

Powered Industrial Trucks

Turns should be made at a safe speed, smoothly and gradually

The operator should take particular care, while either traveling or maneuvering, to avoid striking overhead structures, such as sprinkler piping, electrical conduit, or fixed structures

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

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 (Fig 22-9)

Trucks should ascend or descend grades slowly. When ascending or descending grades in excess of 10 per cent, loaded trucks should be driven with the load upgrade (Fig 22-9). 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

The operator should check bridge plates (to make sure they are properly secured) and the floors of boxcars and trucks before driving over them, to be sure they are in good condition and will bear the weight of the truck and the load

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 cause accidents

The stability of lift trucks is covered in the ASI Standard B56.1. Most lift truck manufacturers use the stability values in the Standard as a criteria for design and to determine



FIG 22-12 - To pick up round objects, forks should be tilted (left), not used flat (right)

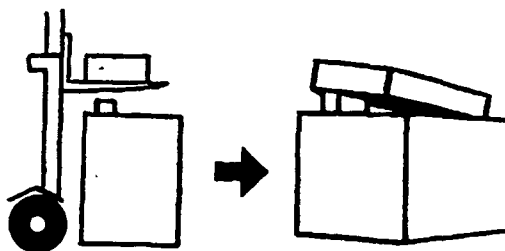


FIG 22-13 - Unloading a large case or similar object without a pallet requires a base and a moveable block

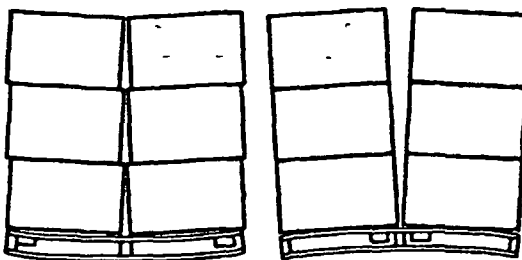


FIG 22-14 - With forks spread wide (left), load is well distributed and tends to bind itself together. Effect of placing forks too close is shown in right view