

2. (a) Steel track, sprockets, idlers, rotors, rails or grousers, will be checked to the manufacturer's standards for wear. Items having 60% wear or over will be rebuilt or replaced to commercial standards.

(b) Worn grousers may be built up by welding of replacement bars to the existing stub.

3. Repair of cracked or broken rails may be welded in accordance with good shop procedures.

4. Track pins and bushings with over 60% wear will be repaired or replaced.

5. (a) The boom assembly shall not be bent or deformed to impair strength of efficiency.

(b) Boom extension mechanism shall operate properly without bindings.

(c) Pully sheaves, and hinge bushings shall not show evidence of excessive wear.

6. Levers, pedals, sprockets, drive chains, and control cables shall show no evidence of excessive wear, lost motion or rust; they will operate freely.

7. Drums and sheaves shall not be loose due to faulty bearings or bushings.

8. Brakes will be capable of holding a capacity load and bands will have at least $\frac{1}{2}$ thickness of the original lining.

9. Outrigger jacks shall be securely attached and operate freely.

10. Pillow blocks and bearings shall be secure and operate freely. Defective parts shall be replaced or repaired.

11. All safety equipment such as house lock, boom stops, etc., will be operational and serviceable.

12. (a) Hydraulic pumps, lift and tilt cylinders, pipes and hoses shall be operational and free from leakage.