



**ENSURE ALL OPERATORS ARE QUALIFIED TO OPERATE THIS EQUIPMENT PER OSHA/MIOSHA STANDARDS. INQUIRE ABOUT TRAINING CLASSES OFFERED TO OBTAIN A PERMIT**

## REPORT OF INSPECTION

**DATE: 7-6-21**

**JOB# S0114390001**

**INITIAL TEST:** PASSED  FAILED  (Requires Retest)

**RETEST:** PASSED  FAILED  (Requires Retest)

CUSTOMER:	CHESTERFIELD TWP. DPW		
LOCATION:	52216 SIERRA DRIVE, CHESTERFIELD MI.		
INSPECTOR:	VERSALIFT MIDWEST – GERRY SYMONS		
MFG/MODEL:	TECO G332 IP 2TT BFS 1		
SERIAL#:	44119103	TYPE:	A92-2
UNIT#:	202	YR OF MFG.:	1990
TRUCK MODEL/YR:	Ford super duty	TRUCK YEAR:	1990
MILEAGE:	37376	INSULATED or NON-INSULATED:	I
WEATHER CONDITIONS:	75° sunny		
RELATIVE HUMIDITY:	84%	CAPACITY:	350 lbs.
VIN#:	2FDL47m9mCA 37635		

**ENSURE ALL OPERATORS ARE QUALIFIED TO OPERATE THIS EQUIPMENT PER OSHA/MIOSHA STANDARDS. INQUIRE ABOUT TRAINING CLASSES OFFERED**

**WARNING:**

This inspection determines the state of the equipment only at the time the inspection as performed. Any accidents, overloads, or abuse of this equipment, after the test date, could result in the inspection performed, no longer being valid. Structural damage may have occurred even though the equipment visually may appear to be intact and usable after said overloads, accidents or abuse. Furthermore, materials experience a normal aging process whether abuse occurs or not. Therefore, in accordance with OSHA/ANSI, the unit must be visually inspected before EACH use, to insure its structural integrity.

**NOTES:**

- Test procedures follow all ANSI and MIOSHA Regulations. **This test is only good for the date listed in this report.** A record of the report remains on file at our facility for a period of 1 year from test.
- Customers are to ensure all manufacturer guidelines for maintenance and replacement regarding leveling cables, chains, linkages, and any other boom components are followed per manufacturer.
- Please ensure all operators are performing daily boom inspections and are qualified to operate this equipment.
- This INSPECTION is provided with the understanding that Versalift Midwest's responsibility is solely to conduct the inspection and assist the customer with the interpretation of the results. Any decisions customers make thereafter, concerning their equipment, are the customers' responsibility. Versalift Midwest is not responsible for decisions customers make or their consequences. All critical nut-bolts-fasteners are visually checked with only rotation bearing bolts being torque checked per manufacturer spec, unless customer requests a full fastener torque check. When rotation bearing fasteners have evidence of loosening or rotation bearing deflection is outside the acceptable limits per the manufacturer are found, notes will be on the report. Please be aware we cannot guarantee against any previous over torque of these mentioned critical nut bolts-fasteners.

# INSPECTION SUMMARY

UNIT DISPOSITION		INSPECTION METHODS	
PRE-SERVICE	<input type="checkbox"/>	MAGNETIC PARTICLE	<input type="checkbox"/>
COLLISSION	<input type="checkbox"/>	VISUAL	<input type="checkbox"/>
BEFORE REPAIR	<input type="checkbox"/>	DYE PENETRANT	<input checked="" type="checkbox"/>
LOAD TEST	<input checked="" type="checkbox"/>	OPERATIONAL	<input type="checkbox"/>
BUCKET LINER TEST	<input type="checkbox"/>	ROTTAION BEARING DEFECTION	<input checked="" type="checkbox"/>

## TEST RESULTS

	ACCEPTABLE	NOT ACCEPTABLE
UPPER BOOM TEXT..... [DT]	<input checked="" type="checkbox"/>	<input type="checkbox"/>
LOWER BOOM TEST... [DT]	<input checked="" type="checkbox"/>	<input type="checkbox"/>
LINER TEST [DT] S#	<input type="checkbox"/>	<input type="checkbox"/>
MAGNETIC PARTICLE.... [MT]	<input type="checkbox"/>	<input type="checkbox"/>

## DEFECT SUMMARY

## CLASSIFICATION

1.	rear mounted strobe light inop <u>II</u>	
2.		
3.	chassis and chassis suspension rusted <u>II</u>	
4.		
5.	* truck body rusted - rotted *	
6.		
7.	oil moisture at hydraulic plumbing inside and below pedestal <u>III</u>	
8.		
9.		
10.	* replace hydraulic oil filters annually *	
11.		
12.	hydraulic hoses throughout unit show age - brittle on outer jackets <u>II</u>	
13.		
14.		
15.	lower boom rest pad rubber deteriorated - worn <u>III</u>	

**DEFECT SUMMARY**

**CLASSIFICATION**

16.		
17.	scuffs - blemishes in upper boom and bucket	<u>III</u>
18.		
19.		
20.	some deflection present in rotation gearbox	<u>III</u>

\* E-pump does work \*

**DEFECT CLASSIFICATION**

**CATEGORY I:**

Defects that are designated most serious. Defects in this category could cause a free-fall or free-rotation incident and are related directly to the operation safety of the device. We have recommended that these be repaired as soon as possible.

**CATEGORY II:**

Defects that could lead to downtime or a more costly repair.

**CATEGORY III:**

Defects that can be scheduled and repaired at a later date; not an operational or safety-related issue.

**CATEGORY IV:**

No Defects found at time of inspection.

# INSULATED BOOM DIELECTRIC TEST RECORD

TYPE OF DI-ELECTRIC TEST EQUIPMENT:	VON MODEL C1 S/N 100053		
TYPE OF DIELECTRIC TEST PERFORMED	AC =	DC	<input checked="" type="checkbox"/>
CATEGORY OF AERIAL DEVICE:	A = over 69kv	B = 69kv	C <input checked="" type="checkbox"/> 46kv

## Overall test of fiberglass upper boom.

LINER TEST 100KV \_\_\_\_\_

LINER TEST 50KV \_\_\_\_\_

TRUCK#: \_\_\_\_\_

INITIAL READING AT:	TEST	RETEST
50KV		
SECOND READING AFTER 3 MINUTES:		
4mA 2mA		
PASSED <input checked="" type="checkbox"/>	FAILED =	RETEST: PASSED = FAILED =

## Dielectric test of lower boom fiberglass insulator.

INITIAL READING AT:	TEST	RETEST
50KV		
SECOND READING AFTER 3 MINUTES:		
3mA 2mA		
PASSED <input checked="" type="checkbox"/>	FAILED =	RETEST: PASSED = FAILED =

## Overall test of upper and lower boom fiberglass

INITIAL READING AT:	TEST	RETEST
50KV		
SECOND READING AFTER 3 MINUTES:		
3mA 2mA		
PASSED <input checked="" type="checkbox"/>	FAILED =	RETEST: PASSED = FAILED =

## ~~Digger Derrick 3<sup>rd</sup> Section Test~~

INITIAL READING AT:	TEST	RETEST
SECOND READING AFTER 3 MINUTES:		
PASSED =	FAILED =	RETEST: PASSED = FAILED =