



# Glossary

**adjusted capacity.** The maximum weight a vehicle can safely carry at the load's load center and intended placement position (height/distance).

**attachment.** Any job-specific tool that is affixed to the front carriage of a forklift or to the forks themselves.

**authorized person.** A person approved or assigned by the employer to perform a specific type of duty or duties or to be at a specific location or locations at the jobsite.

**capacity.** The capacity of a truck equipped with load carriage and forks, or with attachments, is the weight at a specific load center that a given truck can transport in a carry position and stack to the specified elevation of the load-engaging means.

**center of gravity (CG).** The point of an object where weight is evenly distributed on all sides and from where a single applied force could support it.

**combined center of gravity (CCG).** The center of gravity of a loaded forklift.

**counterweight.** The weight that is built into the truck's basic structure and is used to offset the load's weight and to maximize the vehicle's resistance to tipping over.

**dynamic stability.** The idea that an unloaded forklift's center of gravity and a loaded forklift's combined center of gravity can shift outside of the stability triangle as a result of certain movements, such as sudden stops and starts, turns, or operating on grades.

**extended height.** The height to the top of the mast or load guard when mast is fully extended.

**falling object protective structure (FOPS).** A structure fitted to a PIT over the head of an operator for the purpose of providing protection from falling objects.

**fulcrum.** The pivot point on which a lever rests or is supported.

**lateral stability.** A truck's resistance to overturning sideways.

**lift height.** The height to which the top of the fork is raised when the mast is fully extended.

**line of action.** The imaginary, vertical line that runs through an object's center of gravity.

**load center.** The distance from the face of the forks to the line of action.

**load-engaging means.** The general term for any device attached to the forklift's carriage or mast that carries or pulls the load.

**longitudinal stability.** The truck's resistance to tipping forward or backward.

**minimum safe approach distance.** The closest distance a worker is permitted to approach live electrical lines, equipment, or components.

**overhead guard.** See *falling objects protective structure*.



**personal fall arrest system.** A system used to arrest an employee in a fall from a working level. It consists of an anchorage, connectors, body harness and may include a lanyard, deceleration device, lifeline, or suitable combinations of the aforementioned components/devices.

**personal fall restraint system.** A system used to prevent an employee from falling. It consists of an anchorage, connectors, and body belt/harness. It may include lanyards, lifelines, and rope grabs designed for that purpose.

**powered industrial truck (PIT).** A mobile, power-propelled truck used to carry, push, pull, lift, stack, or tier material.

**pneumatic tire.** A tire made of reinforced rubber and filled with compressed air. Designed for use on improved surfaces, and may be used outdoors or indoors.

**qualified person.** A person designated by the employer who by reason of training and experience has demonstrated ability to safely perform their duties and, where required, is properly licensed in accordance with federal, state, or local laws and regulations.

**rated capacity.** The weight established by the manufacturer at a required load center that a given PIT can transport and stack to a height established by the manufacturer.

**rollover protective structure (ROPS).** A structure designed to protect vehicle operators from injuries caused by vehicle overturns.

**rough terrain forklift (RTFL).** A wheeled PIT designed primarily as a fork truck with a vertical mast and/or a pivoted boom—variable reach or fixed length—which may be equipped with attachments and is intended for operation on unimproved, natural terrain as well as disturbed terrain.

**solid / cushion tire.** A tire made of smooth, solid rubber and fitted around a metal band. Designed for use indoors on smooth, dry surfaces.

**stability triangle.** The area formed by the three points of the suspension system (the pivot point of the rear axle and the front tires) where the center of gravity (CG) or combined center of gravity (CCG) can move about without causing a tip-over.

**stability pyramid.** The area formed by the stability triangle and the highest point of the forklift or load.

**static stability.** The stability of a truck when not in motion.