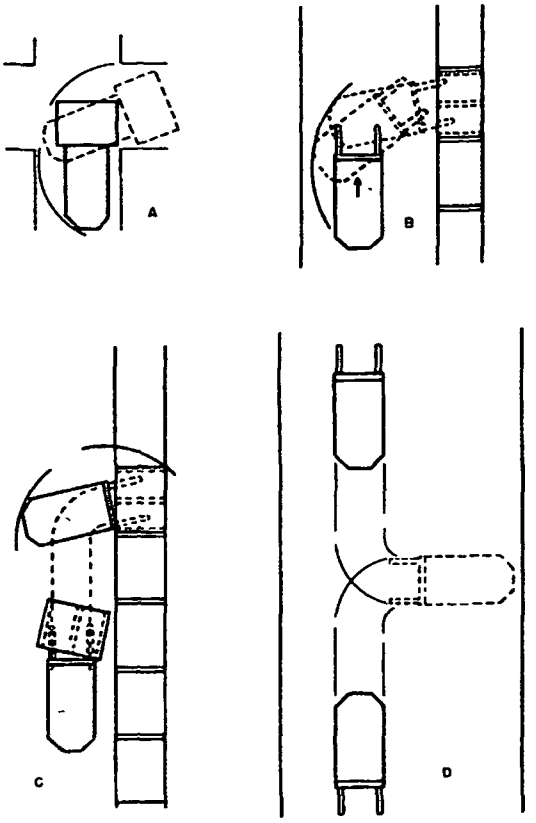

FIG 27–11 —Lift truck maneuvers A—Turning a sharp corner, B—Turning across an isle, C—Turning on exceptionally narrow aisle, and D—Turning around in a narrow passage Turns should be gradual Driver should allow ample space for rear-end swing

structures, should be protected by strong barriers, posts, or curbing to prevent damage (Fig 27–12)

Loads should not be raised or lowered en route Loaded or empty, the forks should be carried as low as possible, but high enough not to strike any raised or uneven surface Tilting back the upright keeps the load steady and secure (Fig 27–13)

If a bulky load is to be carried which cannot be lowered enough to prevent its obstructing the view, the operator should drive the truck backward so that he can see where he is going

Trucks should ascend or descend grades slowly When ascending or descending grades in excess of 10 percent, loaded trucks should be driven with the load upgrade (Fig 27–8) Unloaded trucks should be operated on all grades with the load engaging means downgrade

NOTE *High-lift order-picker trucks are not designed for steep grade operation* Consult the manufacturer's operating instructions for recommended operating procedures

On all grades, the load and load-engaging means should be tilted back, if applicable, and raised only as far as necessary to clear the road surface Low gear or slowest speed should be used when the truck is descending a grade The operator should keep clear of the edge of loading docks and ramps and never make a turn on a ramp

Because of the comparative instability of high-lift trucks, particularly when loaded, it is important that the operator check bridge plates (to make sure they are properly secured) and the floors of boxcars and trucks (to be sure they are in good condition and will bear the weight of the truck and load) before driving over them He should also

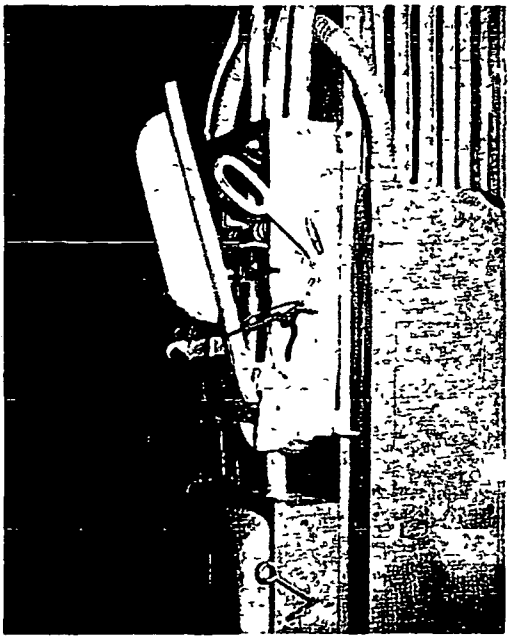

FIG 27–12 —This switch box was damaged when it was struck by a loaded forklift truck