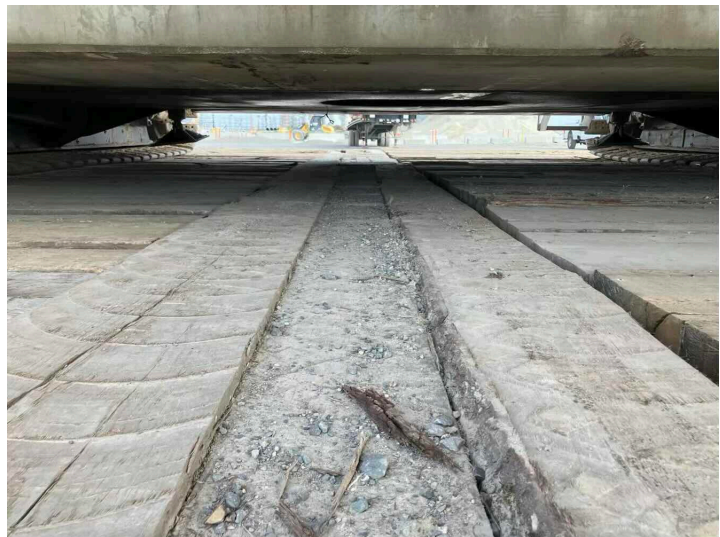
Q1: Is the Undercarriage and Undercarriage Components clean, well maintained, and free of contamination by excessive mud, dirt, rock, water, or other foreign matter?

YES

Photo 1



Photo 2



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

YES

Photo 1

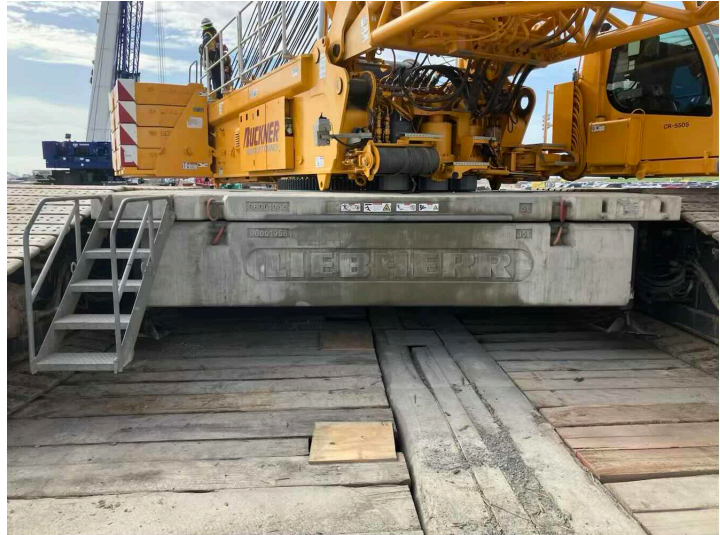
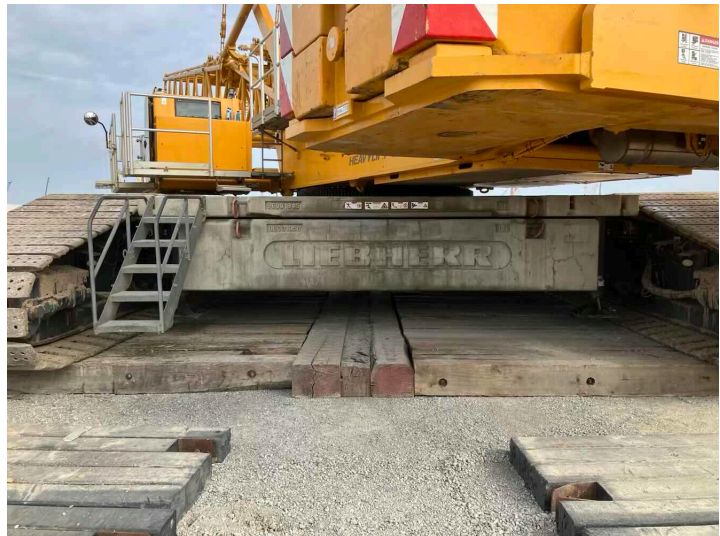


Photo 2



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?

YES

Q6: Are the Track Frame Lifting Lugs (Dog Bone) free of

YES



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deformation, cracks, significantly corroded members, loose fasteners, cracked welds, evidence of heating, or significant wear?

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

YES

Photo 1

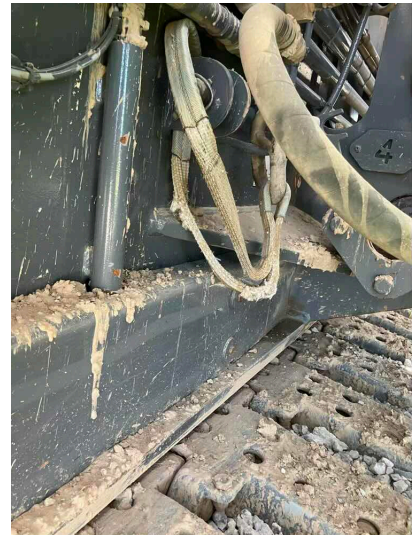


Photo 2

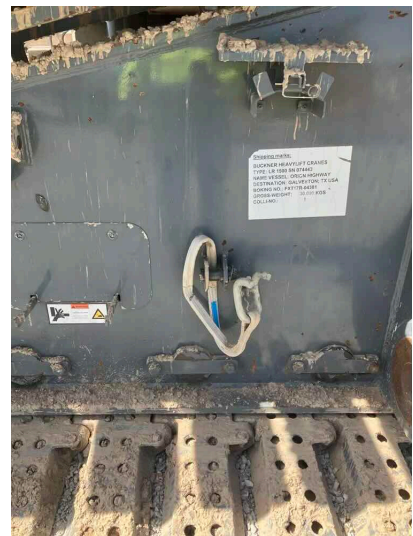


Photo 3

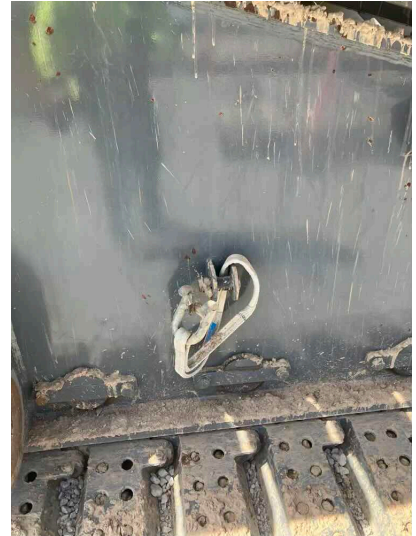


Photo 4

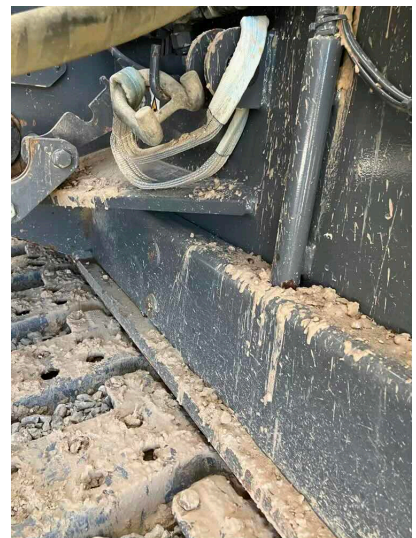


Photo 5

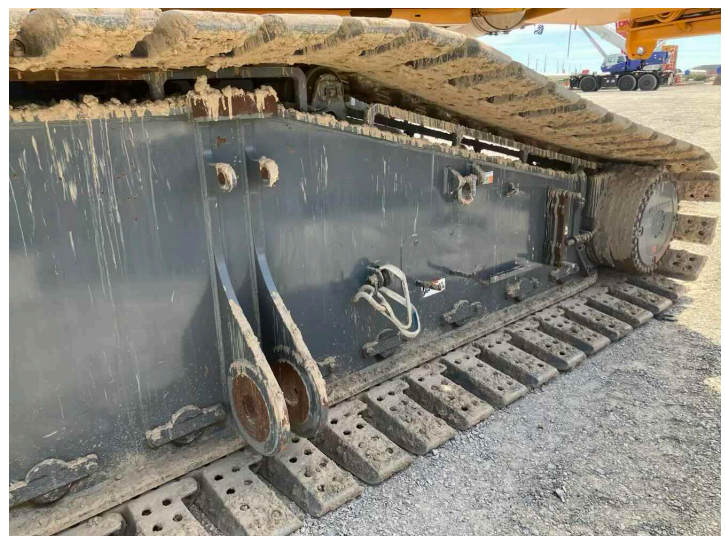


Photo 6



Photo 7

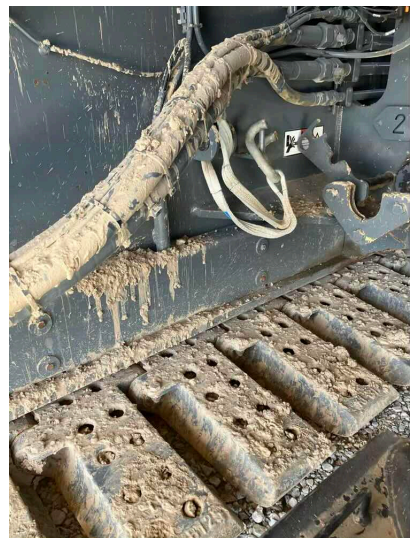
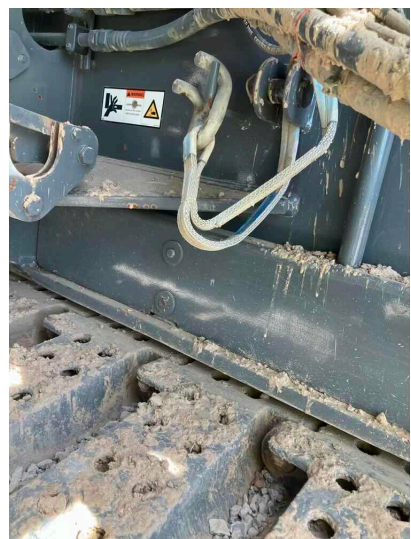


Photo 8



Q8: Are the Drive Sprockets, Drive Chain, and Drive

YES



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Tumblers free of excessive wear?

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

Looks good

Photo 1

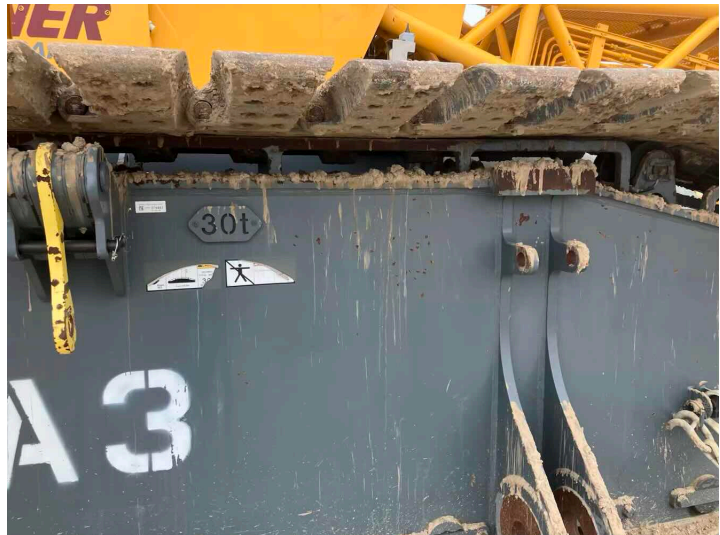


Photo 2

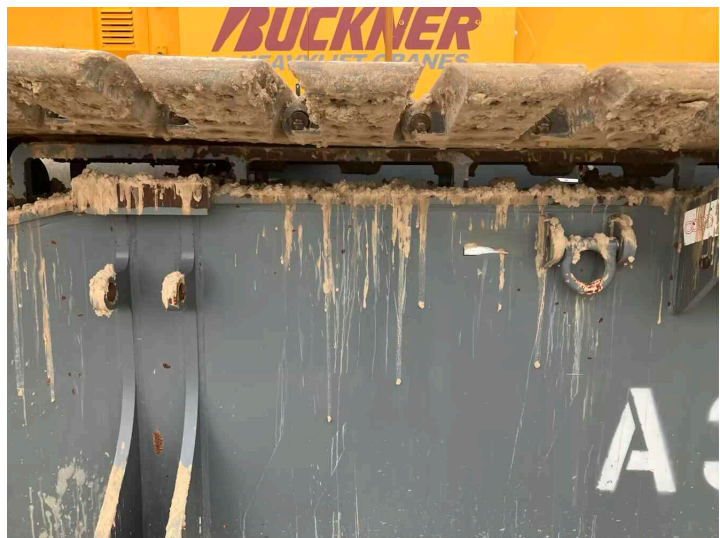


Photo 3

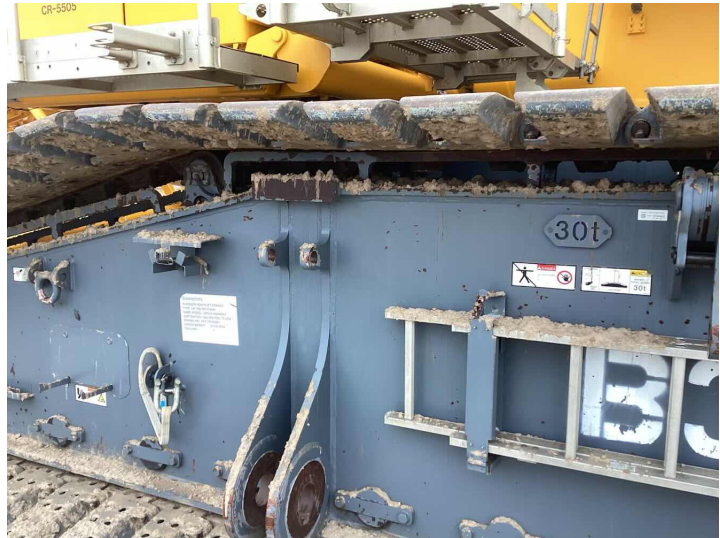
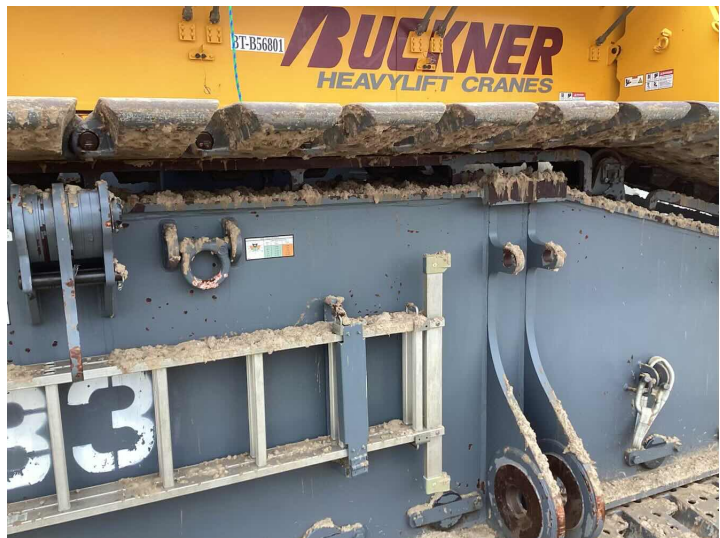


Photo 4



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

YES

Significant wear on track pad pins and holes. Looks oblong on some of them.

Photo 1



Photo 2

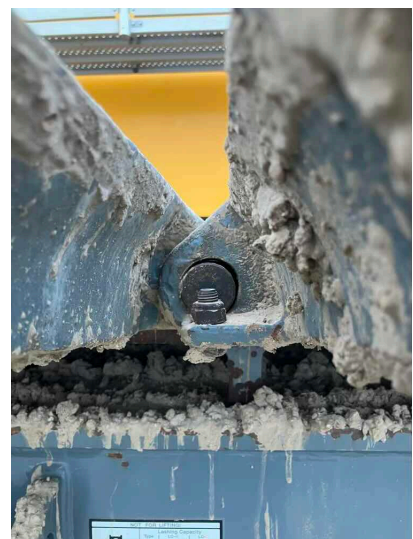


Photo 3



Photo 4

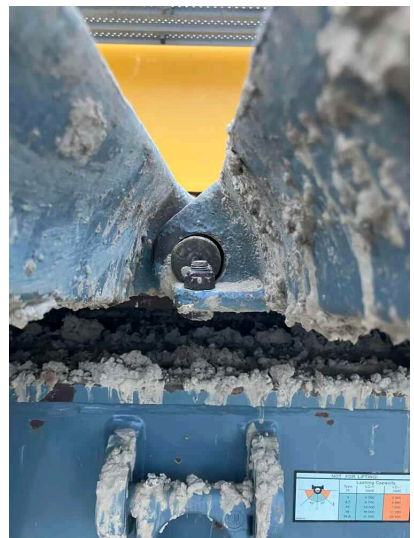


Photo 5

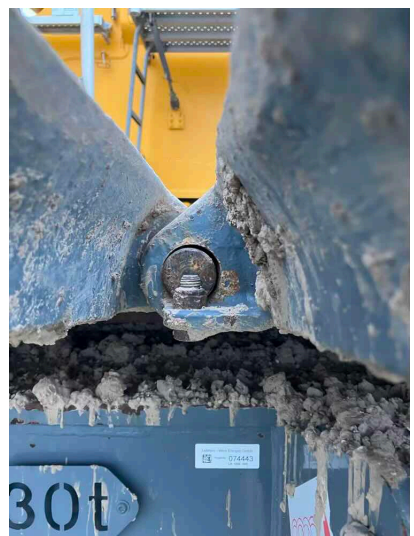


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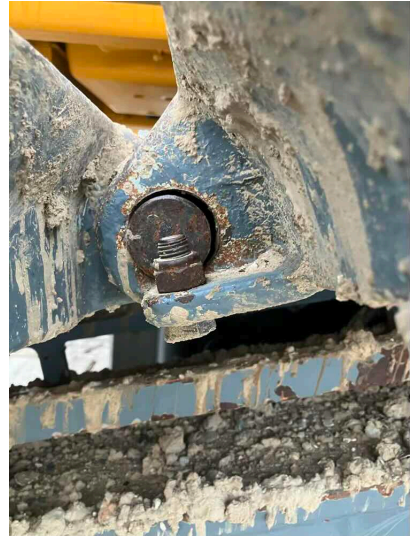


Photo 7

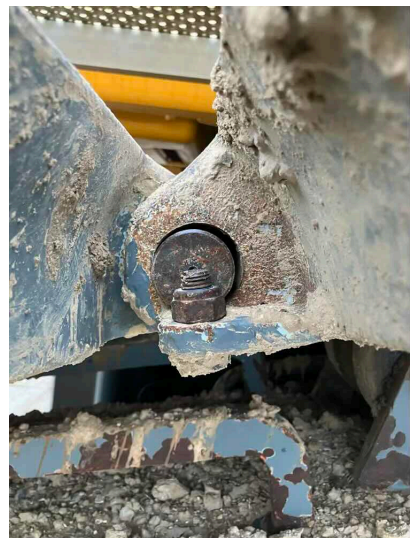


Photo 8

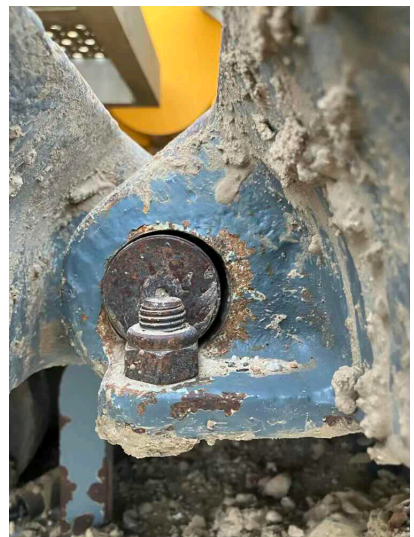


Photo 9

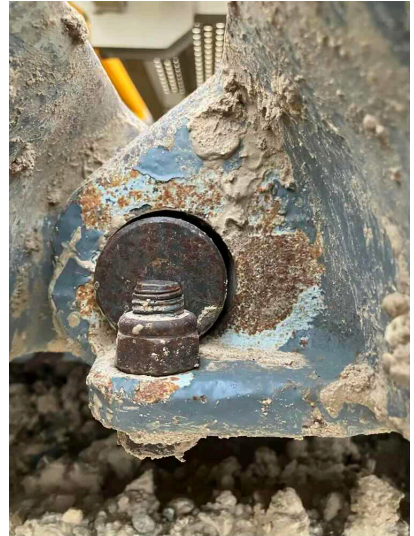


Photo 10

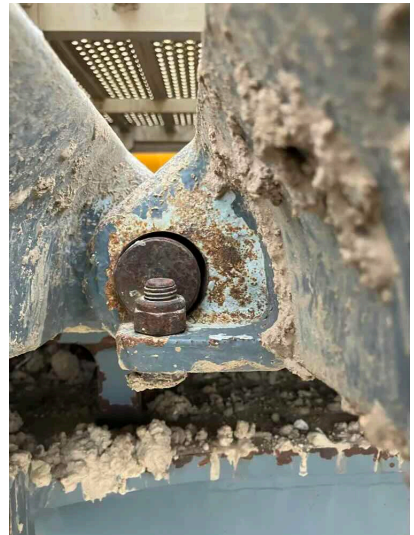


Photo 11

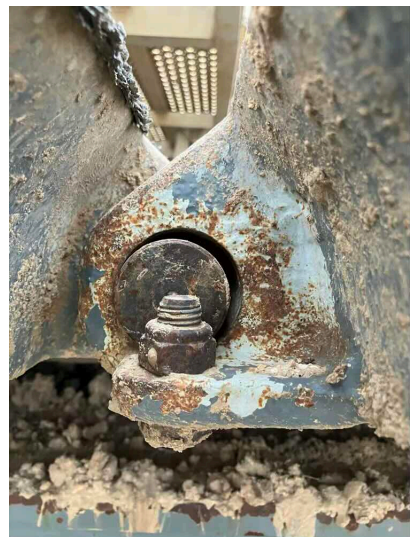


Photo 12

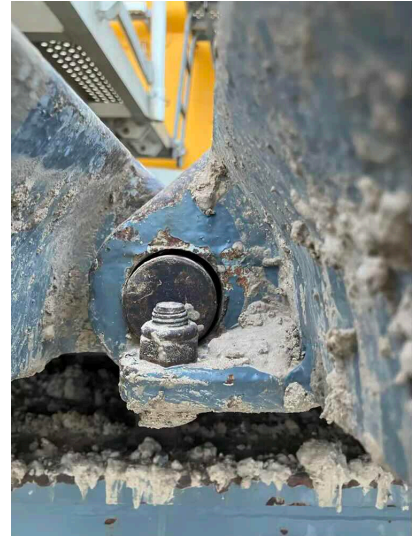


Photo 13



Photo 14

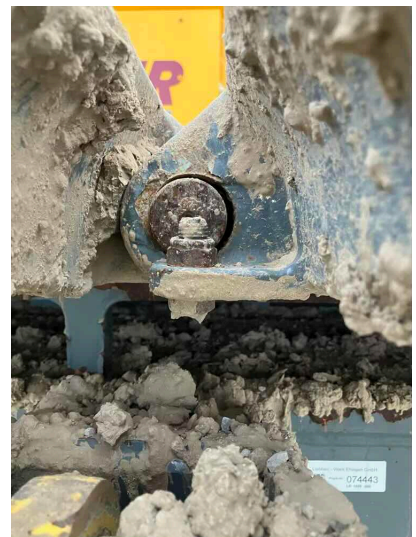


Photo 15

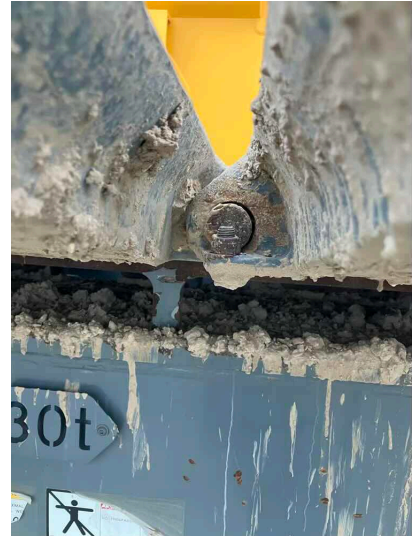


Photo 16



Photo 17

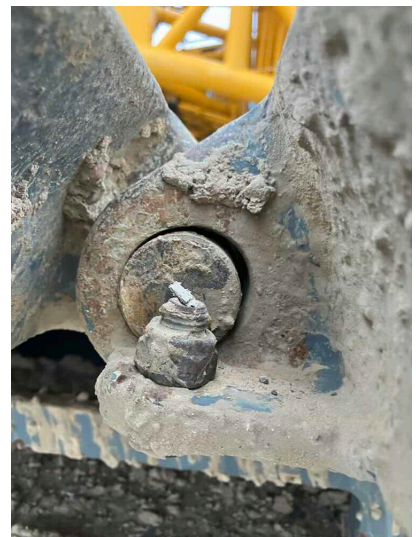
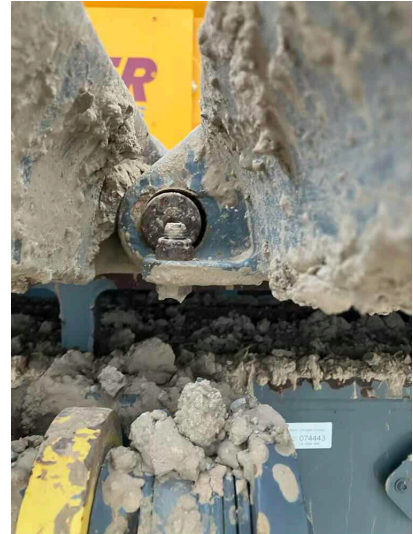


Photo 18



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

74

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

74

Q15: Is the Track Adjustment within manufacturer specifications?

YES

Photo 1



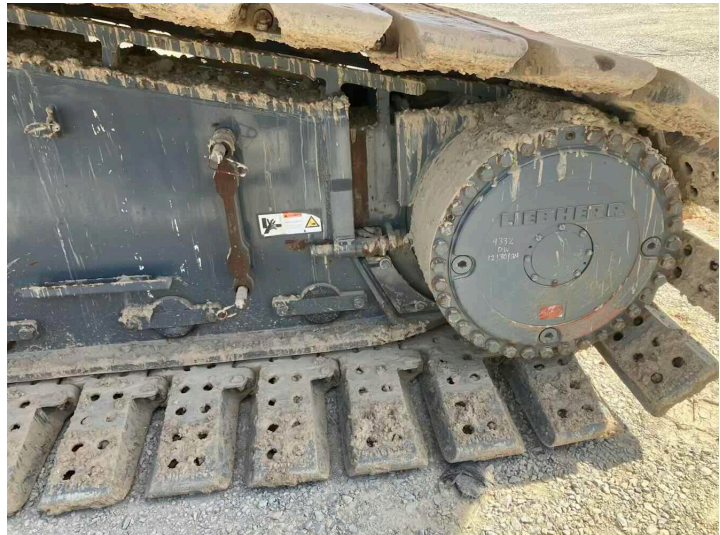
Photo 2



Photo 3



Photo 4



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?

YES

Photo 1

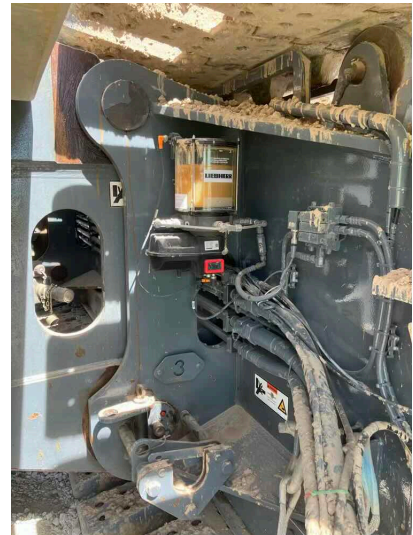
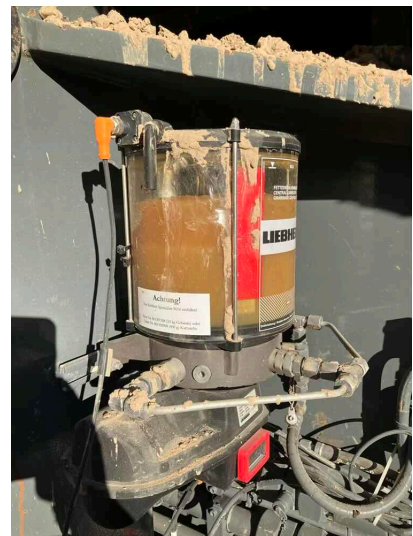


Photo 2



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

Photo 1

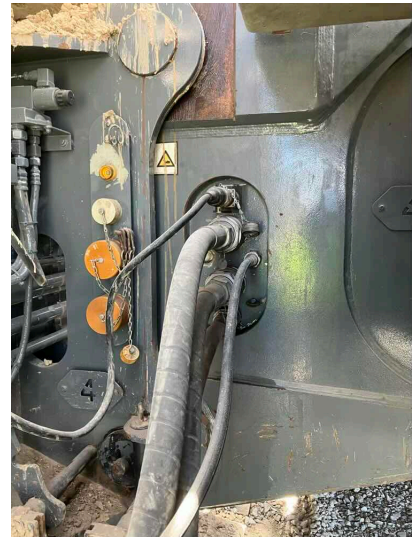
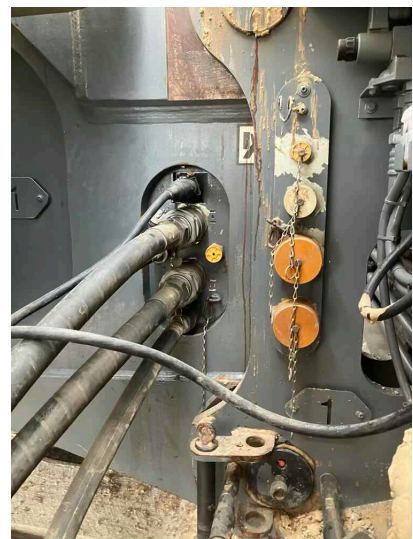


Photo 2



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 section leaks?

YES



OPERATORS CAB

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

YES

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

YES

Photo 1

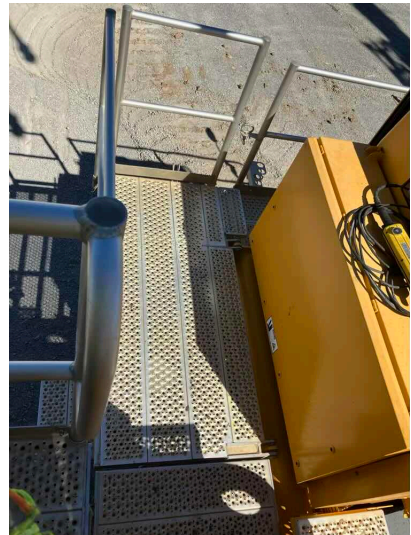


Photo 2

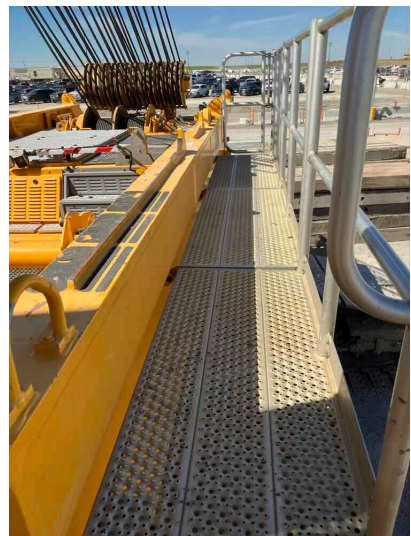
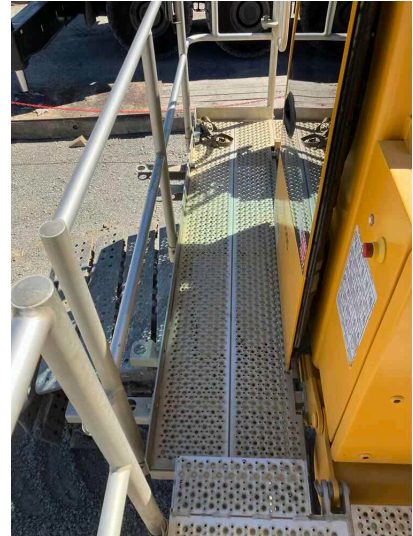


Photo 3



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
Q5: Are the Windows clear and free of defects?	YES
Q6: Are all the Windshield Wipers in good working order without issues?	YES
Q7: Are the Windshield Washers in an operable condition?	YES
Q8: Is the Defroster / Heater in an operable condition?	N/A
Q9: Is the Auxiliary Heater in an operable condition?	N/A

Q10: Is the Air Conditioner in an operational condition?

YES

46 degrees

Photo 1



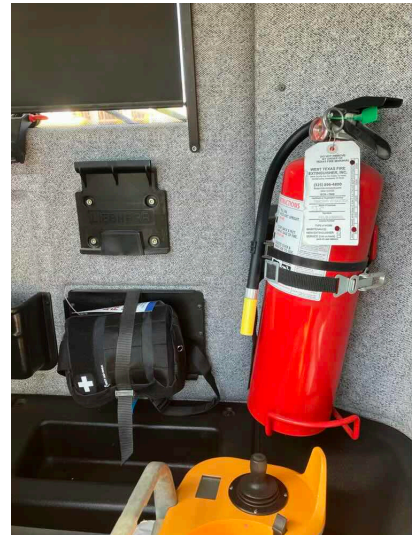
Q11: Is the Door Restraint working properly by preventing inadvertent opening or closing while traveling or operating the machine?

YES

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

YES

Photo 1



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

YES

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

YES

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

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



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

YES

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

Photo 1



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

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? NO

Is not working correctly

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.

NO

Right joystick on seat has dry rot on it.

Photo 1



Photo 2

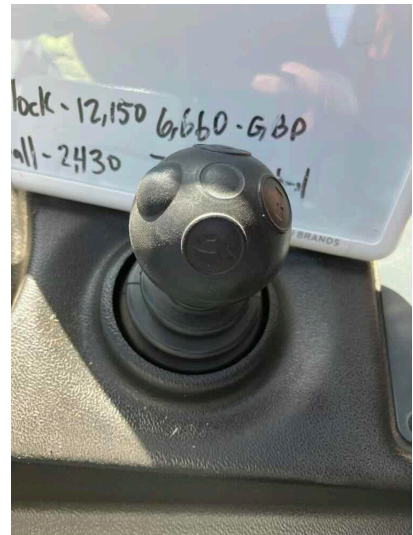
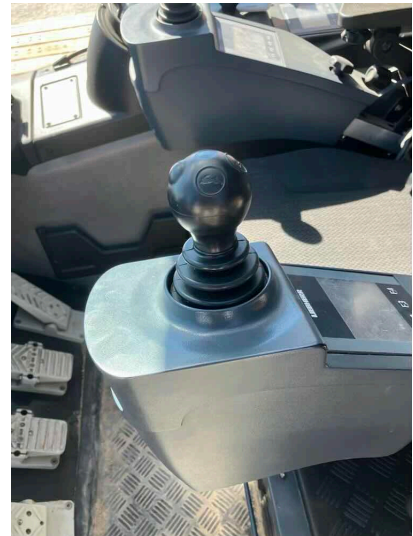


Photo 3



Q29: Do all the LICCON Monitors boot up and function without issue?	YES
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?	YES
Q32: Are all the Cameras and Camera Components present and functioning without issue?	YES
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?	N/A
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



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

Q39: Is the Swing Audible Alarm in operable condition? YES

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?	N/A
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?	YES
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
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?	YES
Q14: Is the Outrigger / Stabilizer Position Sensor present and functioning properly?	N/A
Q15: Is the Luffing Jib Angle Sensor / Indicator present	N/A



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and functioning properly?

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

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

NO

Cover was crushed can not secure

Photo 1

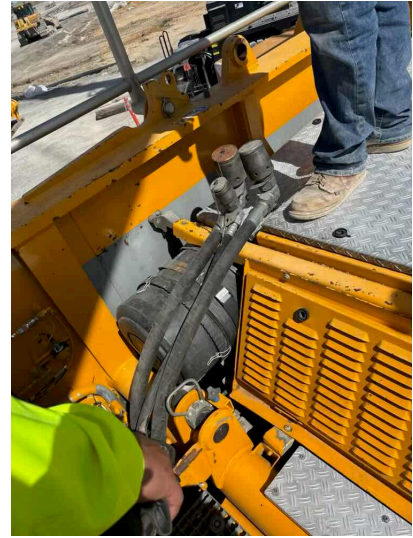


Photo 2



Photo 3

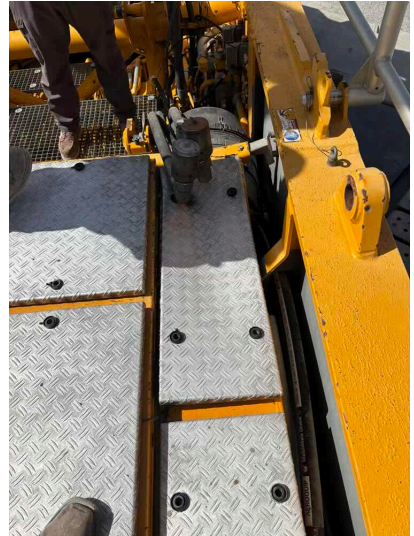


Photo 4



Photo 5

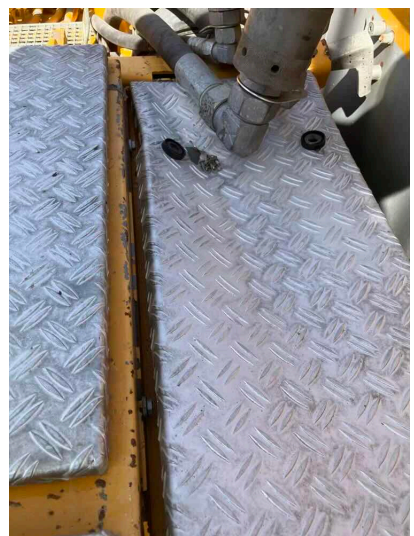
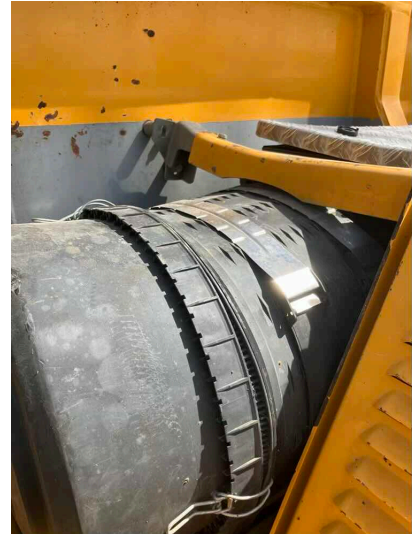


Photo 6



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

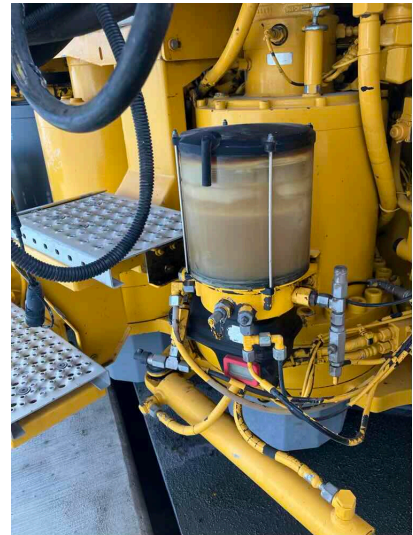
YES

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? YES

Photo 1



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

87% when arrived

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 YES

issue?

Q13: Is the Main Winch hydraulic motor, lines, hoses, valves, and connections free of leakage, damage, or chaffing? YES

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? YES

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

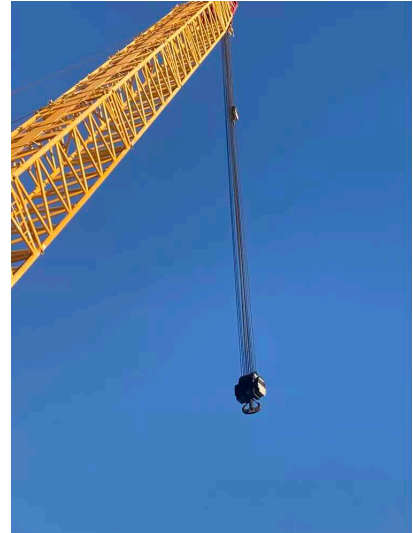
Q20: Is the Main Hoist Drums and Flanges free of cracks and significant wear? YES

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

Photo 1



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

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,

YES

and steel core protrusion between the outer strands.

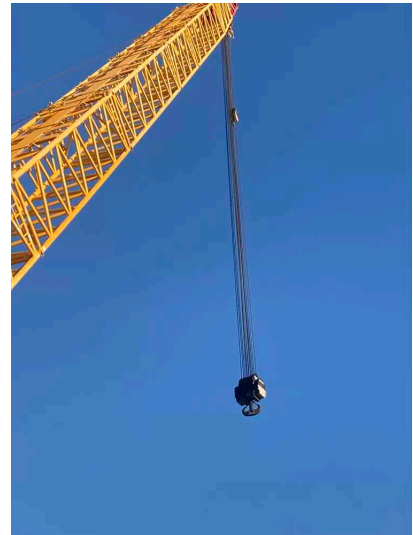
Q30: Does the Auxiliary Hoist have a Minimum of Two (2) Rope Wraps left on the drum when the load and/or boom is in its lowest position?	YES
--	-----

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

Photo 1



Q34: Is the Boom Hoist Winch properly installed in the Upperworks and are the mounting fasteners without issue? YES

Q35: Is the Boom Hoist Winch hydraulic motor, lines, hoses, valves, and connections free of leakage, damage, or chaffing? YES

Q36: Is the Boom Hoist Winch Drum Encoder properly adjusted and without issue? YES

Q37: Has the Boom Hoist Winch Drum Fluid Level been checked and is it at the proper level? YES

Q38: Are the Boom Hoist Winch Hydraulic QD Caps / Plugs present and attached to the Hydraulic lines on the Winch, so they don't get damaged or lost? YES

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

Q40: Is the Boom Hoist Rope Spooling without kinking, crushing, unstranding, birdcaging, signs of core failure, YES

and steel core protrusion between the outer strands?

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? YES

Q42: Is the Boom Hoist Drums and Flanges free of cracks and significant wear? YES

Q43: Is the Boom Hoist Wire Rope Lubricated? YES

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? YES

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

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

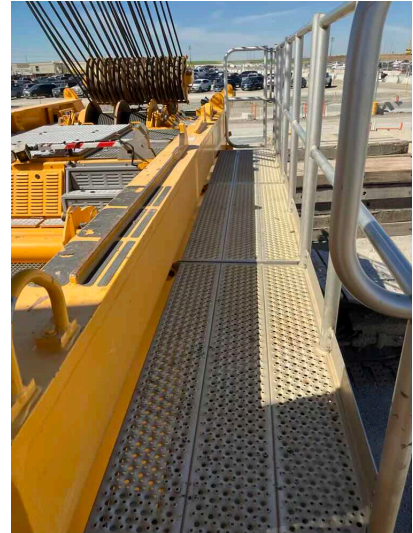
Q50: Are the Torque Converter / Pump Drive Mounts free of deformation, cracks, or significantly corroded or dry-rotted members? YES

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?

YES

Photo 1



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

YES

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

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 Electrocution Warning Sign (Outside) posted on the crane?

YES

BOOM SUPPORT SYSTEM

Q1: Is the Gantry, Mast, and SA Frame free of deformation, cracks, significantly corroded members, loose fasteners, cracked welds, and significant wear?

YES

Photo 1

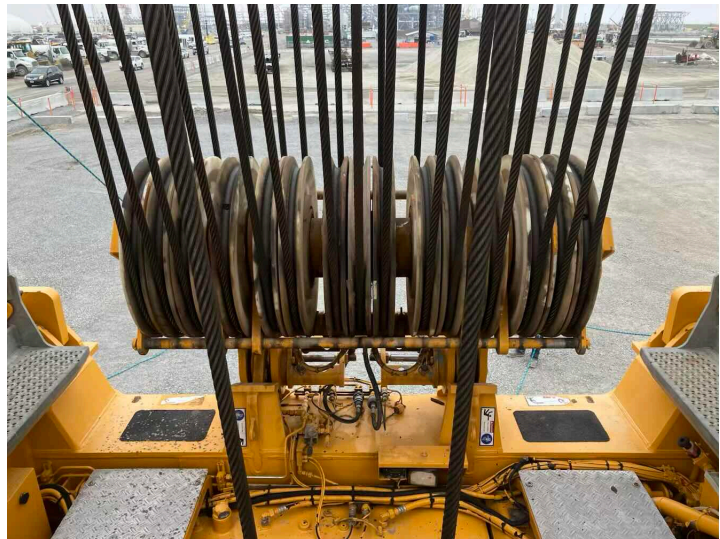
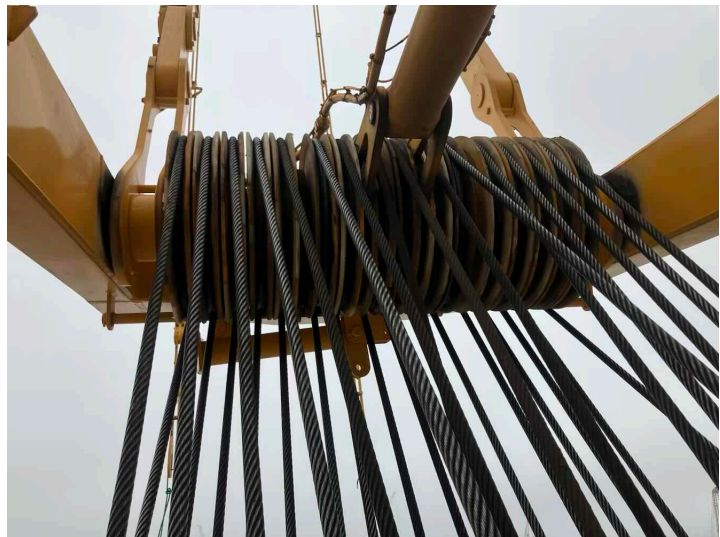


Photo 2



Q2: Are the Boom Stops (Relapse Cylinders) free of deformation, cracks, significantly corroded members, loose fasteners, cracked welds, and significant wear?

YES

Q3: Are the Inner Bail, SA Frame Sheaves, and Shafts free of deformation, cracks, loose components, and loose or missing fasteners?

YES

Q4: Are the Outer Bail, Equalizer, Bridle, Lower Sheave

YES



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Pack, and Shafts free of deformation, cracks, loose components, and loose fasteners?

Q5: Are the Sheaves free from cracks and excessive wear? YES

Q6: Are the Sheaves free of excessive/abnormal side-to-side play? YES

Q7: Are the Sheave Grooves free of excessive cable lube and grease build-up? YES

LATTICE BOOM

Q1: Are the Lattice Boom Section(s) in alignment and free of deformation, cracks, significantly corroded members, loose fasteners, cracked welds, and significant wear?

YES

Photo 1

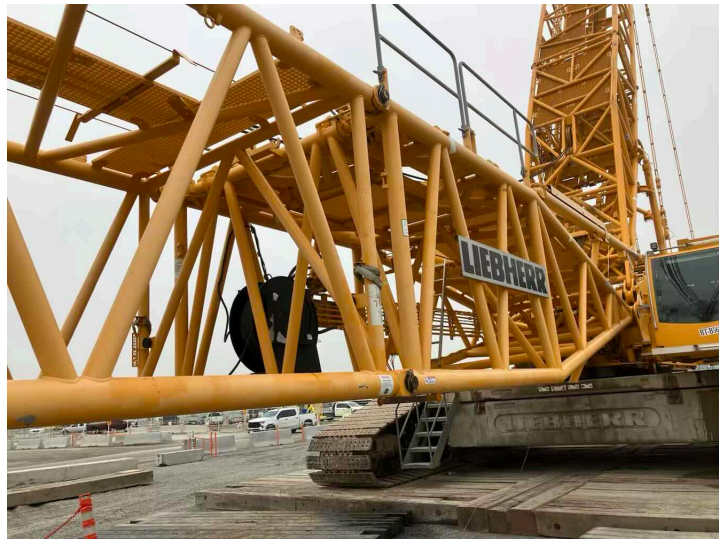


Photo 2



Photo 3



Photo 4

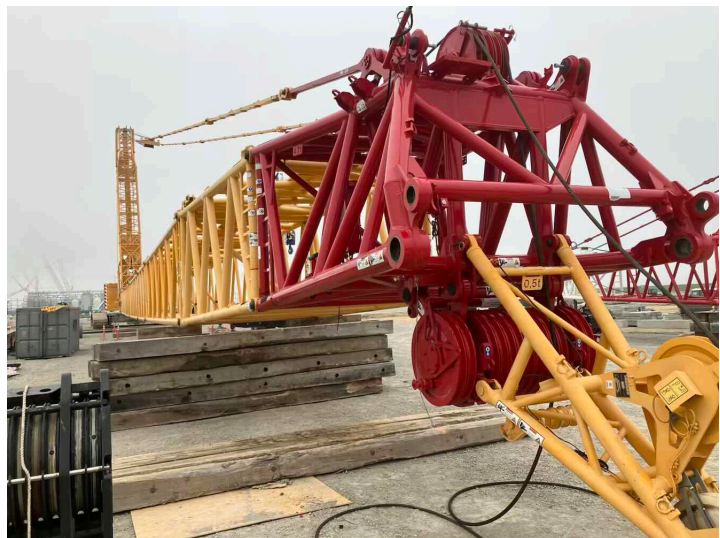


Photo 5



Photo 6

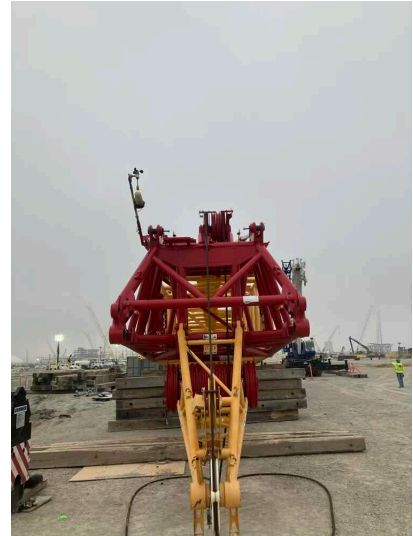


Photo 7



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

YES

Q3: Are the Chord Members free of deformation, cracks, significantly corroded members, loose fasteners, cracked welds, and significant wear?

YES

Q4: Are the End Connections, Pins, Pin Retainers, and Push Pins free of deformation, cracks, significantly corroded members, loose fasteners, cracked welds, and significant wear?

YES

Q5: Are all the Boom Section Warning Labels and Decals present on each section, legible, and installed correctly

YES

per manufacturer?

Q6: Is the Boom Section and Configuration Sequence in accordance with the Manufacturer's instructions, prohibitions, limitations, and specifications? YES

Q7: Is the Spreader Bar / Mid-Point Suspension free of deformation, cracks, significantly corroded members, loose fasteners, cracked welds, and significant wear? N/A

Q8: Are the Boom Foot Pins / S-Pivot Main Pins and Keepers free from cracks and excessive wear? YES

Q9: Are the Boom Stop Cylinders (S Relapse Cylinders) free of deformation, cracks, significantly corroded members, loose fasteners, cracked welds, hydraulic leaks, and significant wear? YES

Q10: Are the Boom Foot Pins / D-Pivot Main Pins and Keepers free from cracks and excessive wear?

YES

Photo 1

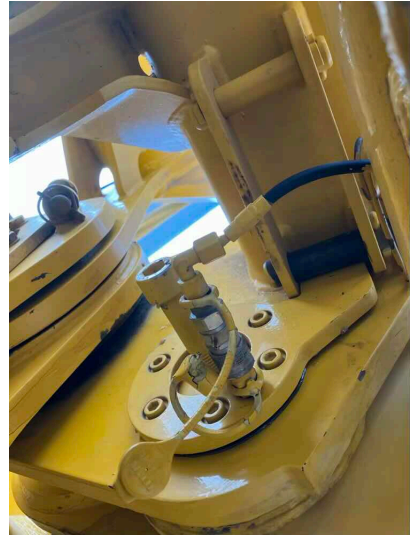


Photo 2



Photo 3



Photo 4

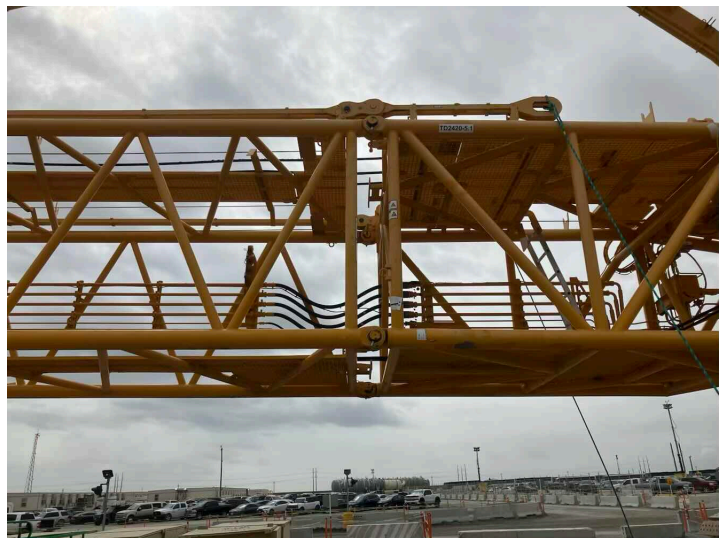


Photo 5

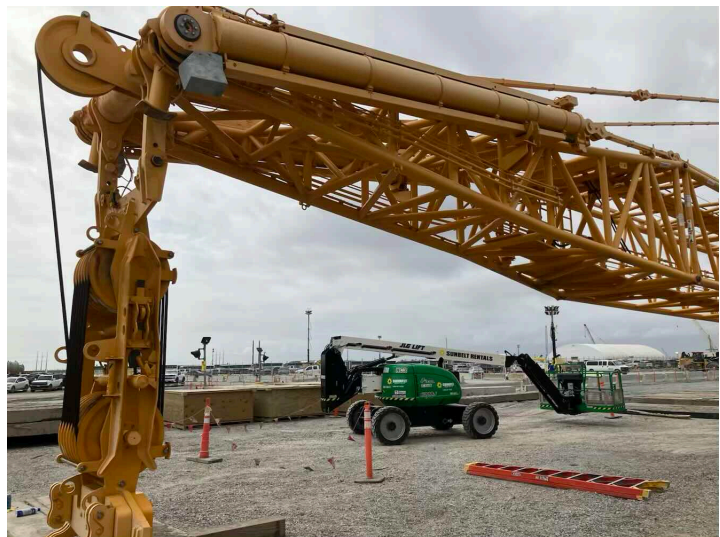


Photo 6



Q11: Are the Derrick Boom Stop Cylinders (D Relapse Cylinders) free of deformation, cracks, significantly corroded members, loose fasteners, cracked welds, hydraulic leaks, and significant wear?

YES

Q12: Is the Boom Head Section free of deformation, cracks, significantly corroded members, loose fasteners, cracked welds, and significant wear?

NO

Derrick boom head has corroded seals on tip where tray lift cylinders attach

Photo 1



Photo 2



Photo 3

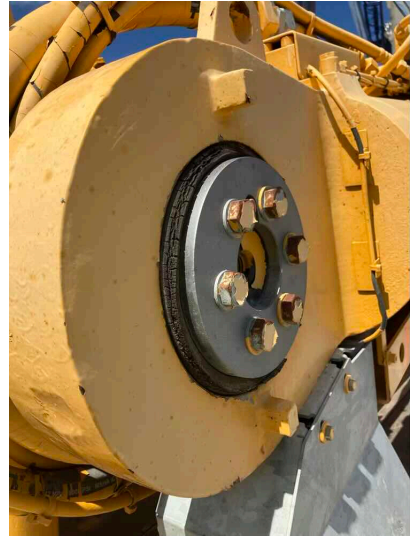
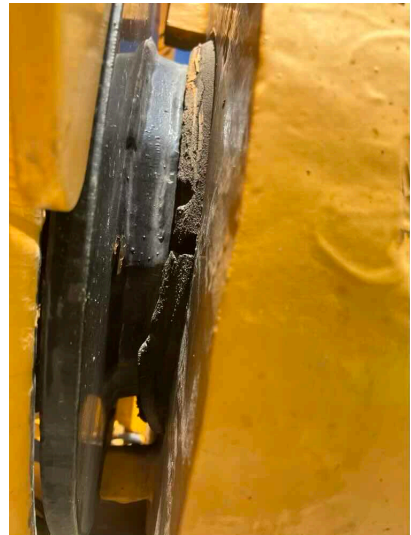


Photo 4



Q13: Is the Auxiliary Boom Head / Extended Upper Boom Point (EUBP) free of deformation, cracks, significantly corroded members, loose fasteners, cracked welds, and significant wear?

YES

Q14: Are the Sheaves free from cracks and excessive wear

YES

Q15: Are the Sheaves free of excessive/abnormal side-to-side play?

YES

Q16: Are the Sheave Grooves free of excessive cable lube and grease build-up?

YES

Q17: Are the Wire Rope Retainer(s) present and installed

YES



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correctly without significant wear?

MAIN LOAD BLOCK AND HOOK

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

YES

Photo 1



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

YES

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

YES

Photo 1



Photo 2



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?

YES



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

YES

Photo 1

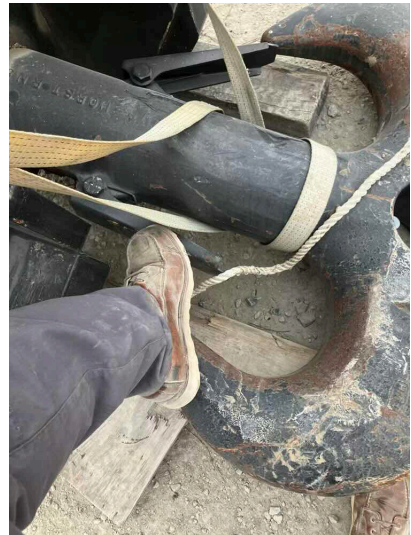


Photo 2

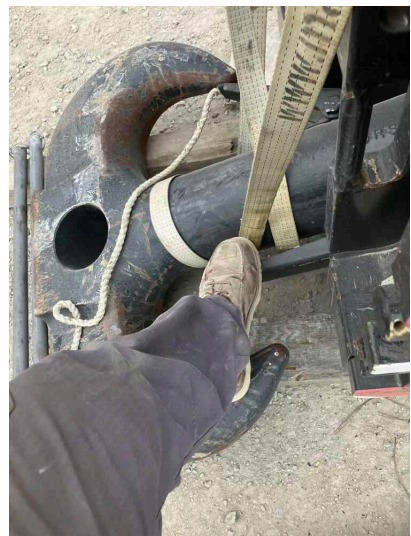


Photo 3



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

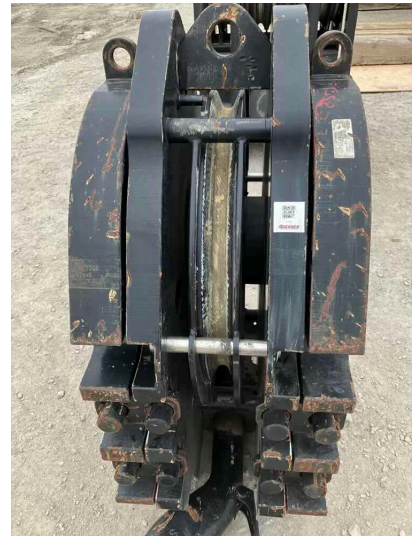
Photo 1



Photo 2



Photo 3



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

YES

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

YES

Photo 1



Photo 2



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

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



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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?

28mm

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

Steel

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

Winch(28.23x28.46)

Block(28.57x28.68)

Photo 1



Photo 2



Photo 3



Photo 4



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?

25mm

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

Steel

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?

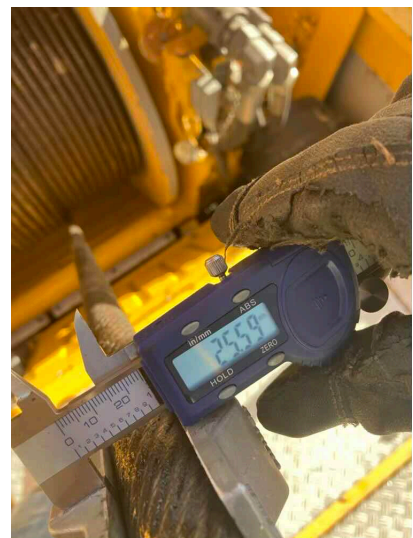
YES

25.53x25.59

Photo 1



Photo 2



WIRE ROPE - DERRICK HOIST (W3)

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

Right lay

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

25mm

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

Steel

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

Q5: Is the Derrick 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?

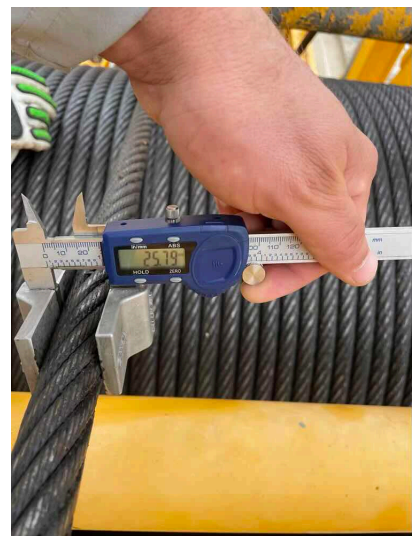
YES

25.79x25.79

Photo 1



Photo 2



WIRE ROPE - BOOM HOIST (W4)

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

Right lay

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

25mm

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

Steel

Q4: Is the End Connection applied and installed correctly?

YES

Q5: Is the Boom 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?

NO

Some bad spots of crushing on wire rope in crushing area

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

Left drum 25.35x25.49
Right drum 25.27x25.26

Photo 1



Photo 2



Photo 3



Photo 4



Q8: Has the Boom Hoist Wire Rope been measured on the 2nd layer with the SA Frame unloaded and forward at approximately 135° to check the flattening of the Wire Rope caused by a Long Main Boom configuration without the use of a Derrick?

YES

29.08x27.48

28.93x25.72

25.48x29.35

25.81x28.67

25.65x26.17

25.87x29.09

Photo 1



Photo 2



Photo 3



Photo 4



Photo 5



Photo 6



Photo 7



Photo 8



Photo 9

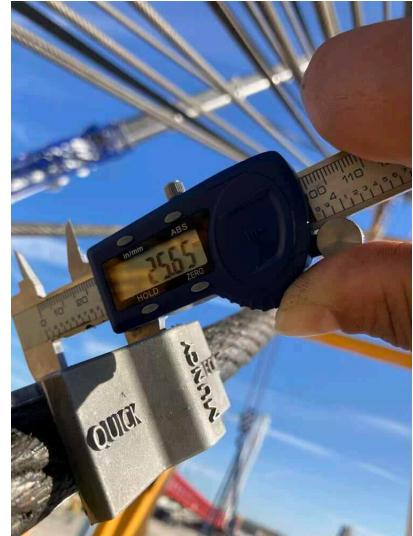


Photo 10



Photo 11



Photo 12



GUY RODS

Q1: Are the Guy Rods free of deformation, ductile deformation (i.e., folding, stretching, shearing), cracks, dents, significantly corroded members, loose fasteners, cracked welds, and significant wear? YES

Q2: Are the Guy Rods free of elongation? YES

Q3: Is the Guy Rod bore, pins, and pin retainers free of significant wear? YES