



FIG 27-13 —Note how the mast is tilted back and the load carried as low as safely possible

*Courtesy British Columbia Cement Co., Ltd., Bamberton, B.C.*

check the truck or trailer to see that it is properly chocked (Fig 27-9a). Failure to do this may result in the bridge plate shifting or the trailer or truck moving away from the dock (Fig 27-14).

Lift trucks have a rated capacity, which is stated in pounds at a 24 in. load center distance from the vertical face of the forks. Thus, the rated capacity may be "2000 pounds at 24 in." A wide, flat load of 2000 pounds with the center of gravity 30 in. from the forks is, therefore, a considerable overload. Every operator should be familiar with the maximum load limits of the truck he operates and be required to observe them.

Placing extra weight on the rear of a lift truck to counter-balance an overload should not be permitted as it may strain chains, forks, tires, axles, and motor and also may cause accidents.

The stability of lift trucks is covered in the

ANSI B56.1. Most lift truck manufacturers use the stability values in the standard as a criteria for design and to determine the rated capacity for various truck models.

Operators should never, under any circumstances, attempt to operate a truck with an overload that removes enough weight from the rear wheels to tip the truck or make steering uncertain. Such a load is dangerous. Standing on a truck or adding counterweights to compensate for an overload should never be permitted.

Side stability is a critical factor in making turns at speed or on a slope or ramp. Back tilt of uprights reduces side stability on high lifts, and allowance should be made for this factor.

Particular care should be taken not to exceed floor load limits. The force exerted by a truck on a floor varies with the speed, load, and total weight distribution. It is also