



## The Safe Use of Lorry Loaders DVD

### Disc Two Supplement - Multiple Choice **Answers**

#### **Important:**

These questions are **not** part of a formal assessment and do not count towards any type of qualification. They are intended to provide guidance to employers on an informal basis, in ensuring that a level of understanding and appreciation of key points has been achieved by persons watching the DVD.

Each of the five question sections relates to the five DVD modules. There is only one correct answer to each question, so it is important to read and understand the question and read all three possible answers before selecting one of them.

**It is a requirement of BS7121 Part 4:2010 that operators receive formal training and assessment on the following topics: -**

- Theoretical aspects of lorry loader operation and related safety issues.
- Pre-operational checks.
- Practical (operating) skills.

**In addition, employers have a responsibility to:**

- Ensure the operator has received product familiarisation specific to the lorry loader(s) they are asked to use. This should be a documented process and a record kept on the operator's training file.
- Verify on a periodic basis that the operator is competent. This should also be a documented process and a record kept on the operator's training file.
- Ensure additional formal training and assessment takes place in the event of a change in machine size, control type or attachment type.
- Provide periodic refresher training and re-assessment at a maximum interval of every five years.

## 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.