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## Lattice boom crane inspection form

Telescoping Boom Inspection Checklist Annual/Periodic Annual/Periodic Inspection Checklist Multi-Packet Inspection Checklist Boom Truck Annual/Periodic Inspection Checklist/Periodic Inspection Checklist Mechanical Inspection Checklist Mounted Vehicle Mounted Air Lift/Review Air Inspection Checklist Bridge and Cranes Annual Gout/Periodic Inspection Boom Supported Annual Aerial Elevation/Periodic Checklist Suspended Personnel Checklist Annual Platform/Periodic Inspection Jib Cranes & Annual/Periodic Inspection Checklist Rough Terrain Forklift Annual/Periodic Inspection Checklist Manual Chain Hoist Annual/Periodic Inspection Checklist Overhead Cranes & Monorails Annual/Periodic Inspection Checklist Industrial Lift Trucks Annual/Periodic Inspection Checklist Lever Operated Hoist Annual/Periodic Inspection Checklist Tower Crane Annual/Periodic Inspection Check Personnel Lift Plan Annual/Periodic Lift Plan Checklist Chain Slings Annual/Periodic Checklist RA posted two checklists to help fleet owners conduct annual inspections of telescopic and lattice boom cranes to ensure compliance with OSHA safety standards. Each checklist contains more than 150 item listings for inspection on a crane's stabilizers, boom, howeight and hydraulic system, as well as a deficiency report and graph to record load tests. A section on cable inspection and testing is also included for the annual inspection checklist of the lattice Boom crane. The SC&RA says that both the 165-position Annual Telescopic Crane Inspection Checklist and the 189-item lattice boom crane version meet the latest OSHA standards in the final crane and Derricks in Construction rule. In addition, the SC&RA has updated its two-page crane safety inspection form for daily and monthly inspections, which contains more than 100 listings of items for safety checks. All three forms are available on the SC&RA online order form. The U.S. International Trade Association, SC&RA, has issued two checklists to help fleet owners conduct annual inspections of telescopic boom and lattice cranes to ensure compliance with OSHA safety standards. Each checklist contains more than 150 item listings for inspection on a crane's stabilizers, boom, howeight and hydraulic system, as well as a deficiency report and graph to record load tests. For the crane's Annual Inspection Checklist Boom also includes a section on cable inspection and testing. The SC&RA says that both the 165-position Annual Telescopic Crane Inspection Checklist and the 189-item lattice boom crane version meet the latest OSHA standards in the final crane and Derricks in Construction rule. In addition, SC&RA has updated its two-page Crane Safety Inspection Form for daily and monthly inspections, which contains more than 100 listings of items for safety checks. All three forms are available on the SC&RA online order form. Go to the main content Enter your account details and we will send you a link to reset your password. The password reset link appears to be invalid or expired. Jump to the main inspection checklist Telescoping Boom Annual/Periodic Annual Annual/Periodic Annual Inspection Checklist Multi Packs Inspection Checklist Boom Annual/Periodic Inspection Checklist Lattice Annual/Periodic Forklift Inspection Checklist Mechanic Truck Annual/Periodic Inspection Checklist Articulating Boom Annual/Periodic Inspection Checklist Scissors Lifts Annual/Periodic Inspection Checklist Vehicle Mounted Aerial Lift Annual/Periodic Inspection Overhead Checklist Annual/Periodic Inspection Overhead Checklist Annual/Periodic Forklift Checklist Manual/Periodic Inspection Checklist Annual/Periodic Inspection Checklist List Annual/Periodic Checklist List of Annual/Periodic Elevators Checklist , Publication and Products Updated with New OSHA 1926.1400. Ensure full OSHA & ANSI/ASME compliance using this unique annual crane inspection checklist. This multi-page inspection checklist is made of card material and provides an OSHA & ANSI/ASME reference for each item inspected. Areas for documenting cable inspection and load testing (where applicable) are also included. 12 Forms per package Crane Accidents take a heavy and tragic toll every year on lives, serious injuries, and/or property damage. The vast majority of crane accidents are the result of a personnel error and in many cases can be avoided. Many of these incidents involve marine construction. From piloting conduction sheets to a simple bulkhead or boardwalk from ground, stacking for a spring or more dangerous structure, a crane mounted on a barge, working on a bridge project, coffered or other structure in the water. Safety in crane operation is the result of effective teamwork between crane operators, rigging and walkers. In most accidents, a team member takes unsafe action or does not take a necessary safe action. In the vast majority of cases where team staff are to blame, it is due to ina lack of attention, overconfidding or haste to get the job done. The following brief wording prescribes prescribes Crane safety procedures that each crane team member and/or operator may simply want to thoroughly understand and practice constantly to avoid a possible accident. CRANE EQUIPMENT The crane equipment consists of the crane operator, the rigger in charge, the crane riggers and the crane walkers, as needed. The rigger supervisor shall designate the rigger in charge (team leader), crane riggers and crane walkers. The size of the equipment will vary to suit the job as determined by the rigger supervisor. The concept of effective teamwork should be underlined by management. Team members will work together to ensure the safety of crane operations. While each team member has defined responsibilities, they are all responsible for recognizing potential problems and making all team members aware of them. Any member of the crane team must stop the work at any time when unsafe conditions are found and report monitoring issues that cannot be resolved by the team. RIGger-in-Charge RESPONSIBILITIES The rigger in charge has general control of the operation, including: planning all aspects of the elevator; determine the weight of the load to be lifted; establish the appropriate method of communication with the operator; ensure that the load is properly rigged; ensure that the crane operating envelope remains free of all obstructions; provide signals to the operator or assign to another rigger or signal person to provide the signals; and carry out the operation safely. The rigger in charge will coordinate the activities of other crane team members. Grulla Rigger The crane rigger is responsible for carrying out the assignments of the rigger in charge or the rigger supervisor, including: assisting the crane operator in carrying out its pre-use check of the crane; proper gear selection and inspection prior to use; safe loading rigging; and keep the rigger informed in charge of the questionable conditions associated with the operation. Crane Walker Crane Walker walker's responsibilities include: assisting the rigger and operator in pre-use testing of the crane; and ensure the safe movement of the crane by observing possible obstructions, correctly aligning the crane rail switches and being able to immediately notify the operator to stop operations in the event of a potential problem. Operator Responsibilities The main responsibility of the operator is the safe operation of the crane. Operator responsibilities include: performing a pre-use crane check at the beginning of the shift; fully understand the elevator before we begin, participation in pre-survey briefings; maintain communication with the rigger in charge or the designated rigger throughout the operation; make movements only when you are given the direction to do so (when such steering is required, for example, for cab-operated cranes); and refuse to operate the crane when there are concerns about the safety of the operation. First and perhaps most importantly, the operator, by self-examination, will determine whether physically, mentally and emotionally fit to operate the machine. The lives of many may depend on the actions of the operator. If the operator is taking medicines, you should consult a doctor about side effects. The operator will ask himself every day: Do I feel good? Can I handle the physical tasks of operating? Am my head clear and I'm thinking and remembering correctly? Am I alert? Is my attitude good today? Am I calm, fresh and picked up? If an operator cannot honestly answer yes to these questions, operating a crane could be an accident hazard and will not operate the crane. UNDERSTAND THE CRANE Generally, crane operators in naval activities are required to operate various types, brands and models of cranes. The operator shall be fully familiar with operating characteristics, including published operational restrictions or limitations, of each type, make and model of crane that may be operated. SAFETY DEVICES There are many varieties of cranes and safety devices in them. Many security systems are complex and require extensive training in their operations. This is particularly the case in mobile cranes that are often rented or rented for short-term use. Activities shall ensure, through training, pre-briefs, timely checks or performance examination, that operators and supervisors are well informed about the operation of safety systems on assigned cranes. Knowledge of a system in a crane cannot be presumed to indicate adequate knowledge of other cranes. Operators shall fully understand that safety devices, such as deadlocks and limit switches, shall not be used as operational controls. They do not replace the operator's total attention to potential hazards. Operators will be trained to approach limit switches (raise, turn and travel) only at slow speed. In addition, each activity will develop procedures to control the bypass of safety devices. Supervisors will control the use of keys for the diversion of security devices. The keys will be removed from the bypass switches when not in use. Keys will be removed from the crane and retained by the supervisor unless unique activity operations (e.g. mobile crane operation at remote sites) require the keys to remain. Where this is impractical or where safety devices can be diverted by other means, permission will be obtained to circumvent/defeat safety devices (except for the operation of the supervisor's pre-operation inspection). This requirement shall be published in the operator's cabin. In the case of mobile and electric cranes that do not provide protection against the blocking of two, activities shall be Crane-specific procedures designed to minimize the possibility of double locking (e.g., prohibit hoisting when the hook block is less than 10 feet away from contact with the boom or 3 feet of contact with the hoist frame, providing a rigger to monitor the hook block when the hook approaches the boom or hoist frame, prohibiting any crane movement during smoothing, etc.). The supervisors shall inform the operators of the procedures prior to the assignment of such cranes. ADDITIONAL REQUIREMENTS FOR OPERATIONAL SAFETY DEVICES, GENERAL SAFETY DEVICES AND OPERATIONAL AIDS FOR CRANEAS USED IN CONSTRUCTION The following operational safety devices, general safety devices and related equipment are required on cranes used in construction operations, unless otherwise specified: a.) A crane level indicator that works properly and is integrated into the equipment or available on the equipment. This requirement does not apply to carrier cranes, derricks, floating cranes/derricks and ground cranes/derricks on barges, pontoons, ships or other means of flotation; b.) The boom stops, except for derricks and hydraulic booms; c.) Jib stops (if a pen is joined); d.) Equipment with foot pedal brakes shall have pedal locks; e.) Hydraulic outlets and hydraulic stabilizing sockets shall have an integral check valve/retention device f.) The

luffing and telescopic cylinders of the hydraulic boom shall have an integral clamping device; and g.) For equipment manufactured after December 16, 1969, a pen hoste limiting device is required. If the equipment was manufactured on or before December 16, 1969 and is not equipped with a hosticch limiting device, at least one of the following alternative measures is required; i. Use a pen angle indicator. ii. Clearly mark the boom lift cable (so that it can be easily seen by the operator) at a point that gives the operator sufficient time to stop the hoste to keep the boom within the minimum radius allowed. Also, install mirrors or remote video cameras and displays if necessary for the operator to see the brand. iii. Clearly mark the boom lift cable (so that it can be easily seen by an observer) at a point that gives the observer sufficient time to point to the operator and have the operator stop the hoste to keep the boom within the minimum allowed radius. h.) Luffing down limiting device (for cranes with feathers); (i) Telescopic boom cranes manufactured after 28 February 1992 shall be equipped with anti-two or two-block damage prevention devices. The device(s) shall prevent such damage to all points where a double lock may occur; j.) Lattice boom cranes manufactured after 28 February 1992 shall be equipped with damage prevention devices against two or two blocks, or warn the operator in time for the operator to avoid blocking two. The device will prevent such damage/failure or provide adequate warning for all where a double blockage may occur; k.) Articulated boom cranes manufactured after 31 December 1999 equipped with a load lift shall be equipped with two-block or two-block damage prevention devices. The device(s) shall prevent such damage to all points where a double lock may occur; l.) Readable angle or radius indicator from the operator's station (not necessary for boom crane articulation); m.) m. Horca Horca indicator if the equipment has a luffing boom (not required for boom crane articulation); n.) N. Pen length indicator if the equipment has a telescopic boom, except when the nominal capacity is independent of the boom length (not necessary for boom crane articulation); o.) Or. Equipment manufactured after 29 March 2003 shall have at least one of the following: load weighing device, load moment indicator (or rated capacity) or load moment limiter (or rated capacity); p.) Q. Category 2 or 3 cranes (Trolley, Overhead Hoists, Bridge Cranes, etc.) used in construction must have an anti-two block device; q.) Q. A suitable work horn that is built into the equipment or is in the equipment and is immediately available to the operator; r.) R. Cranes on rails must have rail clamps and rail stops, except portal cranes; and s.) s. A fire extinguisher accessible on the crane will be provided. t.) Operations will not begin unless all devices mentioned above are in good working order. If a device stops working properly during operation, the device will be removed from service and operation will not resume until the device is working properly. OEM manual operating crane operators will read, understand and comply with all OEM operating manual procedures, safety instructions and precautions. This also applies to instructors and supervisors in the down payment of new cranes. Where the manufacturer does not have operating procedures, the activity shall be carried out and shall ensure compliance with all procedures necessary for the safe operation of equipment and accessories. Procedures that change or develop crane capacity (when the original capacity is not available from the manufacturer) will be submitted to the Project Owner/Administrator for approval. The OEM operating manual will be on the crane and available to the operator for all types of cranes. Where the instructions provided by the OEM conflict with the local security instructions or security procedures provided herein, the holder shall forward such disputes to his supervisor for resolution. Manufacturers of additional OEM safety information, in particular mobile cranes, often emit more current and complementary information to that of the operating manual supplied with a particular crane. Much of the information (although sometimes addressed in service bulletins) refers to the safe operation of the crane. Activities will be contacted by the OEM or authorized distributor for additional information applicable to their cranes and, if will be added to the OEM's distribution list to obtain such information. LIFTING OPERATIONS Lifting operations shall be classified into two basic categories: complex elevators and non-complex elevators. Unless indicated, ammunition and explosive lifts (artillery) are considered a separate category from these criteria for complex/non-complex lifts. Artillery elevators have unique procedures and approved artillery handling equipment approved should be used. However, artillery lifts involving the use of tilt accessories; Artillery elevators to/from barges, bridge decks, docks and the like where union can occur and artillery elevators should be treated as complex elevators. A pre-survey report will be carried out to ensure that the functions and responsibilities of crane equipment and artillery handling equipment are fully understood and coordinated. For artillery uprisings, the head of the artillery handling team has overall responsibility for elevator safety. Complex elevators These are elevators with a moderate to high risk level that involves: a. Hazardous materials, e.g. poisons, corrosives, highly volatile substances, etc. This does not include artillery loads from palletized units, or materials such as oxygen, acetylene, propane, diesel fuel or gasoline in cans, or tanks that are properly secured in racks or supports designed to lift and transport by crane. B. Large and complex geometric shapes. c. Staff elevators. d. Elevators exceeding 80 per cent of the crane's hoard capacity (e.g. main hoyper, whip hoard) intended for use (lifts exceeding 50 per cent of the hoard capacity for a barge-mounted mobile crane). In the case of variable sorting cranes, it must be within the maximum intended radius for use. E. Lifts of submerged or partially submerged objects. The following elevators are not considered complex: a. Elimination of valves, rotors, pipes, etc., from immersion tanks for cleaning or coating purposes. Lift known weight boats from water if boats are open design with bilge compartments accessible for visual inspection; ships have label plates indicating weights; and ships have predetermined elevation points set by the OEM or activity engineering organization. B. Lift submerged or submerged partial objects that meet the following criteria: (i) it is verified that the object does not contain liquid in bags and/or voids that has not been posted to the weight of the object; (ii) the object is checked or known not to be stuck by suction or adhesion by corrosion, marine growth, excessive surface tension, mud, etc.; (iii) and the object is verified to be free of obstructions such as other objects in water, underwater cables, etc.; c. Multiple cranes or multiple hook lifts on the same crane, except for bridge or grated cranes with attached hooks and specifically designed for simultaneous lifting, such as jet engine test support lift cranes. d. Unusually expensive or unique equipment or component elevators. E. Elevations of restricted loads or restricted (joining condition). F. Other elevators involving non-routine operations, difficult operations, sensitive equipment or unusual safety risks. Identification activities and procedures shall identify complex elevators and prepare procedures (including rigging sketches where necessary) for the performance of these lifts. Procedures can be standard written instructions or detailed procedures specific to an elevator. Supervisor or supervisor or Review and supervision of the leader A rigger supervisor, operator supervisor, or rig or crane operator work leader (classified as WL) will review the on-site conditions of complex elevators and hold a pre-work briefing prior to each complex elevator to ensure that all crane team personnel understand the procedures required for lifting. For artillery surveys, this report is in addition to the brief made by the leader of the artillery handling team as needed. A rigger supervisor, operator supervisor, or work leader will personally supervise the following elevators: a. Elevators exceeding 80 percent of the certified crane elevator capacity used for the elevator; B. Multiple hook lifts when the weight of the object being lifted exceeds 80 percent of the certified capacity of any hoist used for lifting; and c. Artillery elevations involving the use of tilt accessories. If the elevators are repetitive in nature, the supervisor or the head of work will be present during the first evolution of the elevator with each rig crew. Subsequent identical lifts by the same crew can be performed under the direction of the rigger in charge. Non-complex elevators These elevators are ordinary in nature and do not require supervisory supervision. They can be done at the discretion of a qualified rigger. Pre-lift preparation Operators and rigging operators shall understand and comply with the load classification chart published on the crane. The rigger giving the signals shall be identified and the type(s) of communication to be used shall be established. To avoid overloading any equipment (e.g. hoist, rigging equipment, container, material handling platform) used in a crane lifter, the rigger must know or have a reasonable estimate of the weight to be lifted and, where appropriate, the maximum radia at which the load will be collected and placed. If the weight is estimated to exceed 50 per cent of the hoych capacity (at the maximum intended radius if applicable) or 80 per cent of the capacity of the rig equipment, platform/skate, lifting device below the hook, etc., the weight shall be verified by conducting an engineering assessment or using a local procedure approved by the official organisation of certificate or engineering activity. Alternatively, a charging indication device will be used. Where it is possible to overload the crane or rigging due to joining conditions, a portable load indication device with a reading easily visible to the person of the signal or rigger in charge shall be used. When using a load indication device, an appropriate stopping point shall be established and carefully the charging indication device to ensure that the stop point is not exceeded. Where necessary, chain drops or other lifting control means shall be used to avoid sudden overloading of the crane or rigging equipment. This is a complex elevator. The operator shall know the length of the boom and boom and the configuration of the crane, and shall fully understand and comply with the crane load classification tables and the attached notes. In determining safety working radius for the load to be handled, the crane equipment will consider whether the lift will be performed on the side, front or rear (or any combination), and whether the operation will be on tires or stabilizers/stabilizers. For elevators exceeding 50 percent of the crane capacity within the maximum intended radius of use, check by actual measurement or operating the crane with an empty hook through the lifting evolution and checking the spokes from the radio indicator. For lifts exceeding 80 percent, check by actual measurement whenever possible (i.e. do not rely solely on the crane radio indicator). Ideally, the crane should be placed equidistant between the pick-up and adjustment points. This will limit the need to change the positions of the pen. Check that the load to be lifted is within the allowed crane load (including appropriate deductions for hook, block, auxiliary equipment, etc.) for all measured spokes. Do not exceed these distances during actual lifting. If a load cannot be placed where it was originally intended, check the radius (and allowed load) of the new location set before landing the load. Periodically, the operator will compare known weights and measured spokes with crane load indication and radio devices to verify the accuracy of the devices. If the accuracy is questionable, notify the supervisor. EQUIPMENT WEIGHTS AND MARKS Men's elevators, aerial platform vehicles, forklifts, mobile cranes and similar equipment that can be lifted by crane will be weighed and stenciled with weight in pounds. For activities located in foreign countries, additional marking of weights in kilograms is accepted. OEM-marked weights are acceptable. Elevation points and/or elevation configurations shall be identified. Sand hoppers, tubs, platforms, custom-designed skates and pallets and large containers containing material must be marked with empty and complete weights. For containers used for trash or scrap, the safe workload may be marked, provided that the container is open or accessible to allow the rigger to determine the type and weight of the material placed in the container. The OEM or activity engineering organization shall establish full weights. If the weight of the container is not marked, its weight will be verified by the use of a device or dynamometer indicating the load. The load indication device, dynamometer, rigging equipment and crane shall be sized to collect the maximum possible weight of the un marked load. If a marked container cannot physically be verified as empty or the container is only marked with a full weight, container shall be considered full or a load indication device shall be used. GROUND CONDITIONS Cranes shall not be operated or assembled or disassembled or disassembled unless the ground conditions are firm, drained and graduated to the extent that, together with the use of support materials (if necessary), the crane manufacturer's specifications for proper support and crane level are met. The activity will ensure that the operator is aware of the location of the crane configuration area, such as hollows, tanks and utilities. If the operator determines that the ground conditions are unsatisfactory or questionable, no work will be done and the activity engineering organisation will be notified for evaluation. COMMUNICATIONS Operators and rigging machines will understand and use standard crane hand signals to control crane operations. Additional signals (if necessary) shall be approved by the operator and rigger supervisors and shall be included in the operator and rigging training programmes. All hand signals will be published in the crane cab in the operator's view. If a single rigger cannot easily access the pick-up and drop-off areas, additional riggers will be assigned as needed. A positive means will be used to transfer load control between rigging. Direct voice and radio communications are also acceptable. Acceptable.

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