

LIFT DRIVING FACTS, DEFINITIONS & CONCEPTS

A) TYPES OF LIFTS

- 1) Scissors
 - Heavy load capacity
 - Least maneuverable of drivable lifts
 - Typically electric, limited drive time
 - Useful for aisle signs and upper lobby work (small one)
 - Sometimes necessary for heavy signs

- 2) Boom also “Snorkel”
 - Standard equipment 40 foot (also occasionally 30’ & 60’)
 - Most adaptable/desirable
 - Major thrust of this part of class
 - Throttle control governed by height and basket (caution)
Typically lift goes into high gear w/basket about 8’6”
 - MUST be alert to obstacles in 3-D
 - Coming down on uprights /people /exhibits /computers
 - Whip effect in cornering
 - Getting controls reversed during rotation of boom

- 3) UNO (articulated)
 - Often no dead man peddle
 - Some have footbrake
 - Generally slower operation
 - Somewhat limited reach
 - Typically electric, with accompanying limitations

- 4) Other (Man lifts, Genies, Uplifts, etc.)
 - Controls will vary considerably
 - May have much larger protuberance beneath basket (Knuckle)
 - Specific applications or buildings
 - Generally very slow
 - Frequently require outriggers
 - Sometimes dangerous (Watch center of gravity-don't lean out)

B) FUELS

- 1) Propane
 - Liquid / Vapor
 - Icing carburetor
 - Bleeding tanks
 - Not legal to store tanks in Moscone (use loading dock)
- 2) Gasoline
 - Backup only (not legal in Moscone)
 - Changing fuels / purging carburetor
 - Risk of flooding
- 3) Electric
 - Limited drive time
 - Carry extension cord (charge whenever possible)

C) GROUNDPERSONS

The ground persons perform a number of jobs.
Probably most importantly, they act as eyes and ears

for the lift driver who may not be aware of some hazard. (They are a critical warning system)

Further, they level the hanging objects, move obstacles, and act as gofer for needed equipment, tools and fuel.

- Emergency lowering – location of valves
- Agree beforehand about signals. It is not easy to see small hand motions, so signals must be exaggerated. (If you get this down well, you will not be hoarse after 8 hours)
- Keep the ground man involved (His interest will make your job much easier)
- LOOK at them regularly
- Get your ground person to help select the best route to the job (Since he will likely be clearing the path)

D) SAFETY CONSIDERATIONS

- 1) OSHA Rules
 - Harnesses
 - Weight limitations (generally 500 lbs including driver)
 - Difference between crane and boom lifts (boom for lifting people only)
 - Disengaging safety mechanisms (speed governors, horns, and safety rails, for example)
 - Outriggers – do not try to raise lifts without them
- 2) Common Sense
 - Don't carpet boom lift floor.
There's a good reason it's not solid.

- Dropping things
(Kinetic energy – a 10 oz tape measure is a lethal weapon from 30 feet – do not wear it on your belt)
- Watch for guy wires!
- Put small items in a box so they won't fall out of cage
- DUI is an extremely poor idea
An accident is not unlikely when sober, and a positive D/A test would go a long way toward placing liability.

E) JUST PLAIN CONSIDERATION

- 1) Don't block aisles
 - Try to accommodate forklifts
 - Be aware a small movement on your part can save a long trip for someone on the ground

- 2) Don't drive on carpet
 - If unavoidable
 - : Make it a short trip
 - : Don't turn wheels without moving

POINTS ON DRIVING IN MOSCONE

- If you start to lose it", LET GO OF THE CONTROLS.
- TURN OFF YOUR MACHINE WHENEVER POSSIBLE.
- People are not as aware of you and your machine as you think.
- If your 6th sense says stop and look, don't argue.
- Many people find it amusing to grab your basket and bounce it (While you are looking the other way, concentrating on the 9 billion things you might hit).

- Don't drop lengths of wire. It is dangerous as hell on the floor. Wad it up and pitch it safely, or be sure that your ground person does. It is your responsibility.
- The arches drop rapidly near front and back aisles. Check both sides of your for clearance.
- Snorkel lifts weigh about 7 tons (3500 lbs per wheel). Anything you run over will STAY FLAT - phone/computer connections, kinked power cords, cube taps, feet, etc. Do not drive over the power hatches where cords are coming up, you will cut them.
- Plan your moves in advance as much as possible. It may happen that you can save time and aggravation by doing so. If possible try to arrange it so that you are doing all the signs in an area. When two identical lifts pass each other in opposite directions, chances are, efficiency is not a work.
- Moving slowly and deliberately is safe, and inspires confidence in those around you.
- There are ample opportunities to fuck up with a lift. It is not wise to give anyone reason to want to see you do so. Or to let your attention wander from the subject at hand. Rest assured that any lapse in focus will be the time that an accident will happen.

jw/ope-3-afl-cio(147)