

By the Numbers – Powered Industrial Trucks

POWERED TRUCKS

INDUSTRIAL

DID YOU KNOW?

Forklift Accident Statistics

It shouldn't come as any surprise that a forklift is a dangerous piece of machinery. There are some pretty grim accident statistics to back up that notion. In reality, forklifts account for only [1%](#) of all warehouse or factory accidents. But the accidents tend to be more serious than others, accounting for 10% of all physical injuries in those workplaces.

Here are [five accident statistics](#) that should cause you to exercise extreme caution when operating a forklift:

1. Forklifts account for around 85 deaths every
2. Forklift accidents that result in serious injury total 34,900
3. Non-serious injuries related to forklift accidents reach 61,800 each
4. A forklift overturning is the most common incident, accounting for 24% of all forklift
5. If companies implemented more stringent training policies, the Occupational Safety & Health Administration (OSHA) estimates that about [70%](#) of forklift accidents in the US

could be

KEEP IN MIND

Forklifts can very dangerous.

- They can weigh up to 9,000 pounds, which is three times heavier than many
- They can travel up to 18
- Unlike a car, forklifts only have brakes in the front, making them harder to
- Forklifts are heavier in the rear to compensate for the heavy loads being carried in the front. This uneven weight distribution can make a forklift difficult to
- A forklift is turned by the rear wheels, causing the rear end to swing outward. This increases the chance of tipping over during tight
- Loads are carried in the front of a forklift, which can obstruct the view of the
- Forklifts are often used to raise hefty loads to considerable heights, a combination that is always

Training, Testing, Certifying

Driving a powered industrial truck, or forklift, can be tricky. It does not drive or handle like a car, but like a car where you have to practice, pass a test and get a license to drive, you must be trained, tested, and certified to operate a forklift.

- Forklifts are less stable because they have 3-point suspension versus an automobile's 4-point
- The back wheels do the turning as opposed to an automobile's front
- Steering requires greater judgement and operating
- Traffic patterns are not as uniform and predictable when driving a forklift as when driving an
- It may seem hard to believe but a fully loaded forklift can weigh hundreds or even thousands of pounds more than a standard

Operational Basics of Forklifts

- Only operate a forklift or other lift truck if you have been trained and authorized to do so. Remember, not all lift trucks are the same – you must be trained on how to safely operate the specific type you are using. Don't let an unauthorized person operate the forklift. Never carry passengers unless the lift is equipped with safe seating and never elevate workers on forks, pallets, or

Inspection

- Always do a pre-operation inspection and have defects you find fixed immediately or tag the forklift out of service and do not use it.

Safe Speed

- Obey speed limits and operate at a safe speed – this could be under the posted speed limit in some cases.

Defects

- Do not operate the forklift if the forks show any of the defects which shall be withdrawn from service and discarded or properly
 - Surface cracks
 - Blade or shank are not straight.
 - Fork angle from blade to shank is not
 - Difference in height of fork
 - Positioning lock not in working
 - Fork blade or shank wear.
 - Fork hooks wear.
 - Fork marking not legible.

ATTACHMENTS

Operators must be trained in the proper use of attachments because they alter the performance of the forklift. Attachments affect the truck's performance by changing its center of gravity, visibility, and capacity. The weight of the attachment reduces the lifting capacity of the truck. Tip over and falling loads. The attachment increases the load center by moving the load further away from the balance or fulcrum point.

- Slip-sheet attachments which avoid the use of
- Sideshifters shift the forks right and
- Container handlers designed to lift shipping
- Carton clamps equipped with a pressure valve to squeeze the
- Cotton or pulp bale clamps that grab and hold
- Paper roll
- Barrel
- Rotators that grab and rotate the
- Extending or telescoping forks such as in reach and turret
- Personnel platforms specially designed for lifting

Traveling with a Load – Forks Upgrade

When traveling with a load, the load should point up the incline, regardless of direction of travel.

Going up the incline:

1. Drive
2. Forks pointed
3. Use a spotter if load blocks the driver's

Going down the incline:

1. Drive in
2. Turn head and face
3. Forks pointed up the grade.