

Gar-Bro Manufacturing Company
104 Bolton Sullivan Drive
Heber Springs, Arkansas, USA
On the Internet: <http://www.garbro.com>
E-mail: garbroco@garbro.com

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SAFETY AND INSPECTION INSTRUCTIONS

***Gar-Bro Upright Round
Precast Bucket with Remote Radio Controlled
Hydraulically Actuated Gate***



STOP!!

**Please Read All
Instructions
Before Bucket
Use!!**

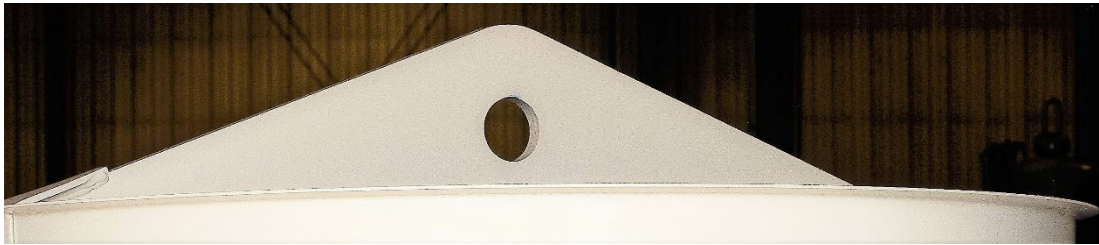


Safe Bucket Transportation or Movement: Empty, Loaded, or Anything in Between.

Standard “PB” buckets are equipped with both a “plate” type lifting bail and fork pockets. Both methods of transport have been structurally engineered for functionality whether the bucket is empty or fully loaded.

Lifting Bail

- The lifting bail allows for transportation with an overhead crane or other certified overhead lifting device. A traditional “plate type” lifting bail is shown. It is common for customers to procure an anchor shackle with a length of wire rope attached (sourced from a local rigging company) to allow for easier connection of the crane hook. Other optional lifting bail designs and styles are available.



Forklift Pockets – Always use fork pockets when transporting with a forklift. NEVER “scoop” under the bail using a tine or something similar.

- The forklift pockets are 6-inches x 10-inches in size (outer dimensions) and reinforced with flat bars at the ends for longevity and durability. Inspect the welds daily to ensure fatigue cracking is not occurring.





Daily Inspection

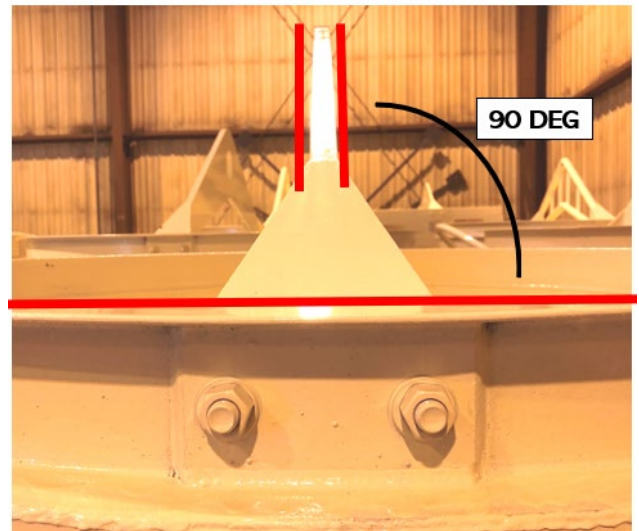
The following is a guideline for daily inspection criteria. This list is not exhaustive and does not replace good judgement from those in the field and/or on the safety team. There are NO recalls or service bulletins for GAR-BRO "PB" series buckets, however certain daily inspections should occur to ensure operability and safety of those working in the proximity of the equipment.

Structural Components – Lifting Bail

Visually inspect the plate-type lifting bail, or the main structural component found centered in the top diameter of the bucket, for general condition. Removal of concrete, rust, or other surface contaminants may be required. Other more thorough methods of inspection, such as dye penetrant or magnetic particle methods should be used if there are doubts as to the condition.

Grounds for removal from service: **Lifting bails should not be repaired, modified, welded, etc. for any reason. Please contact the engineers at GAR-BRO to discuss at 1-800-643-8192.**

- Cracks in any portion of the bail.
- Nicks, gouges, or other stress risers in the plate.
- If the bail is not vertical inside the bucket. i.e. The lifting bail has been side loaded and bent over on an angle.

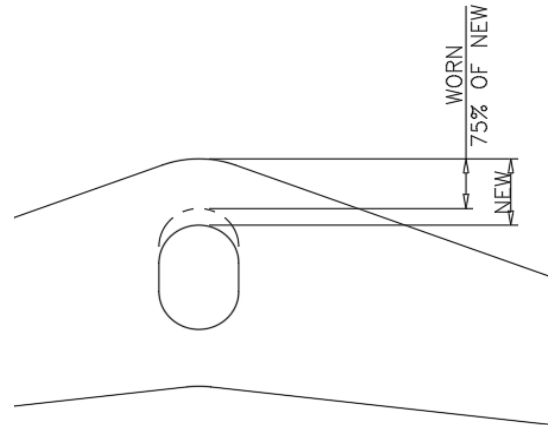


Transportation, Bucket Inspection & Maintenance



- Distortion or excessive wear of the plate ABOVE the “hole” in the bail. Remaining plate should not be less than 75 percent of original.

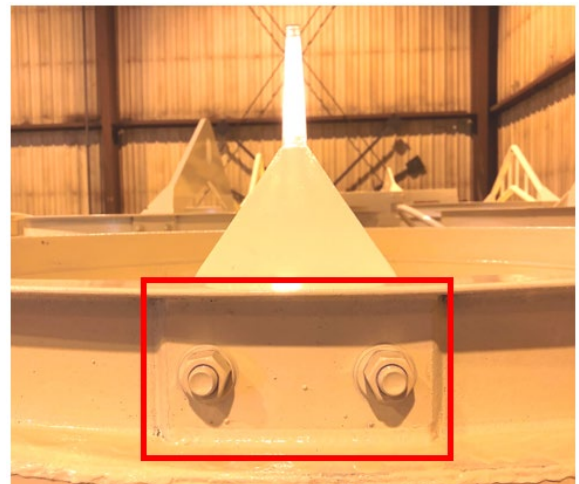
Bucket Model No.	Original Dimension	Minimum Allowable Dimension
432-PB	3 1/2"	2 5/8"
443-PB	3 1/2"	2 5/8"
463-PB	3 1/2"	2 5/8"
471-PB	4"	3"
495-PB	4"	3"
4121-PB	4"	3"
4141-PB	4 3/4"	3 9/16"



- Cracks in the weld between the plate and the “bail ears” and the “bail ears” and top channel ring. Each of these are structural connections. The area is circled in **BLACK** below with the weld locations highlighted by the **RED** bars.



- Missing or improperly tightened lifting bail bolts.



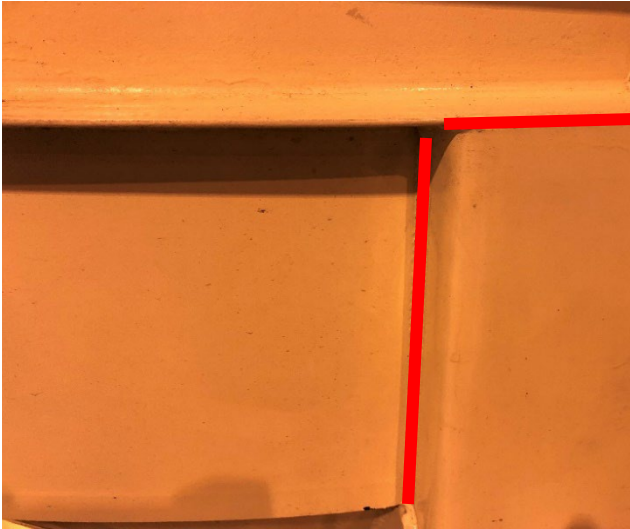


Structural Components - Bucket Frame

Visually inspect all welds connecting sheet metal “skirt panel” support frame to the top channel ring and fork pockets. If any cracks are found, they may be repaired on-site.

To repair a frame crack, follow AWS welding procedures for repairs – drill a hole at the end of the crack. Using a wheel grinder, grind “Vee” shape in crack. Then weld crack using GMAW or SMAW. **If any questions or concerns present themselves, contact the employees at GAR-BRO at 1-800-643-8192.**

“Skirt Panel” Support Frame and Top Channel Ring



“Skirt Panel” Support Frame and Fork Pockets



Transportation, Bucket Inspection & Maintenance



Maintenance:

Weekly (every 40 hours of operation):

- Lubricate “gear teeth” on radius arms with external gear grease or “crater compound.”
- Lubricate radius arm pivot points with SAE 30 weight oil. If equipped with “zerk” or grease fitting, lubricate with general purpose grease at these points.

