Forklift Safety Awareness Test

1.) It is very easy to tip over on ramps and sloped surfaces whether the forklift is loaded or unloaded.
   a.) True.  b.) False.

2.) When driving on ramps with a grade of 10 percent or more with a loaded forklift, you must always keep the load uphill, even if it means driving in reverse down the ramp.
   a.) True.  b.) False.

3.) Because a forklift weighs more, it is much easier to brake to a stop than an automobile.
   a.) True.  b.) False.

4.) A forklift driver must always look…
   a.) In the mirrors.
   b.) Around his/her load.
   c.) In the direction of travel.
   d.) Forward.

5.) What should you do when you approach an intersection?
   a.) Slow down and sound the horn.
   b.) Check for hazards by leaning out of the cab.
   c.) Turn slowly and smoothly.
   d.) Get through as quickly as possible.

6.) To lift people using a forklift, the operator must…
   a.) Lift people with bare forks.
   b.) Use a pallet to provide a platform.
   c.) Move a truck near a wall for fall protection.
   d.) None of the above.

7.) When forward visibility is obstructed or blocked…
   a.) Look around the load.
   b.) Proceed forward slowly and with due caution.
   c.) Drive in reverse.
   d.) None of the above.

8.) Never enter a trailer or railroad car unless…
   a.) The watchman is present.
   b.) The forklift’s fuel tank and battery are fully charged.
   c.) The trailer or railcar is locked in place with wheel chocks.
   d.) There is a spotter inside the trailer or railroad car.
9.) A forklift operator's first concern should be…
   a.) Increasing the speed of loading and unloading.
   b.) Making sure the vehicle is in safe working condition.
   c.) Checking shift changes for the load/unload schedule.
   d.) Stabilizing the forks on all trucks used in a shift.

10.) Which of the following is a warning sign that the forklift may need to be taken out of service and repaired?
   a.) Leaks for the fuel system.
   b.) A brake pedal that feels spongy.
   c.) Exhaust fumes that make you feel sick.
   d.) All of the above.

11.) When traveling across aisles or around blind corners:
   a.) Yell "COMING THROUGH!"
   b.) Slow down and honk the horn
   c.) Slow down and look in all directions
   d.) b and c
   e.) all of the above

12.) If the load is obstructing the forward view:
   a.) Travel in reverse
   b.) Reduce the load
   c.) Stand up so you can see ahead
   d.) Use a guide person to help you
   e.) Hire a taller operator

13.) Operators should inspect their forklifts before and after each shift.
   a.) True. b.) False.

14.) You should always travel down a ramp with the load upgrade (uphill).
   a.) True. b.) False.

15.) Personnel, other than the operator, are allowed to ride on a forklift as long as they are safe.
   a.) True. b.) False.

16.) Powered pallet jacks are not covered by the safety standard.
   a.) True. b.) False.

17.) Do not pass another forklift traveling in the same direction at intersections and/or blind spots.
   a.) True. b.) False.

18.) You should always estimate the load you are about to lift so you don’t exceed the forklift’s rated capacities.
   a.) True. b.) False.
Employee Position Evaluation

Employee ____________________________  Job Location ____________________________
Evaluator ____________________________  Position ________________________________
Date of Evaluation ____________________________

Course Check Points

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<tr>
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Remarks

Remarks

Remarks

Remarks

Remarks

Action taken

Informed by ____________________________  Supervisor ____________________________

Employee’s signature ____________________________  Date ____________________________

This training and evaluation is good for 3 years. Re-evaluation will be required if a forklift driver is involved in an accident or violates safety standards.
Forklift Fundamentals

Introduction
What we are going to cover:
- Types of Forklifts
- Principles of physics for a forklift
- Basic operator safety rules
- Work Conditions
- Forklift inspection
- Hands On Training
A forklift is a powerful tool that allows one person to precisely lift and place large heavy loads with little effort.
However, there is great risk of injury or death when a forklift operator:

- Has not been trained in the principles of physics that allows a forklift to lift heavy loads,
- Is not familiar with how a particular forklift operates,
- Operates the forklift carelessly, or
- Uses a forklift that is not safe due to malfunctioning, or missing parts.
Every year nearly 100 workers are killed and 20,000 are seriously injured in forklift mishaps.
- According to National Traumatic Occupational Fatalities (NTOF) Surveillance System.

The top four types of incidents as a percent of the total forklift related deaths are:

- Forklift overturns – 22%
- Another person is struck by a forklift – 20%
- A person is crushed by a forklift – 16%
- A person falls from a forklift – 9%
This training is designed to familiarize you with several types of forklifts.

This training is not a substitute for:

- Reading the Operator’s Manual and following the manufacturer’s instructions.
- Reading the warning labels on the equipment.
- Learning from an experienced operator in the field.
Follow the pre-operation inspection guidelines in the Operator’s Manual. Inspect the following systems for damage, improper installation, or missing parts:

- Be sure the manuals are present in the storage compartment and warning labels are legible.
- Engine oil, hydraulic oil, coolant, and fuel levels and leaks.
- Electrical components.
- Hydraulics.
- Motors.
- Guides, skids, and wear pads and limit switches.
- Tires, wheels and casters.
- Alarms, horns and beacons.
Pre-operation Inspection:

Inspect the following systems for damage, improper installation, or missing parts:

- Guard systems.
- Control panels.
- Indicator switches.
- Forks, chains and latches.
- Cracks in structural components or welds.
- Be sure all structural components are present and all associated fasteners and pins are in place and properly tightened.
- Be sure batteries are in place and properly connected.
- Be sure all compartment covers are in place and secured.
Pre-operation Inspection:

In addition to inspecting the machine, inspect the workplace to identify and avoid hazards:

• De-energize and lock out electrical systems.
• Flag or otherwise mark dangerous terrain features.
• Remove debris, equipment, or other material in the fork’s path.
• Coordinate activities with other workers and equipment operators.
Pre-operation Inspection:

• Perform a test of the base and lift control functions. Make sure all the controls operate correctly before you need them.

• Don’t use a damaged or malfunctioning forklift. Report the problem to a supervisor and tag the Forklift out of service.

• Don’t use the forklift in ways it wasn’t intended to be used, or contrary to the manufacturer’s instructions.
Forklift Fundamentals

Types of Forklifts
Components of a Forklift

*One of the most common types of powered industrial trucks*
The Industrial Truck Association has placed powered industrial trucks into 7 classes.
- **Class I** – Electric motor rider trucks
- **Class II** – Electric motor narrow aisle trucks
- **Class III** – Electric motor hand trucks or hand/rider trucks
- **Class IV** – Internal combustion engine trucks (solid/cushion tires)
- **Class V** – Internal combustion engine trucks (pneumatic tires)
- **Class VI** – Electric and internal combustion engine tractors
- **Class VII** – Rough terrain forklift trucks

*Note that this classification refers to commonly-used vehicles and does not include all powered industrial trucks covered by the OSHA standard.*
Class I – Electric Motor Rider Trucks

- Counterbalanced rider type, stand up
- Three wheel electric trucks, sit-down
- Counterbalanced rider type, cushion tires, sit-down (high and low platform)
- Counterbalanced rider, pneumatic tire, sit-down (high and low platform)
Class I – Electric Motor Rider Trucks

Sit Down Rider - Electric
Class I – Electric Motor Rider Trucks

- Counterbalanced Rider Type, Stand-Up
Class II – Electric Motor Narrow Aisle Trucks

- High lift straddle
- Order picker
- Reach type outrigger
- Side loaders, turret trucks, swing mast and convertible turret/stock pickers
- Low lift pallet and platform (rider)
Class II – Electric Motor Narrow Aisle Trucks

Order Picker

Turret Truck

Reach Type Outrigger
Class II – Narrow Aisle Trucks

Rider Reach Truck

Order Picker
Class III – Electric Motor Hand or Hand/Rider Trucks

- Low lift platform
- Low lift walkie pallet
- Reach type outrigger
- High lift straddle
- High lift counterbalanced
- Low lift walkie/rider pallet
Class III – Electric Motor Hand or Hand/Rider Trucks

- Low Lift Platform
- Low Lift Walkie Pallet
- High Lift Counterbalanced
Class III – Hand & Hand/Rider Trucks

Walkie Powered Pallet Truck

Walkie/Rider Powered Pallet Truck
Class IV – Internal Combustion Engine Trucks – Cushion (Solid) Tires

Fork, counterbalanced (cushion/solid tires)
Class IV – Internal Combustion Engine Trucks – Cushion (Solid) Tires

Sit Down Rider Fork - LPG
Class V – Internal Combustion Engine Trucks – Pneumatic Tires

Fork, counterbalanced (pneumatic tires)
Class V – Internal Combustion Engine Trucks (Pneumatic Tires)

Sit Down Rider - Gas-Pneumatic Tires
Class VI – Electric & Internal Combustion Engine Tractors

Sit-down rider
Class VII – Rough Terrain Forklift Trucks

- Straight-mast Forklift
- Extended-reach Forklift

All rough terrain forklift trucks
Rough Terrain Straight Mast Forklifts
Rough Terrain Extended-Reach Forklifts
Forklift Fundamentals

Safely Using a Forklift
Safety:

• Use extreme care and slow speeds while driving across uneven terrain, debris, unstable or slippery surfaces and near holes and drop-offs including loading docks.

• Don’t remove parts such as batteries and fuel tanks with the forks loaded or raised. These items may be used as counterweight and provide machine stability.
Collisions:

• Beware of limited sight distance and blind spots when driving. Position the load to provide visibility as needed. Or if not possible have an escort.

• Be aware of the path of other forks and working personnel.

• Watch for obstructions above and below when raising and lowering the forks.
Collisions:

• Don’t drive a lift over uneven terrain with the forks elevated. A six-inch drop at the wheels could translate into several feet of movement at the fork level.

• Sound the horn when moving around blind corners and near other equipment and personnel.

• Remember to always back down hills or steep terrain.
Explosion and Fire Hazards:

- Don’t operate the machine if you smell or detect a fuel leak.
- Don’t refuel the machine with the engine running.
- Refuel and charge batteries only in well ventilated areas away from sparks, flames and smoking.
- Avoid carbon monoxide poisoning- never operate a gasoline powered fork inside a building or confined area.
In a car or truck the front wheels steer the vehicle. A forklift has the steering wheels in the rear. The rear end of the forklift swings in a circle around the front wheels that support most of the load. The operator must check that there is room for the rear end to swing when making turns.
A forklift is not as responsive as a car when turning the steering wheel. Rear steering makes it difficult to stop a forklift quickly or swerve and still maintain control. It is important, then not to drive a forklift fast or round corners quickly.
Driving a forklift is different than driving a car

- Driving with the load downhill can result in loss of the load and control of the forklift.

 Keep the load uphill to maintain control of the forklift.
Driving a forklift is different than driving a car

- If you drive a forklift on an incline, you must keep the load on the uphill side. Otherwise, you may have no weight on the wheels that steer and can lose control! The load could also fall off or cause the forklift to tip.
A backrest extension on the forks prevents part of the load from falling rearward toward the operator. This is required when loads are lifted high and the type of load would allow all or part of it to fall to the rear under conditions such as acceleration, sudden stops or driving on an uneven surface.
Forklift safety features

- An overhead guard prevents an object on the forks or on a high rack from falling onto the operator while picking or placing a load at elevation. The guard is not designed to withstand the impact from a full load. It can be effective in deflecting small packages. It is required on all forklifts that can lift a load above the operator unless conditions such as clearances would not allow the forklift to be used.
Operator restraints will hold you in the seat if you strike an object or if the forklift overturns. Since 1992, forklift manufacturers have been required to equip new forklifts with operator restraints such as seat belts. Many forklift manufacturers offer restraint systems that can be retrofitted on older forklifts.
If your forklift begins to overturn, you are safest when you stay in the seat, hold on firmly, and lean in the opposite direction of the fall rather than trying to jump. Many fatal accidents happened when the operator tried to jump. As the forklift begins to tip, it will move slowly – tricking the operator into believing there is time to jump. Once the center of gravity is past the wheel line, the forklift will rapidly fall. The forklift’s overhead guard will quickly pin or crush an operator who jumps.
Failure to wear a seat belt can result in the operator being thrown outside the protective cage in the event of an overturn.

If your forklift has a restraint such as a seat belt or a lap bar, you must use it.
Forklift Fundamentals

How a Forklift Works
A forklift works on the principle of a cantilever. A load on a beam (the forks) supported by a fulcrum (the front wheels) is counterbalanced by a weight on the other end of the beam (the forklift body and counterweight built into it).
How forklifts safely carry and lift heavy loads

- Whether a forklift will safely carry a load or will tip forward can be determined by comparing the “moment” of each.
- Moment equals the distance from the fulcrum to the center of gravity (the point where all the weight is concentrated) times the weight.
How forklifts safely carry and lift heavy loads

- Example: an evenly distributed 36” wide load on the forks has a center of gravity that is 18” from the face of the forks. If the load weighs 4000 pounds then the load moment will be \((18” \times 4000 \text{ lb.}) = 72,000 \text{ inch-pounds}\).

- If the “moment” of the forklift is greater than, or equal to the 72,000 inch pounds of the load then the forklift will safely carry the load.
Forklifts have a capacity plate to tell the user what loads are safe to lift. If the plate says the capacity is 30,000 pounds or less then that capacity is rated for a load with a center of gravity 24” from the face of the forks. If the forklift capacity is greater than 30,000 pounds then the label will rate the load at a 36” or 48” center of gravity since larger forklifts usually lift physically larger loads.
How forklifts safely carry and lift heavy loads

This LP Gas Forklift can safely lift 5000 lbs. 173” high with a center of gravity 24” from the face of the forks. With an attachment labeled “HSS”, the safe load drops to 4500 lbs.
How forklifts safely carry and lift heavy loads

- Using the example and capacity plate on the previous slide, a forklift rated at 5000 pounds would safely lift a load with a moment of up to \((24" \times 5000 \text{ lb.}) = 120,000 \text{ inch–pounds}\). In this case the load above would be safe to lift.

\[
\text{Forklift Moment} = (24" \times 5000 \text{ LBS}) = 120,000 \text{ inch–pounds}
\]

\[
\text{Load Moment} = (18" \times 4000 \text{ LBS}) = 72,000 \text{ inch–pounds}
\]

The load is safe to lift because load moment is less than forklift moment.
How forklifts safely carry and lift heavy loads

However if the 4000 pound load was 66” wide, the load moment would be (33” X 4000 lb.) = 132,000 inch-pounds which would be greater than the moment of the forklift. The forklift would tip forward.

Forklift Moment = (24” X 5000 LBS) = 120,000 inch-pounds
Load Moment  = (18” X 4000 LBS) = 72,000 inch-pounds

The load is safe to lift because load moment is less than forklift moment.
How forklifts safely carry and lift heavy loads

- The fulcrum point is actually at the center of the wheel. Forklift load charts, however, are adjusted to allow measuring from the face of the forks.
As the load is raised, it becomes possible for the forklift to fall to the side as well as tip forward. The operator must consider the center of gravity of the forklift and load together. This combined center of gravity moves as the load is moved and as the forklift travels over surfaces that are rough or inclined.
Stability Triangle

Notes:
1. When the vehicle is loaded, the combined center of gravity (CG) shifts toward line B-C. Theoretically the maximum load will result in the CG at the line B-C. In actual practice, the combined CG should never be at line B-C.

2. The addition of additional counterweight will cause the truck CG to shift toward point A and result in a truck that is less stable laterally.
Stability Triangle

The vehicle is stable

This vehicle is unstable and will continue to tip over
Forklifts have a “stability triangle”. The sides of the triangle as shown in the illustration are formed by the center of each front wheel and the center of the rear wheel or at the center of the axle if there are two rear wheels. A vertical line extending from the center of gravity of the vehicle–load combination must be inside of the stability triangle to prevent the forklift from tipping forward, falling sideways or dropping its load.
These actions will have the following effects:

<table>
<thead>
<tr>
<th>Action</th>
<th>Center of gravity moves</th>
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<tbody>
<tr>
<td>Tilting the load forward</td>
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<tr>
<td>Raising the load while tilted forward</td>
<td>Toward the front axle</td>
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<tr>
<td>Driving on an incline with the load downhill</td>
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<tr>
<td>Stopping forward travel or accelerating backward</td>
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<tr>
<td>Tilting the load back</td>
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<tr>
<td>Raising the load while tilted back</td>
<td>Toward the rear axle</td>
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<tr>
<td>Driving on an incline with the load uphill</td>
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<tr>
<td>Accelerating forward or stopping backward travel</td>
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<tr>
<td>Driving across an inclined surface</td>
<td>Toward the downhill side of the triangle</td>
</tr>
<tr>
<td>Driving across a rough or uneven surface</td>
<td>Toward the rut or low side of the triangle</td>
</tr>
<tr>
<td>Turning</td>
<td>Toward the side now facing the original direction of travel</td>
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</tbody>
</table>
How forklifts safely carry and lift heavy loads

The center of gravity of the forklift–load combination can move outside the stability triangle if:

- The load is picked up on the tip of the forks,
- The load is tilted forward.
- The load is tilted too far back when raised,
- The load is wide, or
- Forklift movement causes the center of gravity to shift.
- This list represents operator procedures that reduce the risk of overturn, collision or loss of the load.
How forklifts safely carry and lift heavy loads

- To prevent your forklift from tipping over, falling sideways or dropping its load:
  - Make sure the load is stable and safely arranged on the forks.
  - Do not tilt the forks forward except when picking up or depositing a load.
  - Tilt the load backward only enough to stabilize the load.
  - Keep the load low just above the pavement with forks tilted back when traveling.
  - Cross railroad tracks diagonally when possible.
How forklifts safely carry and lift heavy loads

- Enter elevators squarely.
- Keep the load uphill when going up or down an incline.
- Drive at a speed that will allow you to stop safely within the stability triangle.
- Slow down on wet or slippery surfaces.
- Slow down to make turns.
- Avoid driving over loose objects or on surfaces with ruts and holes.
The forklift must be checked for defects daily — usually by the operator before beginning a shift. Even if you operate a forklift safely, a defect can cause or contribute to a serious accident.
Pre-use inspection

Some things to look for are:

- Is the horn working? Sound the horn at intersections and wherever vision is obstructed.
- Are there hydraulic leaks in the mast or elsewhere? These could cause slipping hazards or lead to hydraulic failure.
- Are fuel connections tight and battery terminals covered? Dropping a piece of metal across battery terminals can cause an explosion.
Pre-use inspection

- Is there a lot of lint, grease, oil or other material on the forklift that could catch on fire?
- Do sparks or flames come out from the exhaust system?
- Does the engine show signs of overheating?
- Are tires at proper pressure and free of damage? A tire with low pressure or a tire failure can cause a forklift to tip or fall when a load is high.
Pre-use inspection

- Do all controls such as lift, lower, and tilt work smoothly? Are they labeled?
- Is there any deformation or cracks in the forks, mast, overhead guard, or backrest?
- Are lights operating if used at night or in dark locations?
- Is steering responsive? A lot of play or hard steering will reduce your control.
- Do brakes stop smoothly and reliably? Sudden stops can cause tipping.
Pre-use inspection

- Does the parking brake hold the forklift on an incline?
- Are seat belts (if equipped) working and accessible?
- Is the load capacity plate readable?
- Any defects that would affect safety must be corrected before the forklift is returned to service.
- Appendix A is a sample operator pre-use inspection checklist.
Surface Condition

- The surface a forklift operates on can cause serious safety problems. Loose objects, bumps, or depressions can cause you to lose control of steering, bring you to a sudden unplanned stop or cause you to drop your load. A soft dirt surface can cause a wheel to sink and destabilize an elevated load and the forklift.
Surface Condition
Any surface a forklift drives on must be able to support the forklift and its load with a safety factor of four. If a 7,000 pound forklift is carrying a 3,000 pound load then the floor must be able to support 40,000 pounds. Remember that nearly the full weight of the load plus a part of the weight of the forklift may be centered near a single wheel.

Wet, oily or icy surfaces should be avoided. Clean them up as soon as possible.
The basic rule for traveling is that you maintain control of your forklift at all times. Other rules include:

- Operate a forklift only while in the seat or operator’s station. Never start it or operate the controls while standing beside the forklift.
- Never allow passengers unless the forklift was designed for a passenger.
- Do not put any part of your body between the uprights of the mast or when traveling, outside of the forklift frame.
Traveling

- Always look in the direction of travel and keep a clear view of the travel path. Travel in reverse if the load blocks your view.
- Always observe posted speed limits at your workplace. A forklift should not be driven faster than a quick walking pace.
- Keep a distance of at least three forklift lengths between you and any forklift traveling in front of you.
- Do not pass a forklift traveling in the same direction if it is at a blind spot, intersection or other dangerous location.
Traveling

* Never drive a forklift up to anyone in front of a bench or other fixed object.
* Never allow anyone to walk or stand under the elevated forks – even if the forks are not carrying a load.
* Check that there is adequate clearance under beams, lights, sprinklers, and pipes for the forklift and load to pass.
* Never engage in stunt driving or horseplay.
Loads

- When you pick up the load:
  - Move squarely into position in front of the load.
  - Position the forks wide apart to keep the load balanced.
  - Drive the forks fully under the load.
  - Tilt the mast backward slightly to stabilize the load and lift.
Check the destination before you place the load.

- Is the destination flat and stable — or, will the load rock, tilt or lean?
- Never place heavy loads on top of light loads.
- Observe maximum stacking quantities and orientation if printed on cartons.
- Do you know the load bearing capacity of your rack or storage loft destination?
- If you are stacking, are other pallets in the stack in good condition and capable of supporting the load in addition to what they are already supporting?
Loads

- When you place the load at its destination:
  - Move squarely into position in front of the rack or stack where the load will be placed.
  - When ready to place the load, tilt the mast to level. Only tilt forward when the load is over the spot where it will be placed.
  - Lower the forks and back away.
  - Visually verify that the load is stable.
Leaving a forklift unattended

- A forklift is considered to be unattended when it is not in view of the operator or if it is in view, the operator is 25 feet or more away. If you leave a forklift unattended, lower the forks to the ground. Set the controls to neutral, turn off the power, and set the brakes. If the forklift is on an incline, block the wheels.

- If you dismount a forklift and stay within 25 feet, you must at least lower the forks to the ground, set the controls to neutral and set the brakes.
Lifting and lowering people

- Never allow anyone to be lifted while standing on the forks or on a pallet lifted by the forks!
- If you want to use a forklift to raise an employee to an elevated position, use a platform or structure specifically built for this purpose.
When refueling or charging batteries, observe the following precautions:

- Do not smoke or allow any open flames or spark /arc generating equipment in the refueling / charging area.
- Make sure there is adequate ventilation to disburse fumes.
- Make sure there is a fire extinguisher nearby.
- Make sure there is a barrier that protects the pump or charger against vehicle damage.
Fueling/charging

- Liquid Petroleum Gas (LPG) forklifts
  - LPG gas is very cold. Wear gloves when changing LPG tanks. Check for leaks before operating.

- Gasoline or diesel forklifts
  - Turn the engine “OFF” and apply the hand brake before gasoline or diesel refueling.
  - Clean up any spilled fuel before restarting the engine.
Battery operated forklifts

- When charging batteries, keep the battery vent caps in place to prevent electrolyte spray. (Check that the vent caps are not plugged.)
- Keep the battery compartment open to dissipate heat.
- Keep tools and other metal objects away from the top of the battery to prevent an arc or explosion due to short circuited terminals.
Fueling/charging

- When adding fluid to the battery, wear safety glasses and a face shield for protection against electrolyte splash or spray.
- Battery charging areas must have a way to flush and neutralize spilled electrolyte.
- Do not attempt to remove a battery from the forklift unless you have been trained and the charging station is equipped with a hoist designed for this purpose.
Carbon monoxide hazard

- Internal combustion engines produce carbon monoxide. This gas can rapidly build up in any indoor area. People can be overcome without even realizing they are being exposed. Confusion, headache, dizziness, fatigue, and weakness may set in too quickly for victims to save themselves.
Carbon monoxide poisoning can cause permanent brain damage, including changes in personality and memory. Once inhaled, carbon monoxide decreases the ability of the blood to carry oxygen to the brain and other vital organs. Even low levels of carbon monoxide can set off chest pains and heart attacks in people with coronary artery disease.
“Out of Service” and Required Check Intervals

- Regulations require that a forklift be checked for defects the first time it is placed in service and every day that the forklift is used. If the forklift is used continuously, then it must be checked at the end of each shift.
- If a forklift is found unsafe then it must be removed from service until repaired by an authorized person.
"Out of Service" and Required Check Intervals

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- If a forklift is found unsafe then it must be removed from service until repaired by an authorized person.
“Out of Service” and Required Check Intervals

In addition, the forklift owner’s manual will have routine checks and preventive maintenance tasks that must be done by a skilled maintenance person to keep the forklift in safe operating condition. Keep a record of this maintenance as well as any repairs that are made. A compliance officer assigned to investigate an accident involving a forklift will ask to see maintenance and repair records. If you do not have records, it will be impossible for you to prove any maintenance was done and may result in a citation.
“Out of Service” and Required Check Intervals

- Do not alter or eliminate any forklift parts or add any accessories such as additional counterweights or lifting attachments unless approved by the manufacturer in writing. Make any necessary changes to the load capacity plate and operating instructions.
A forklift is a powerful tool when used by a well-trained operator. It helps to move materials and can reduce the risk of back injury by eliminating the need to lift and carry items by hand.

However, the deaths of nearly 100 workers and 20,000 serious injuries a year show that a forklift can be dangerous.
To prevent your workplace from adding to these statistics:

- Use the appropriate forklift and attachments based on the driving location, size of load, and potential for hazardous atmosphere.
- Make sure that forklift operators are given formal instruction, hands-on training and periodic evaluation as required by regulations.
- Observe forklift operators in their daily work and take prompt corrective action to correct careless or unsafe operations.
Forklift Fundamentals

Hands-On Training