K09-1

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The Crane Inspection and Engineering Professionals

www.kova.ca

To:

RE: Examination of Tadano Boom Truck Crane

Product ID: 35-7-3207
M/N: TM-3500-1-90101
S/N: 29107835
Owner:

Attention.
Your Reference:
Date: March 10, 2025
Our File: 103063

Capacity: 35 Ton
Engine Hrs: 5258
Kms: 161,409

Technical Report

Visual and magnetic particle examinations were performed on the above-described equipment. The specific components examined and our findings were as follows:

COMPONENTS	DATE COMPLETED	INSPECTOR	RESULT
Front Stabilizer	3/10/2025	JORDANG	NO DEFECT NOTED
Outriggers (4x)	3/10/2025	JORDANG	NO DEFECT NOTED
Mainframe	3/10/2025	JORDANG	DEFECT NOTED **Corrosion/Material loss/ pitting on subframe between front and rear outrigger on both the sub frame and truck frame rail approximately 1/16" to 3/32 material loss noted fro mcursory thickness tests**
Turret	3/10/2025	JORDANG	NO DEFECT NOTED
Winch Weldment	3/10/2025	JORDANG	NO DEFECT NOTED
Boom Butt Section	3/10/2025	JORDANG	NO DEFECT NOTED
First Boom Intermediate Section	3/10/2025	JORDANG	NO DEFECT NOTED
Second Boom Intermediate Section	3/10/2025	JORDANG	NO DEFECT NOTED
Boom Tip Section	3/10/2025	JORDANG	NO DEFECT NOTED
Swing Away Jib Butt section	3/10/2025	JORDANG	NO DEFECT NOTED
Swing away Jib stinger tip section	3/10/2025	JORDANG	NO DEFECT NOTED
Sheaves	3/10/2025	JORDANG	NO DEFECT NOTED
32-Ton SWL Load Block and Hook (S/N: 291078), (P/N: 9128-96)	3/10/2025	JORDANG	NO DEFECT NOTED
7-Ton SWL Headache Ball and Hook (S/N: 07-16360), (P/N: 9129-96)	3/10/2025	JORDANG	NO DEFECT NOTED
Wedge Socket (1x)	3/10/2025	JORDANG	NO DEFECT NOTED

Repair recomendations:

It is recommened that truck frame rails and subframe be cleaned of all oxidation and scale to clean steel for further examinations to determine material losses

March 11-25 DH

Following further removal of oxidation and scale on frame and subframe the following was noted

1) Material loss on frame rail was noted to be approximately 1/16"
2) Material loss on localized areas on Subframe was approximately 1/16"

with the exception of a localized area on the driverside tie down which was 3/32"

The following is recomended:

1) Localized area on subframe by driverside tie down area to be repaired by weld filling and grinding smooth using sterling weld procedure WP2
2) it is recommended that subframe and frame be blasted and repainted to prevent further deterioration

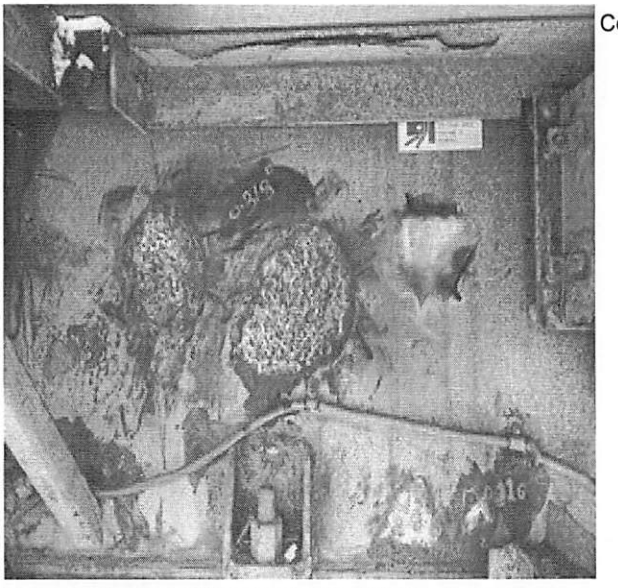
Kova to reinspect following completion

Name: Garfil Gonzales Signature:

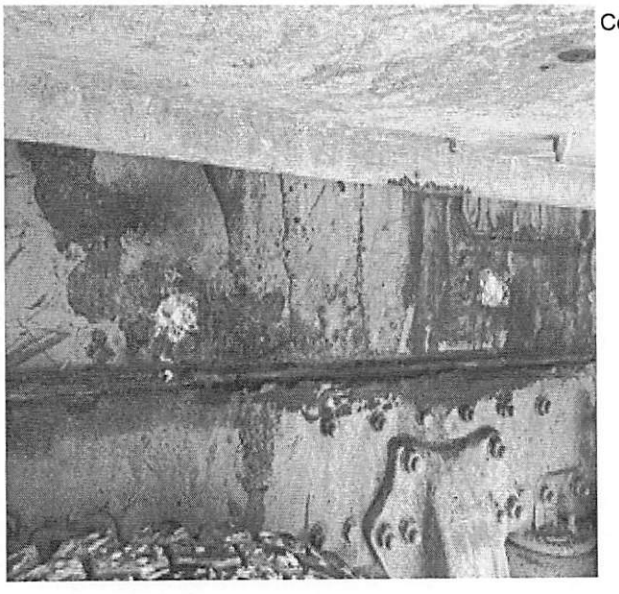
Name: Jordan Gaucher Signature:

Name: Derek Horvath Signature:

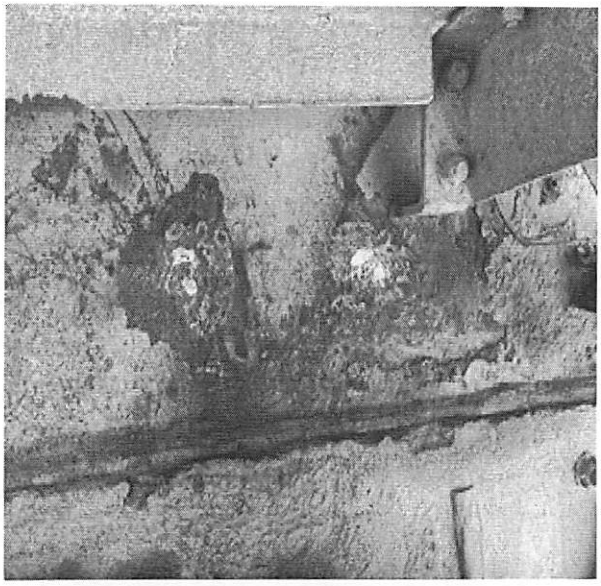
Tadano Boom Truck Crane



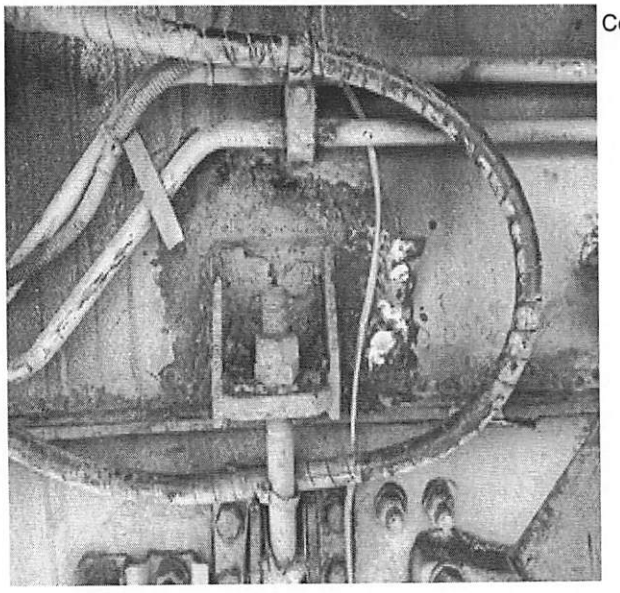
Corrosion sub frame passenger side



Corrosion passenger side



Corrosion passenger side



Corrosion Driverside