Aerial-Lift Pre-use Inspection Form

This form must be completed for all non-crane man or fork-lifts including, but not limited to, spider lifts, telescopic boom lifts, scissor lifts, articulating boom lifts, bucket trucks, telescopic fork lifts, etc.

IMPORTANT: Operator makes a service request if any item fails inspection.

Project: **Lift Type:**

Location: **Model:**

Type of work: **Serial #:**

Pre-Start Inspection	**Pass**	**Fail**	**N/A**
Operating Controls (in good working condition)			
Emergency Controls (shut off switches etc.)			
Safety Devices (anchor point, notification alarms, etc.)			
Person Protective Devices			
Pneumatic, Hydraulic and Fuel System (leaks)			
Telescoping boom exhibits no damage to structure, wear pads, boom stops, or cylinder			
Cables in good condition/no excessive wear or fray			
Wiring harness free of fraying, damage, bare wires			
Tires/wheels in good operational condition			
Any Loose or missing parts			
Plackards and warning signs are in place			
Outriggers in good condition/support plates present			
Handrails/locking gate in place and not damaged			
Operator's manual in vehicle			
Charged fire extinguisher in place			

Work Area Inspection	**Pass**	**Fail**	**N/A**
Drop offs or holes			
Slopes			
Bumps/floor obstructions			
Debris			
Overhead obstructions and high voltage conductors			
Hazardous locations/atmospheres			
Tools and other requipment			
Inadequate surface and support to withstand all load forces imposed by the aerial lift platform			
Wind and Weather Conditions: **NOTE: operation of aerial lifts outdoors is prohibited when wind speeds reach 28mph, when there is a wind warning in effect for 28 mpoh or greater, when lightening is visible, or when thunderstorm warnings are in effect**			
Presence of unauthorized persons			
Other possible unsafe conditions			
Additional Comments:			

Inspected By: _____ Date: _____

MEWP Rescue Plan
1.**Self-rescue by operator** a.Use of upper platform controls with the engine running. b.Auxiliary controls when the engine has stopped.
2. Assisted rescue
a. Use trained and authorized personnel on ground to lower platform by ground control panel or emergency lowering system.
Name: _____
b. Qualified mechanic(s) available on site in case of breakdown.
YES ___ NO ___ Telephone number: _____
c. Other MEWPs available for platform to platform evacuations.
YES ___ NO ___
YES ___ NO ___
Personnel able to conduct rescue: _____
3. Emergency services rescue
Emergency Contact #: _____
If unable to reach the worker, if there is an injury, illness, or if someone has been suspended in a harness
Any other comments: _____ _____ _____
Signature: _____
Rescue shall be given to the MEWP occupant(s) if the machine is unable to be lowered for any reason, such as complete machine malfunction or work platform entanglement.
*In the case of platform entanglement, the operator and occupants shall be removed from the platform prior to attempts being made to free the platform.
*MEWPs which have tipped beyond their center of gravity shall be stabilized and secured before attempting rescue.
*Rescue procedures near electrical conductors shall comply with local Minimum Safe Approach Distance (MSAD) Standards.
Other MEWPs available for platform to platform evacuations as a last resort
Rescue using another MEWP should be carried out only once a site review has been carried out. The plan should take into account the following:
a. The rescue machine should be positioned to enable the rescue procedure to be carried out without compromising the safety of personnel involved in the rescue.
b. The platforms of both machines shall be adjacent to each other with minimal horizontal/ vertical gap between them. The power to controls on both machines should be switched off during the
c. The person being rescued should be fitted with proper fall protection equipment and maintain 100% tie off until the transfer is completed.
d. The rescue machine shall not be overloaded during the rescue. This could mean making more than one trip to complete the rescue.
e. Always comply with the manufacturer’s requirements stated in the operator’s manual.

CALLING 911 IS NOT CONSIDERED A RESCUE PLAN!