



WARNING: All Items when found deficient or defective must be repaired and rectified immediately by a competent person before operation or if this cannot be achieved the unit must be taken out of service immediately. Failure to do so may cause property damage, personal injury or death.

Visual Checks:

- 1. Shoring** – Where re-shoring is required, typically when a Mast Climber is installed on a suspended or structural slab, (parking deck, roof etc.) Always check that all re-shoring is in place prior to operating the unit.
- 2. Ground Conditions** – Check around the base of the unit, look for any factors that may cause unsteadiness to the cribbing of the chassis or pedestal or surface on which cribbing is resting.
- 3. Overhead Work Signs and Placard** – The area below the mast climber shall be protected using barricades and signs to inform workers that overhead work is being performed.
- 4. Outriggers Extended (Chassis)** – Outboard outriggers shall be fully extended and inboard outriggers should be extended a minimum of 20” or 60% distance from a platform to a wall, unless specified otherwise on engineered drawings.
- 5. Jacks and Cribbing** – Ensure jacks and cribbing have not shifted or have not been struck by any vehicles or forklifts. Also, check that all jacks are down on firm ground or support plates.
- 6. Tires off Ground (Chassis)** – Tires on chassis must be off the ground, chassis weight shall be bearing on jacks and cribbing.
- 7. Bottom masts condition** – Inspect the bottom two masts for any cracked welds, roller damage. Also, ensure all bolts are in place and secured.
- 8. Access/Egress** – Ensure a safe access to and from the platform. The first step to the bottom rung of the ladder should be no more than 12 inches.
- 9. Gate and Ladder Assembly** – Check that the gate closes on its own under spring force and the gate frame is not damaged. Ensure all bolts that are holding ladder are in place and the ladder support is attached to the deck.
- 10. Platform Conditions Bolts/Pins:** Check the platform deck sections for any damage and that all bolts or pins are in place and secured. The KPM-8 has 8 Bolts per deck connection. The KlimerLite has 4 Pins per deck connection.

11. Platform extensions/Planking/Decking – Check that platform extensions are in place and that no extensions have been removed. If the extensions extend more than 5 feet from the platform, knee braces are required for extra support. Planking and decking shall be supported every 2.5 ft. Check for cracks, splits cuts or anything that can lower the strength of the material being used. Only scaffold grade planks (2"x10") and ¾" plywood or greater may be used as decking material. Scaffold grade planks must be used in front of the drive unit since the distance from extension beam exceeds 2.5ft.



WARNING: A cut in the decking may also have damaged structural elements a thorough examination of the area shall be conducted to ensure the structural integrity of the platform has not been compromised. Failure to do so may cause property damage, serious injury or death.

12. Guard rails in place – All guard rails must be in place and locked in to platform section. Check guard rails for any damage as well as the pockets on the platform to ensure they are in good condition. If any guard rails are being left loose, to be used as loading doors then all occupants/operators shall be made aware of this.

13. Load Charts– Ensure the load chart is present and that it is applicable to that specific platform configuration.

14. Fall Protection – Static Line - The static line running parallel with the platform sections is an engineered tie-off point. Always check that the static line is not damaged and that it is clamped tight on both ends of the platform with Crosby clips before using. Loops every 10' to minimize snagging.

15. Hydraulic Lines – Check hydraulic lines for leaks or wear. If any leaks or wear are found, put the unit out of service and advise a Supervisor immediately.

16. Hydraulic Oil – Check the hydraulic oil sight glass to ensure it is full. If hydraulic oil is low, do not use platform and advise Supervisor immediately.

17. Pinions – Inspect the pinions and look for any cracks, missing teeth and that there are no objects stuck in teeth. If cracks, etc., are found, put machine out of service and contact a Klimer representative.

18. Mast Condition Mast/Bolts – Inspect the mast sections for any damage as you drive the platform up. Also, ensure all bolts are in place and secured. If any damage is found, put machine out of service and contact a Klimer representative.

19. Rack Condition and Greased – Inspect racks on the mast, check for missing teeth, that there is no objects stuck in the teeth of the racks. **NOTE:** Racks should be greased as needed.

- Spray the Rack Grease onto the racks as the unit is **ascending only** – driving up.
- Spray **ONE** rack at a time and let the Rack Grease spread over the next TWO racks, continue this process until you reach the final rack.
- Do not overspray Rack Grease, apply as needed.



DAILY VISUAL & FUNCTIONAL CHECKLIST DEFINITIONS

GAS/ELECTRIC KPM-8 & KLIMERLITE

20. Fire Extinguisher – Ensure the fire extinguisher is present, check expiry date, ensure it is secured properly.

21. Mast Guards – Mast guards are to be in place at all times during operation. The only time it is appropriate to remove mast guards is during installation, dismantle and pre-inspection.

22. Wind Speed – Use a wind meter and weather forecasts to monitor wind speed. **Note:** Obtaining wind speed meters is the responsibility of the user.

- In service wind speed for freestanding up to 72' feet (22m) in height is **28 mph (45km/h)**
- In service wind speed with tied mast is **35 mph (56km/h)**
- **Do not erect or dismantle** if wind speeds exceed **28 mph (45km/h)**
- **Out of service wind speed** – when over allowable in-service wind speed stow the platform at lowest point

Gas Powered Drive Units (23-25)

23. Engine Oil – Check the engine oil to ensure that there is enough oil in the unit for the engine to function properly. If oil is low or dark black in colour, advise Supervisor or Klimer representative immediately. **Note:** Not checking oil and running the engine with low oil can cause costly damages to the engine.

24. Coolant Level – Check coolant level inside engine compartment. If coolant level is running low, advise Supervisor. If unit is air-cooled, there is no coolant to be checked.

25. Gasoline – Always check that there is enough gas in the tank for the task at hand. Topping off gas daily is recommended. Gauges do not always read accurate.

Electric Powered Drive Units (26-30)

26. Ensure disconnect box is secured, not damaged and is turned “ON”

27. Ensure power supply cable is kept from heavy traffic areas (protected) and is not damaged.

28. Ensure transformer is protected from rain/snow and not damaged.

29. Trailing Cable – Check the trailing cable which travels up and down with the electric powered units for any cuts, damages, tangles, and/or obstructions that may interfere with travel of the cable and that no objects are placed on top of it. Warning signs should be posted to caution workers performing tasks around the cable.

30. 12V Power Pack - Ensure 12V power pack is present and charged.

31. Mast is Plumb/Level – Place 2' (60.96 cm) level on a mast tube. Check that the side to side and the front to back level readings show that the unit is plumb. If adjustments are needed to level off unit, advise a competent person or contact a Klimer representative. Note: level tolerance 1/8” over 2' on the mast.

32. Tie Struts and wall plates – All tie in struts and wall plates shall be tight. If any loose tie-in struts or wall plates or damages are noticed, please advise your Supervisor or contact Klimer representative immediately.

33. Operators Manual – The Operators Manual is located inside the Control station inside a weather proof document box. The Operators Manual must be on the platform at all times.



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GAS/ELECTRIC KPM-8 & KLIMERLITE

34. Obstructions – Before travelling up with the platform, check for any obstructions that may interfere with the travel path of the platform. Obstructions may be construction materials hanging out of structure, open windows and tie-in struts. **Always remember to remove planks before going past a tie-in to the structure.**

Functional Checks:

1. Emergency Descent Engine- Ensure that the emergency descent is functional and has a full tank of unleaded gasoline and in addition, for electric powered drive units, ensure the 12V battery is charged. To start the emergency descent, follow these instructions:

KPM-8/KLIMERLITE

- a) Open plywood hatch. For KlimerLite electric, open control station inside motor guard.
- b) Pull out choke pin on auxiliary motor and set speed throttle to half speed.
- c) Pull manual cord to start engine.
- d) Once engine has been started, push silver choke pin in and set speed throttle to full.
- e) Go to control station, turn key to on position, pull out emergency stop button then proceed to drive down with the travel lever.
- f) After the unit is brought down, depress the emergency button, turn the key to “OFF” position.
- g) Push the throttle down to turn the Auxiliary engine off.
- h) For electric units, the power pack needs to be activated in order to activate the controls to drive the unit down using the emergency descent engine. Note: Make sure power pack is charged.

2. Emergency Stop Button – Drive the platform up slightly to disengage limit switch. With the main engine running and the emergency stop button pushed in, try driving the unit up and down. If the unit does not move, then the emergency stop button is working correctly. If it does move, take the unit out of service.

3. Limit switches (Up/Down/Final Stop) –

Before proceeding with the functional check:

For KPM-8 - Ensure that the top stop is installed.

For KlimerLite - Ensure that the bottom and top stop are installed.

Check the function of the limit switches by making test runs. When a limit switch on the drive unit is activated by top or bottom stop fixed on the mast, the unit will come to a stop. If the unit does not stop and continues to drive until the final limit switch is activated, advise a Supervisor. Final limit switches when activated should kill the engine on gas units or kill the power to the motor on electric units. **Note:** If final limit switch is activated, it will have to be manually retracted before unit will be able to function.

4. Up/Down Travel Alarm – With the main engine running, pull out the emergency stop button. If you hear a loud beep the Up/Down alarm is functional. If you don't hear the alarm, take the unit out of service until its repaired.