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QUESTION NO: 1

If a load is too wide to travel safely through an aisle, the operator should:

A. travel slowly and force the load through.

B. stop and obtain instructions from the supervisor or manager.

C. raise the load higher to improve clearance.

ANSWER: B

Explanation:

The operator should stop and obtain instructions from the supervisor or manager. Trying to force an oversized load through an aisle can damage racking, dislodge stored goods, strike people, or cause the forklift to become unstable. The operator must not continue simply because the load appears likely to fit.

A safe alternative may involve using a wider route, changing the load arrangement, using different equipment, or applying a planned handling method. Any decision must account for the truck's capacity, the load's stability, available clearance, and pedestrian controls. HSE guidance emphasizes the need for adequate workplace routes and safe systems for lift-truck operations. See HSE lift-truck guidance.

QUESTION NO: 2

The safe use of the hydraulic controls requires:

A. parking brake applied.

B. parking brake applied and transmission in neutral.

C. clutch disengaged and foot brake applied.

D. a fully charged battery.

ANSWER: B

Explanation:

parking brake applied and transmission in neutral. This is the correct safe operating condition when using a forklift's lifting, tilting, or other hydraulic functions while the truck is stationary. Selecting neutral removes drive engagement, while applying the parking brake helps prevent unintended truck movement as the load is raised, lowered, or tilted. This is particularly important because hydraulic movements can alter load position and truck stability; the operator must keep the truck under positive control and avoid any unexpected travel while handling the load. Forklift operating practice requires the operator to use the controls smoothly and only when the truck is stable and properly positioned. Securing the truck with the transmission in neutral and the parking brake applied provides that stable operating condition before hydraulic functions are used. This principle aligns with the UK Health and Safety Executive's guidance for rider-operated lift trucks, which emphasizes safe operating procedures and effective control of the truck during load handling. See the HSE guide: Safety in working with lift trucks (HSG6) and the OSHA powered industrial truck standard.

QUESTION NO: 3

The load backrest extension is fitted mainly to:

A. prevent loads from falling toward the operator.

B. provide protection during a truck rollover.

C. increase the rated lifting capacity of the truck.

ANSWER: A

Explanation:

The load backrest extension helps prevent a load, or part of a load, from falling rearward into the operator's compartment. It supports loads that are stacked higher than the carriage and is particularly important when handling cartons, bags, or loose items. It does not make an unstable load safe, and the operator must still ensure that the load is correctly positioned and secure before lifting or travelling. OSHA addresses overhead and load backrest protection in its powered industrial truck requirements. See OSHA 29 CFR 1910.178.

QUESTION NO: 4

If the fork arms are bent, cracked, or show excessive wear, the operator should:

A. continue working until the next inspection is due.

B. remove the truck from service and report the defect.

C. use only one fork arm until repairs can be arranged.

ANSWER: B

Explanation:

The correct action is to remove the truck from service and report the defect. Fork arms are safety-critical load-bearing components. Damage, cracks, bending, or excessive wear can reduce their strength and may cause a load to shift or fall without warning.

Forks must not be straightened, welded, repaired, or modified by an unqualified person. They should be inspected and maintained in accordance with the manufacturer's instructions by competent personnel. A truck found to be unsafe must not be operated until it has been restored to safe operating condition. See OSHA 29 CFR 1910.178 and HSE lift-truck safety guidance.

QUESTION NO: 5

From the list below select the last thing the operator should do before moving off.

A. Put their seat belt on.

B. Engage drive.

C. Look around.

D. Sound the horn.

ANSWER: C

Explanation:

Look around. is the last action immediately before moving a forklift because the operator must make an effective all-round observation to confirm that the intended path, surrounding area, and direction of travel are clear. Conditions around a stationary truck can change in moments: pedestrians may enter the operating area, another vehicle may approach, or an obstruction may be present in a blind spot. The operator should check in the direction of intended travel and use mirrors where fitted, while recognising that mirrors do not replace direct observation. This final check is particularly important before selecting movement, reversing, turning, or moving away from racking, doorways, crossings, and pedestrian routes. Safe forklift operation depends on maintaining awareness of people and hazards in the travel path and ensuring the truck can be moved without endangering anyone nearby. Regulatory forklift guidance requires operators to look in the direction of travel and maintain a clear view; workplace traffic-management guidance likewise stresses checking for pedestrians and other vehicles before movement. See the UK Health and Safety Executive's Lift trucks in the workplace guidance and OSHA's Powered industrial trucks standard.

QUESTION NO: 6

If you are on a medication that advises you not to operate heavy machinery, you should ask your supervisor to be assigned to a non-forklift position.

A. True.

B. False.

ANSWER: A

Explanation:

True. A forklift is powered industrial equipment, and its safe operation requires the operator to remain alert, able to judge distances and hazards, react promptly, and maintain control throughout the shift. A medication warning against operating heavy machinery is an important indication that the medicine may cause effects such as drowsiness, dizziness, slowed reaction time, impaired coordination, or reduced concentration. These effects can make forklift operation unsafe for the operator and for nearby pedestrians and workers.

The appropriate action is to inform the supervisor that you cannot safely perform forklift duties and request a temporary non-forklift assignment. This helps the employer address the situation safely without requiring disclosure of unnecessary medical details. OSHA requires employers to ensure that powered-industrial-truck operators are competent to operate the truck safely, and its training guidance specifically identifies medication use as a factor that can adversely affect an operator's ability to drive safely. Removing oneself from forklift operation when a medication carries this warning is therefore a responsible, safety-focused decision. See OSHA's Powered Industrial Trucks standard and its Forklift Operator Training guide.

QUESTION NO: 7

The lift truck should normally be driven:

A. at a speed consistent with the type of load and general working conditions.

B. at a speed to maintain production and pressures of work.

C. slowly and deliberately to avoid all potential hazards.

ANSWER: A

Explanation:

The lift truck should normally be driven **at a speed consistent with the type of load and general working conditions.** Safe travel speed is not a fixed number: the operator must continuously match it to the truck, the load, the route, visibility, pedestrian activity, surface condition, gradients, weather where applicable, and available stopping distance. A tall, unstable, heavy, or awkward load may reduce visibility and affect braking, steering, and stability, so it requires a more cautious speed. Likewise, uneven or wet surfaces, confined aisles, doorways, blind corners, intersections, and areas shared with pedestrians require the operator to reduce speed and maintain full control.

Forklift safety guidance emphasizes operating at a speed that enables the driver to stop safely and keep the truck stable, rather than allowing production targets to determine travel speed. The Health and Safety Executive explains that lift-truck operations require effective traffic management and safe operating practices, including controlling vehicle movements in the workplace. OSHA likewise identifies safe powered-industrial-truck operation and workplace conditions as essential elements of preventing incidents. The operator should therefore select a speed that remains safe for the specific load and the conditions present throughout the journey. See the HSE lift-truck safety guidance and OSHA powered industrial truck resources.

QUESTION NO: 8

How often should prestart be done?

A. Daily.

B. Weekly.

C. Monthly.

ANSWER: A

Explanation:

A pre-start inspection should be completed daily, before the forklift is put into service for that work period or shift. This inspection confirms that key safety items—such as tyres, forks, mast and chains, hydraulics, steering, brakes, warning devices, seat belt, and fluid levels—are in safe working condition before an operator uses the truck. Performing the check each day also helps identify damage, leaks, wear, or control faults early, so the forklift can be removed from service and reported if a defect could affect safe operation. Daily inspections are a core element of powered industrial truck safety programs and should be recorded in accordance with the workplace's procedures and the manufacturer's instructions. In some operations with multiple shifts, an inspection may be required at the start of each shift rather than only once per calendar day. OSHA states that powered industrial trucks must be examined at least daily, or after each shift when used around the clock, and defects affecting safety must be corrected before the truck is used. See OSHA 29 CFR 1910.178 and the UK HSE forklift truck guidance.

QUESTION NO: 9

Lift trucks are more likely to turn over sideways when they are:

A. loaded and driven slowly around corners.

B. loaded and driven quickly in a straight line.

C. when braking hard.

D. unladen and turning sharply.

ANSWER: D

Explanation:

unladen and turning sharply. is correct because a lift truck can suffer a lateral, or sideways, overturn when cornering forces move its combined centre of gravity outside its stability triangle. Sharp turns create substantial sideways force, particularly if the truck is travelling too fast for the steering angle. An unladen counterbalance truck still has significant mass in its rear counterweight, so it can overturn even without a load on the forks. Operators must therefore slow down before entering turns, steer smoothly, and avoid sudden direction changes. The truck should be kept upright with the forks low while travelling, and its speed must always suit the surface, gradient, visibility, and turning radius. These precautions are fundamental to maintaining stability and preventing a sideways tip-over. The UK Health and Safety Executive identifies overturning as a major lift-truck hazard and stresses safe operation, including controlling speed and taking care when turning. See the HSE's guidance on workplace transport and lift-truck safety at HSE: Lift trucks and HSE: Safe use of lift trucks.

QUESTION NO: 10

What is a lever to move forks up/down?

A. Left.

B. Middle.

C. Right.

ANSWER: A

Explanation:

Left. is correct for the conventional control layout represented by this question. The fork lift/lower function is controlled by the hydraulic lift lever. Moving that lever in one direction raises the carriage and forks; moving it in the opposite direction lowers them. On the common arrangement used in basic forklift theory training, this is the left-hand, or first, hydraulic-control lever. The other hydraulic levers operate functions such as mast tilt and, where fitted, side shift or attachment movement.

An operator should identify the controls on the specific truck before operating it, using the markings and the manufacturer's operating instructions. This is especially important because control arrangements can differ between forklift models and attachments. OSHA requires powered industrial truck operators to be trained in the operating controls and instrumentation of the particular truck they will use, including the controls' location, function, and operation. This knowledge lets the operator raise and lower a load smoothly, keep the load stable, and avoid unintended hydraulic movements. See OSHA 29 CFR 1910.178 and OSHA Powered Industrial Trucks—Training.

QUESTION NO: 11

How should a forklift operator load two objects of different weights on a single forklift?

A. The lighter of the two loads should be loaded closer to the mast.

B. The heavier of the two loads should be loaded closer to the mast.

C. Either of the loads may be loaded closer to the mast.

D. The forklift operator should never carry two loads at once.

ANSWER: B

Explanation:

The heavier of the two loads should be loaded closer to the mast. A forklift is designed to carry its rated capacity at a specified load centre, and its stability depends on keeping the combined load's centre of gravity as close to the truck as practicable. Placing the heavier object against or nearest the fork face/mast positions more of the load weight nearer the forklift's fulcrum point. This reduces the forward overturning moment and helps keep the combined centre of gravity within the forklift's stability triangle.

The operator must still confirm that the combined weight, dimensions, load centre, and attachment configuration are within the capacity shown on the forklift's data plate. Both objects need to be stable, properly supported by the forks, and arranged so they cannot shift, slide, or fall during travel or lifting. The load should be kept low while travelling and the forklift operated smoothly, particularly when turning or travelling on gradients. OSHA's powered industrial truck guidance emphasizes observing the nameplate capacity and ensuring loads are stable and securely arranged. See OSHA 29 CFR 1910.178, Powered Industrial Trucks and OSHA Powered Industrial Trucks—Load Handling.

QUESTION NO: 12

The Health and Safety At Work Act 1974 (HASWA) applies to:

A. the employer.

B. the employee.

C. everyone.

ANSWER: C

Explanation:

"everyone." is correct because the Health and Safety at Work etc. Act 1974 establishes health-and-safety responsibilities that extend throughout the workplace, rather than placing the subject solely on one group. Employers have the overarching duty to protect the health, safety, and welfare of people at work so far as is reasonably practicable. Employees also have statutory duties: they must take reasonable care for their own health and safety and that of people who may be affected by

what they do, and they must cooperate with their employer's health-and-safety arrangements. The Act also protects people who are not employees, such as visitors, contractors, customers, and members of the public, where workplace activities could affect them. In a forklift environment, this shared approach means that safe operation depends on everyone following site traffic rules, using designated pedestrian routes, reporting hazards, and working in accordance with training and procedures. The precise duties differ according to a person's role and control over the work, but the Act's protection and responsibilities clearly involve the whole workplace community. The Health and Safety Executive summarises these duties in its guidance on the Health and Safety at Work etc. Act 1974 and on employers' and workers' responsibilities.

QUESTION NO: 13

When following another motive-powered vehicle, the recommended separation distance is:

A. 3 meters.

B. 3 fork arm lengths.

C. 3 truck lengths.

ANSWER: C

Explanation:

The recommended separation distance is **3 truck lengths.** This provides a practical safety margin for the following forklift operator to see the travel route, recognise changing conditions, and stop safely if the vehicle ahead slows, turns, stops, or encounters an obstruction. Forklift stopping distance is affected by speed, load weight, surface condition, tyre condition, gradients, and whether the truck is travelling loaded or unloaded. Expressing the gap in truck lengths makes the rule usable across normal workplace travel speeds and allows for the physical space needed to react and brake without creating a collision risk.

Maintaining this distance is also important because forklift trucks can have restricted forward visibility, particularly when carrying bulky loads. A sufficient following gap helps preserve visibility around the vehicle in front and gives the operator time to select a safe response rather than making a sudden manoeuvre. This rule should be applied alongside site traffic-management arrangements, speed limits, pedestrian segregation, and the operator's training. The UK Health and Safety Executive's guidance on workplace transport and lift-truck operation emphasises the need for safe routes, adequate clearance, and controls that prevent vehicle collisions. See the HSE guidance at Workplace transport safety and Safety in working with lift trucks (HSG6).

QUESTION NO: 14

Who has the right of way?

A. The largest forklift.

B. Pedestrians.

C. Forklifts approaching from the right.

D. Forklifts in the main aisle.

ANSWER: B

Explanation:

Pedestrians have the right of way. Forklift operators must operate with constant awareness that people on foot are more vulnerable than a powered industrial truck and may be difficult to see, particularly near intersections, blind corners, loading areas, racks, trailers, and other obstructed locations. The operator is responsible for maintaining control of the truck, travelling at a safe speed, sounding the horn where visibility is limited, and stopping when necessary to avoid striking a person. This principle is especially important because a forklift's weight, turning characteristics, and load can prevent it from stopping or changing direction as quickly as a pedestrian may expect. Pedestrian safety also depends on separating vehicle and walking routes where practicable, using clearly marked aisles and crossings, and ensuring workers do not walk or stand

beneath elevated forks or loads. OSHA’s powered-industrial-truck guidance emphasizes controlling truck movement and protecting pedestrians in areas where forklifts operate. The applicable OSHA standard also requires powered industrial trucks to be operated safely in workplace traffic conditions. See OSHA’s Powered Industrial Trucks eTool and 29 CFR 1910.178.