



CHECKLIST: OPERATION & MAINTENANCE: VEHICLES				
CRITERIA	YES	NO	N/A	COMMENTS
1. Are handles, levers, pedals, knobs, and work space dimensions designed to enhance effective vehicle operation by suitably clothed and equipped users?				
2. Do seats adjust at least 150 mm in the fore-aft direction?				
3. Is the back-rest angle less than 110° from horizontal and if only the lumbar area is supported is the tilt angle between 95 and 100°?				
4. Is the seat pan flat and made from rigid material with a backward slope of 5-8° from horizontal?				
5. Is the seat padding minimum with resiliency to keep the operator's body from contacting the seat bottom during severe vibration?				
6. When seat padding is made of foam-type material is it adequately ventilated?				
7. Are seat belts installed on all vehicles except when they interfere with safety of operational tasks?				
8. Are controls designed so they cannot be adversely affected by distortion, shock, or vibration of the vehicle?				
9. Except for established uses where maximum wheel deflection does not exceed 1200 are all steering wheels round?				
10. Are steering systems designed so that the maximum turning limits of the vehicle can be achieved with no more than 3 1/2 turns of the steering systems?				
11. Is the steering system designed with sufficient mechanical advantage to meet the force requirements even in the event of a power failure?				
12. Are foot pedals designed to accept the weight of the operator's foot without initiating control action?				
13. Does the operation of switches or controls that initiate hazardous operations require the prior operation of a locking control?				
14. Are operating instructions provided for all vehicles and vehicle equipment except where the mode of operation is obvious to all potential operators?				
15. Are operating instructions placed so that they are easily read from the user's normal operating position without obscuring user visibility or build in vehicular displays?				
16. Is information presented in the form of diagrams whenever possible?				
17. Is maximum permissible road speeds in each gear and range indicated?				
18. On vehicles in which road speeds are limited by engine speed is there a red line on the tachometer?				
19. Are the operating positions of shift handles illustrated?				
20. Are control movements shown in planes parallel to the movement of the actual controls?				
21. Are indicators required by vehicle operators during night operation illuminated?				
22. Is display luminance adjustable from 0.1 to 3.5 cd/m ² ?				
23. When blackout lighting systems are required are they designed to preclude accidental operation of external lights and signals?				
24. Does the operator have forward visibility through a lateral visual field of at least 180° and preferably 220°?				



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25. Are trucks designed to enable the operator in the normal operating position to view the ground at all distances beyond 3 m in front of the vehicle and have upward visibility of at least 150 above the horizontal?				
26. Are side and rear enclosures designed to permit the operator to view the rear of the vehicle to observe the load and to facilitate trailer attachment and backing maneuvers?				
27. Are DOT approved mirror and spotter rear view mirror provided on each side of the cab and located in a manner that affords the operator rearward vision from the normal operating position?				
28. Are visors or other appropriate means used to preclude performance degradation due to glare from external sources?				
29. Tinting or coloring is not used on windshields or other transparent areas through which high acuity vision is required?				
30. Is the transparent material used for windshields and windows shatter-proof and does it neither distort nor obscure vision?				
31. Are windshield wipers and washers provided and do the blades return to the stored position when turned OFF and is there provision for manual operation in the event of power failure?				
32. Does the configuration of fork lift mechanisms and fork lift truck cabs permit the operator to have direct view of the tips of the forks in all typical modes of material loading and in all likely operator positions?				
33. Are all special purpose vehicles equipped with an operable horn, at the operator's station that is distinguishable from the surrounding noise?				
34. Are all special purpose vehicles equipped with an audible back-up alarm that is distinguishable from the surrounding noise?				
35. Is the positioning of equipment and loads facilitated by using center-of-gravity identification, matching guidelines, identification of attaching points, and detachable probes?				
36. The use of latches on control levers does not cause delay in operation?				
37. Are all controls used with lifting equipment labeled as to function and direction of movement and do they conform to normal movement relationships?				
38. Are controls placed within convenient reach of the seated operator and does the placement afford optimum visibility of the load at all times?				
39. Is the use of foot-operated controls avoided for precise adjustments or movements?				
40. Do foot operated brake pedals require locking by foot action alone?				
41. For ease of operation do pedals rise from the depressed position in a backward as well as vertical movement?				
42. Is the load capacity of the equipment indicated using a substantial and durable rating chart that is clearly legible and easily visible to the operator while seated at has control station?				
43. Are load-indicating devices used for all loads where it is possible the maximum or rated capacity of any portion of the lifting system could be exceeded?				



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44. Are audible warning devices provided to indicate that allowable load is being exceeded?				
45. Is a maximum unobstructed view of the work visible to a suitably clothed and equipped user with relevant body dimensions varying between 5th and 95th percentiles?				
46. Are holding brakes on hoists applied automatically when power is removed with at least one holding brake applied directly to the motor shaft or some part of the gear train?				
47. When power-operated brakes with no continuous mechanical linkage between actuating and braking are used is an automatic mechanism provided to set the brake when power is removed?				
48. Are cranes provided with an overtravel-limit switch in the hoisting direction to stop the hoisting motion?				
49. Are lower-travel limit switches used for all hoists where the load block enters pits or hatchways?				
50. Do access dimensions for construction machinery conform to SAE J925 as applicable?				
51. For cab operated cranes are there at least two means of egress from the crane, remote from each other, to permit departure under emergency conditions?				
52. Are suitable handholds and footholds provided to facilitate personnel access and movement?				