



Taylor Machine Works, Inc.

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## Safety Examination

Date \_\_\_\_\_

Name \_\_\_\_\_

Test Examiner \_\_\_\_\_

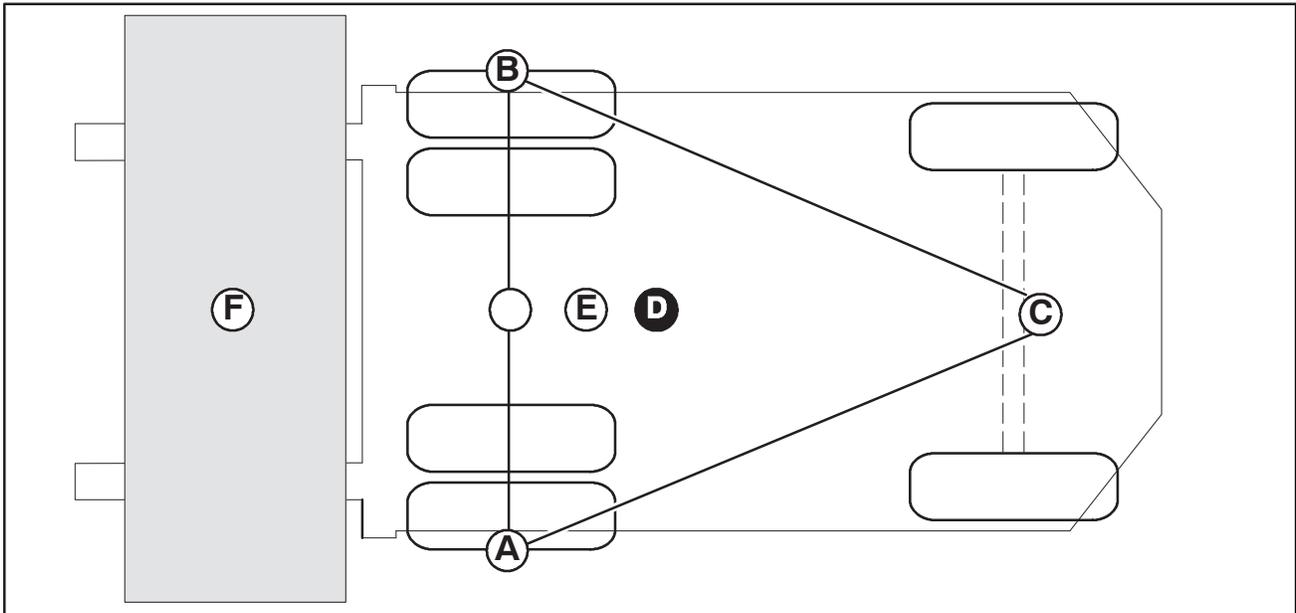
Company \_\_\_\_\_

1. Which of the following must coincide in order for a forklift / pedestrian accident to occur?
  - a. The operator must fail to look in the direction of and keep a clear view of the path of travel.
  - b. The pedestrian must be located within an area in which forklifts travel and fail to keep a proper lookout.
  - c. The employer must fail to either establish forklift / pedestrian lanes, or to enforce the restrictions.
  - d. All of the above.
  - e. None of the above.
2. Ergonomics is the study of the interaction of which of the following?
  - a. Man, machine, and the OSHA rules.
  - b. Machine, environment, safe operating practices.
  - c. Man, machine, environment.
  - d. None of the above.
3. OSHA 29 CFR 1910.178 and ANSI B56.1 require that all lift trucks be equipped with an operator controlled whistle, gong, or other sound producing device. Whose responsibility is it to determine which operating conditions require the truck to be equipped with additional sound producing or visual devices, and be responsible for providing and maintaining such devices?
  - a. The manufacturer.
  - b. ANSI B56.1 Safety Committee.
  - c. The OSHA inspector.
  - d. The user, typically the employer, with input from the operator and safety officials of the company.
  - e. None of the above.
4. Which of the following is / are true concerning ambient noise?
  - a. Ambient noise is the noise level given off by an alarm.
  - b. Ambient noise is the noise level existing in the surrounding environment apart from the noise of the alarm.
  - c. Ambient noise may include the engine noise of a forklift truck.
  - d. a. and c. above.
  - e. b. and c. above.

5. Which of the following must be considered when determining what types of alarms, if any, are needed in any specific operating circumstances?
  - a. The load moment of the forklift.
  - b. Ambient noise, habituation, filtering, dependency, fatigue.
  - c. Habituation, filtering, the operator's wishes and costs.
  - d. a. and b. above.
6. Cameras can be adequate substitutes for looking in the direction of and keeping a clear view of the path of travel.
  - a. True.
  - b. False.
7. Which of the following statements are true regarding transient people entering forklift operational areas?
  - a. They should be given copies of applicable work rules.
  - b. They, alone, are responsible for their own safety.
  - c. They should be provided with a safe place to stay and a safe way to get there.
  - d. If they must be allowed where lift trucks work, they should be given necessary safety equipment such as high visibility vests and hats.
  - e. All of the above.
  - f. a., c., and d. above.
8. Operators must not rely on mirrors when traveling in reverse because:
  - a. Mirrors provide a limited view and will not clear all blind spots.
  - b. Machine vibration and weather contribute to the ineffectiveness of mirrors.
  - c. Safe operating practices, as well as OSHA rules, prohibit it.
  - d. All of the above.
  - e. None of the above.
9. The only **sure way** to prevent forklift / pedestrian accidents is to:
  - a. Give third party personnel strict rules to follow while in your facility.
  - b. Require operators to slow down and sound the horn if they must cross a pedestrian cross-walk.
  - c. Design the environment so that the paths of the trucks never cross with the paths of the pedestrians.
  - d. Ensure pedestrians wear high visibility vests and hats.
10. Which of the following are true as relates to correct carry position?
  - a. Traveling forward with a load that blocks forward visibility could cause you to strike a pedestrian causing serious injury or death.
  - b. Travel forward only if you can keep a clear view of the path of travel.
  - c. Always carry loads low so you can see over them or raised no higher than operator's line of sight and tilted back, if they are stable, so that you can see under them.
  - d. Always carry large, bulky loads, or near capacity loads low and tilted back only enough to stabilize the load; travel in reverse if forward visibility is obstructed.
  - e. c. and d. above.
  - f. All of the above.
11. Never drive forward with a load that blocks forward visibility unless:
  - a. There was no one there the last time you checked.
  - b. You use a ground guide, sound the horn, drive slowly, travel only in a marked travel lane, and discuss with your employer the need for additional sound producing or visual devices.
  - c. You are not friends with any of your co-workers.
  - d. Your co-workers know to stay clear.

12. In some situations it is permissible for the operator to leave the operator's cab with the load elevated such as where the operator needs to position chock blocks on which he is going to place the load.
  - a. True.
  - b. False.
13. Riders, other than operator, are permissible on lift trucks only if they can maintain a firm handhold and are traveling only a short distance.
  - a. True.
  - b. False.
14. Which of the following are true concerning loads on the forks?
  - a. The load must be centered on the forks.
  - b. Always carry the load with the mast tilted back slightly and the load carried as low as possible to provide good, safe visibility.
  - c. Never carry a load at the tip end of the forks.
  - d. a. and b.
  - e. a. and c.
  - f. All of the above.
15. If a forklift begins tipping forward, you should:
  - a. Quickly try to fasten your seat belt.
  - b. Jump as quickly as possible.
  - c. Raise and tilt the load back.
  - d. Brace your feet firmly, grip the steering wheel tightly, and lean away from the direction of the fall.
  - e. None of the above.
16. After clearing a rack or stack, the operator should:
  - a. Aggressively apply the brakes.
  - b. Lower the load immediately, prior to moving into the travel mode.
  - c. Breathe a sigh of relief.
  - d. a. and b.
  - e. All of the above.
17. The fulcrum for the longitudinal axis of the machine is the centerline of the front tires.
  - a. True.
  - b. False.
18. The horizontal distance from the edge of the load (on the vertical face of the forks or other attachment) to the line of action through the center of gravity of the load is the:
  - a. Moment.
  - b. Center of gravity.
  - c. Load center.
  - d. Tipping distance.
19. The product of the weight of the object times the distance from a fixed point is the:
  - a. Line of action.
  - b. Grade.
  - c. Fulcrum.
  - d. Moment.

20. When inflating / servicing a tire which is off the truck, you must remember:
  - a. To always use a cage or other restraining device.
  - b. That most accidents occur while the tire and rim assembly are being deflated.
  - c. Only trained tire specialists are allowed to service multi-piece tire and rim assemblies.
  - d. a. and c.
  - e. All of the above.
21. On dual tire assemblies, all air must be removed from which tire(s) prior to removing any single lugnut or rim clamp?
  - a. Outside tire.
  - b. Inside tire.
  - c. Both tires.
  - d. None of the tires.
22. A certain amount of “drift” is expected across the valves that control cylinder movement even when cylinders and packing are new.
  - a. True.
  - b. False.
23. You should stay clear of the load on a forklift:
  - a. When you suspect wear of the lift chains.
  - b. When you notice cracks on the carriage or forks.
  - c. Always.
  - d. Unless directed otherwise by your supervisor.



24. Considering the above diagram, which of the following statements are true?
  - a. Overall stability depends on how close point E comes to the edge of the ABC triangle.
  - b. Forward stability is directly affected by how close Point E is to the line connecting Points A and C or B and C.
  - c. Adding counterweight will cause the truck center of gravity to shift toward Point C resulting in less lateral stability.
  - d. b. and c.
  - e. a. and c.
  - f. All of the above.

25. Which of the following statements are true regarding stability?
- Lift truck stability is dependent on the trucks four point suspension corresponding to the location of the tires on the drive and steer axles.
  - Rated capacity applies when the truck's mast is vertical and the truck is on no more than a 10% grade.
  - The operator must ensure that the total weight forward of the fulcrum multiplied by the location of the combined center of gravity plus the other dynamic forces of operation never exceed the counterbalance of the lift truck.
  - All of the above.
  - None of the above.
26. When "jump starting" engines:
- First connect positive (+) terminal of booster battery to positive (+) terminal of discharged battery.
  - First connect negative (-) terminal of booster battery to negative (-) terminal of discharged battery.
  - First connect positive (+) terminal of booster battery to negative (-) terminal of discharged battery.
  - None of the above.
27. Three point contact requires:
- Keeping both feet and both hands in contact with the truck at all times.
  - Keeping one hand and two feet in contact with the truck at all times.
  - Keeping one foot and two hands in contact with the truck all all times.
  - a. and b.
  - b. and c.
28. Remember to always:
- Face the truck when mounting and dismounting the truck.
  - Face away from the truck when dismounting the truck.
  - a. and b.
  - None of the above.
29. Sometimes an operator must rely upon a back-up-alarm to warn bystanders of machine approach.
- True.
  - False.
30. Which of the following statements is true regarding counterweight?
- Adding counterweight to a powered industrial truck may overload other components.
  - Modifying a truck by adding counterweight requires manufacturer's approval and the installation of new serial plates.
  - Counterweight is the weight that is a part of the basic structure of a truck that is used to offset the weight of the load and to maximize the resistance of the vehicle to tipping over.
  - a. and c.
  - All of the above.
31. Wheelbase is:
- The distance between wheels on the same axle of a vehicle.
  - The distance between the centerline of the front and rear wheels of a vehicle.
  - The distance between the tip of the forks and the face of the carriage.
  - The distance between the tip of the forks and the rear of the truck.
  - None of the above.

32. Longitudinal stability:
- Is the resistance of a truck to tipping over sideways.
  - Is the resistance of a truck to overturning forward or rearward.
  - Is affected by operator controlled variables such as braking, acceleration, and load carry position.
  - b. and c.
  - All of the above.
33. What is required to modify a TAYLOR lift truck with anything that affects the capacity or safe operation?
- Approval from the maintenance supervisor.
  - Prior written approval from Taylor Machine Works, Inc.
  - Approval from the lift truck owner.
  - Verbal approval from Taylor Machine Works, Inc.
34. What is the affect on the center of gravity (CG) of the lift truck when the mast is tilted forward with the load raised?
- The CG moves toward the rear.
  - The CG moves up and back.
  - The CG moves forward.
  - The CG moves down and back.
35. How does the operator determine the Safe Working Capacity of a lift truck?
- By reading the load indicator.
  - By reading the data plate.
  - By reading the operator license.
  - By reading the data plate on another lift truck.
36. A tire mounted on a split rim is found to have low air pressure. The pressure has decreased from the required 100 psi to 70 psi. Should the operator add air to the tire using the proper equipment? Why?
- No, because the pressure decrease was more than 20%, therefore the wheel must be removed and inspected.
  - Yes, because the tire looks good.
  - Yes, because there was still 80% of the pressure remaining.
  - Yes, because all the proper equipment is available.
37. Why must the operator pay attention to the tail swing or rear movement of the lift truck?
- The tail swing is very small so the operator need not pay it any attention.
  - The front movement is much greater than the rear movement, therefore the operator must only be aware of the front of the truck.
  - The tail swing affects the operator's ability to maneuver the lift truck in tight places or where pedestrians are present. The rear movement is much greater than the front movement in the opposite direction than the front moves.
  - The rear movement is equal and opposite to the front movement.
38. When operating a lift truck, it is important to avoid potholes and pieces of wood or lumber because:
- The lift truck was made to go around them.
  - The lift truck springs and shock absorbers will be damaged.
  - Traveling over a pothole or a piece of wood or lumber can cause an unstable condition causing the load to fall or the lift truck to tip.
  - The potholes, wood, or lumber will be damaged.

39. Even though a lift truck has an operating back-up alarm sounding, the lift truck operator must check all possible blind spots prior to moving to ensure safe operation.
- True.
  - False.
40. When inflating a tire which is mounted on a truck, you must use a clip-on chuck, an in-line valve pressure gauge, and enough air hose to allow you to stand well away from the wheel trajectory path.
- True.
  - False.
41. When stacking or raising a large load high above another with excessive wind blowing:
- There is no reason for the operator to worry about the wind.
  - The operator can stop faster with the wind.
  - The operator may need to check with the Weather Safety Office.
  - The load can become unstable and drop or the lift truck may tip over.
42. Tilt (mast and load out) only when load is over a rack or stack.
- True.
  - False.
43. Experience has shown that high lift trucks that comply with the stability requirements of ASME / ANSI B56.1 are stable when properly operated.
- True.
  - False.
44. Only trained and authorized operators shall be permitted to operate a powered industrial truck.
- True.
  - False.
45. The operator is charged with the duty of checking the condition of the truck before operating it and taking it out of operation if it becomes in need of repair.
- True.
  - False.
46. The manufacturer is charged with the duty of making sure all nameplates and markings on the truck are in place and are maintained in a legible condition.
- True.
  - False.
47. An operator should make up his own mind about wearing the seatbelt and jumping in the event of tipover.
- True.
  - False.
48. Loaded trucks shall be driven with the load up grade and unloaded trucks should be operated with the load engaging means down grade.
- True.
  - False.
49. It is permissible to allow a bystander to pass under an elevated load as long as the operator knows he is going to do so.
- True.
  - False.

50. A powered industrial truck should be kept as clean as possible paying special attention to oil, grease, or other slippery matter on steps or walkways.
- True.
  - False.
51. The two basic modes of lift truck operations are (a) the loading or stacking mode and (b) the traveling mode. The operator should complete one mode before moving to the next as the transition between modes must be accomplished with extreme care,
- True.
  - False.
52. An operator should never move the machine without checking all possible blind spots to see if people are too close to the machine or load. This includes the front, rear, and both sides. Sounding the operator controlled horn before moving is a good practice.
- True.
  - False.
53. The most important safety feature of a powered industrial truck is the operator. Safe operation is the responsibility of the operator.
- True.
  - False.