

Post-Storage Inspection

What To Check — This Machine Has Been Sitting

This is grounded in three things: (1) what's already been found and documented from direct inspection and [Research](#), (2) what the Grove handbook says explicitly about machines left idle, and (3) well-understood, ordinary consequences of a carbureted gasoline engine and hydraulic machine sitting unused — not a generic “here’s what could go wrong with any equipment” list.

The [operator’s handbook](#) is direct about this: *“Do not let the work platform remain idle for long periods of time. At least once a week, start the work platform engine and cycle all functions several times.”* Treat everything below as “assume it needs attention” rather than “check if it happens to need attention.”

1. Already known — from inspection

These aren’t hypothetical — they’ve already been found. Listed here so this is one complete punch list rather than scattered across pages:

- ☐ Mousy wiring damage on the boom lowered limit switch wiring (P/N 7872001401, harness P/N 6512001903, at the rear of the turntable), near the engine bay linkage — trace and replace that harness section (see [Startup](#) §1.6)
- ☐ Throttle/choke solenoid missing from its housing (Grove P/N 7750000085 — confirmed part, see [Specs](#))
- ☐ Disconnected coil on the hydraulic valve body, left side of engine bay, exposed windings — **one of the individual solenoid coils on the Grove hydraulic manifold, P/N 7926003166** ([My Story](#), [Specs](#)) — match it against the factory

schematic (see the [electrical/hydraulic schematics](#), hydraulic valve bank on p.10) by connector/wiring before reconnecting.

- ☐ Damaged hose near that coil — replace regardless of what the coil turns out to be
- ☐ Spark plug holes open (plugs out) — reinstall per [Startup](#) §1.2 gap/torque spec
- ☐ Cylinders need PB Blaster + air to free up before cranking
- ☐ Control bucket (platform controls) has some damage — not yet diagnosed; inspect and document specifically what's damaged before relying on platform controls at all

2. Fuel system — highest-priority “it sat” risk for a carbureted gasoline engine

Stale gasoline is the single most common reason a carbureted small engine that “ran when parked” won’t start after sitting. Ethanol-blend pump gas left in a carburetor bowl for months gums up jets and can corrode aluminum carb bodies.

- ☐ Drain and inspect the fuel in the tank — smell/look for varnish, discoloration, or a shellac-like odor. If it’s old gas, drain the tank fully rather than trying to run it through.
- ☐ Pull the carburetor bowl (or at minimum inspect via the bowl drain) for gum/varnish deposits before the first start attempt — a gummed jet is a common reason for a “cranks but won’t catch, or catches and immediately dies” symptom.
- ☐ Fuel lines — check condition/flexibility, not just for the specific damaged hose already noted. Rubber fuel line perishes from the inside out sitting full of stale ethanol fuel; don’t assume a line is fine just because it looks fine from outside.
- ☐ Fuel filter — replace it regardless of apparent condition, given the unknown sitting duration (P/N 7437000104, confirmed in [Maintenance](#) §4).
- ☐ If this unit does have the factory dual-fuel option (see [My Story](#)): inspect the LP-gas tank mounting/lines for leaks per the handbook’s explicit pre-start LP-gas check **before** doing anything with the fuel system, and don’t smoke or allow open flames nearby while doing it.

3. Ignition system — separate from the fuel question

- ☐ Distributor cap and rotor — check for corrosion/moisture staining inside the cap, a common issue after long storage, especially if the machine was stored outdoors or in a humid space.
- ☐ Points and dwell — per the confirmed factory spec ([Specs](#)): point gap 0.018–0.022 in, dwell 49°–55°. Check both before assuming the ignition system is fine.
- ☐ High-tension (spark plug) cables — factory spec is under 30,000 Ω resistance; check with a multimeter rather than assuming, since cracked/aged insulation on stored cables is common.

4. Hydraulic system

- ☐ Hydraulic fluid level and condition — check for water contamination (milky appearance) or sediment, not just level. A machine stored outdoors with a breather cap issue can draw in moisture over time.
- ☐ Return and pressure filter elements — the handbook calls for 6-month replacement intervals under normal use; given unknown sitting time, replace both now rather than trying to judge condition (P/N 9304100081 return element, 9437100642 pressure element).
- ☐ All hoses, not just the one already found damaged — rubber hydraulic hose can develop surface cracking (ozone/UV checking) from prolonged static pressure and sun exposure while parked. Look specifically at any hose runs that were left flexed/bent during storage.
- ☐ Cylinder rods (boom lift, telescope, steer) — check for surface corrosion/pitting where exposed, which can happen if the machine sat with cylinders partially extended.

5. Tires

- ☐ Inflation pressure — check against the tire decal, don't assume it held.
- ☐ Sidewall condition — dry rot/cracking from age and UV exposure while stationary is common and isn't the same thing as tread wear; inspect specifically for it.

- ☐ Flat-spotting — if the machine sat in one position for a long time, check for flat spots on the tire contact patch.

6. Battery and electrical

- ☐ Battery state of charge and load test — a battery that sat is very likely deeply discharged or sulfated even if it takes a surface charge.
- ☐ Cable/clamp corrosion — per the handbook's daily-check item, but especially relevant after long storage.
- ☐ Given the confirmed rodent activity in at least one harness location, **do a broader visual sweep of accessible wiring runs for chew damage beyond the one spot already found** — rodents that got into the engine bay once often nested and chewed in more than one place.

7. Belts

- ☐ Drive belt condition — factory spec is 8-12 mm deflection under 98 N ([Specs](#)). Belts that sat under tension for a long time can develop cracking at the point where they wrap the pulley; rotate the engine by hand and inspect the full belt length, not just the visible arc.

8. General mechanical

- ☐ Grease points per [Maintenance](#) §3 — treat every weekly/monthly point as overdue and grease it once as a baseline before returning to regular service.
- ☐ Wheel bearings (non-drive hubs) — handbook calls for 1,000-hour/annual repack; given unknown history, this is a reasonable one-time check now rather than waiting for a scheduled interval.
- ☐ Boom wear pads — inspect condition (not just lubricate) given they're weekly-lube items that have likely gone without for a while.

Sequencing

Do this roughly in the order above **before** attempting the [startup procedure](#) — several items here (fuel, ignition) directly affect whether the engine will even run cleanly, and starting on stale fuel/bad points risks masking a real problem as “engine trouble” when it’s actually a storage consequence. Fluids/tires/hydraulics can be checked in parallel with the fuel/ignition work.

🔊 System

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