

The Safe Use of Lorry Loaders

Multiple Choice Questions

Section 1 – Generic introduction

1.1 The operator is responsible for:

- a) Using the lorry loader according to his knowledge and experience.
- b) Using the lorry loader in accordance with the manufacturer's instructions and the lifting plan.
- c) Carrying out the delivery promptly and efficiently.

1.2 All lifting operations should always be carried out:

- a) In accordance with a lifting plan which has been prepared by a competent/appointed person.
- b) According to the circumstances.
- c) In the way in which the customer asks.

1.3 The only person responsible for authorising any changes to the lifting plan is:

- a) The site manager.
- b) The customer, providing the operator agrees.
- c) The appointed person.

1.4 The operator should only receive signals from:

- a) One person who has been clearly identified to them (with the exception of the emergency stop signal).
- b) Whoever has the best view of the site.
- c) It doesn't matter as long as they know each other.

1.5 If the operator is in doubt about any hazard on site, he should:

- a) Keep a close eye on it throughout and proceed with caution.
- b) Re-position his lorry further away.
- c) Stop and contact the appointed person for further instruction unless he is permitted to address it within the scope of his risk assessment/lifting plan.

Section 2 – Pre-operational checks

2.1 Pre-operational checks on a lorry loader should be carried out: a)

Before each lift.

- b) Upon arriving on site.
- c) At the start of each shift or when taking the vehicle over for the first time.

2.2 The purpose of a pre-operational check sheet is:

- a) To make sure everything on the sheet has been checked.
- b) To record that checks have been carried out and that any defects have been reported to management.
- c) To remind you to do the checks at some point before you have to hand it in.

2.3 If you discover a safety-related defect, you should:

- a) Park the vehicle safely and report the defect immediately to your manager or supervisor. Do not use it until it is repaired.
- b) Keep an eye on the defect to see whether it gets any worse during your shift.
- c) Report the defect as soon as the most urgent deliveries have been done.

2.4 Repairs on the lorry loader should be carried out by:

- a) Whoever is available, if they can get it up and running quickly.
- b) A person who is competent to carry out the repair required.
- c) The local truck dealer.

2.5 The person responsible for carrying out pre-operational checks is:

- a) Anyone, as long as they know what they're doing.
- b) The yard manager.
- c) The operator.

Section 3 – Setting up the lorry loader

3.1 The first priority when arriving on site is:

- a) Set up the lorry loader.
- b) Report to the person named on your delivery documents.
- c) Cone your working area off.

3.2 The maximum level of slope permitted by most manufacturers is:

- a) Usually 5° and never more than 7°.
- b) Usually 9° and occasionally as much as 11°.
- c) It depends on whether you're working uphill or downhill.

3.3 The person responsible for ensuring the loader is set up in accordance with the lifting plan and manufacturer's instructions is:

- a) The site safety manager.
- b) The signaller.
- c) The operator.

3.4 Stabilisers should be fully deployed:

- a) As far as it is possible to do so.
- b) At all times unless a stabiliser monitoring system is fitted; or an alternative technical method/safe system of work is in place.
- c) On the side on which you are off-loading.

3.5 When entering/exiting the cab or a raised work station you should:

- a) Face outwards so you can see the pavement clearly.
- b) Make sure you have everything you need to avoid having to climb up and down again.
- c) Use three points of contact at all times.

Section 4 – Operating do's and don'ts

4.1 Using the lorry loader at its shortest possible radius at all times:

- a) Makes the crane work faster.
- b) Reduces wear and improves stability.
- c) Means that the crane can't lift as much.

4.2 Loads should always be:

- a) Moved quickly to keep them in the air for a minimum amount of time.
- b) Kept high so you can see what's underneath.
- c) Kept as low as possible at all times.

4.3 If anyone gives you the Emergency Stop signal (two hands up/palms outwards) you must:

- a) Isolate the lorry loader immediately and establish the cause of the problem.
- b) Put the load on the floor before establishing the cause of the problem.
- c) Ignore it. Only the signaller is allowed to give you any signals.

4.4 The controls of the lorry loader must be switched on:

- a) At all times.
- b) Only when you are stood still and operating the machine.
- c) When attaching the load in case you need to make any adjustments.

4.5 The purpose of a test lift is:

- a) To make sure you can pick up the load at that radius.
- b) To see whether you can add any further weight to the load before lifting.
- c) To make sure the load is stable and secure at the start of each lift.

Section 5 – Safe travel

5.1 The person legally responsible for making sure the vehicle, load and loader are fit for travel is:

- a) The person who has loaded the vehicle.
- b) The transport manager.
- c) The driver.

5.2 Loads should be secured using suitable means:

- a) To prevent sideways movement when cornering.
- b) To prevent forwards and rearwards movement when braking/accelerating.
- c) A combination of a & b above.

5.3 The lorry loader and stabilisers should be stowed:

- a) In accordance with manufacturer and company instructions at all times.
- b) Only if travelling on the road.
- c) Depending on the length of the journey.

5.4 Ratchet straps and all other securing devices/locks etc. should be checked:

- a) At the start of each day.
- b) Once a week.
- c) Before and after each use.

5.5 The travelling height of the vehicle/load and the warning indicator in the cab must be checked/adjusted if necessary by the Operator:

- a) Before each journey.
- b) If you are carrying a product you don't normally carry.
- c) At the start of each day.