

ANSI/ITSDF B56.11.8-2019

(Revision of ANSI/ITSDF B56.11.8-2015)



SAFETY STANDARD FOR SEAT BELT (LAP-TYPE) ANCHORAGE SYSTEMS FOR POWERED INDUSTRIAL TRUCKS

AN AMERICAN NATIONAL STANDARD

INDUSTRIAL TRUCK STANDARDS DEVELOPMENT FOUNDATION

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FOREWORD

(This foreword is not part of ANSI/ITSDF B56.11.8-2019)

Following approval by the ITSDF B56 Committee and after public review, ANSI/ITSDF B56.11.8 was approved as an American National Standard by the American National Standards Institute on January 21, 2015.

ANSI/ITSDF B56.11.6-2019 was approved as a revision by the American National Standards Institute on August 6, 2019.

This Standard shall become effective 1 year after its respective Date of Issuance.

ITSDF STANDARDS COMMITTEE ROSTER B56 Powered and Nonpowered Industrial Trucks

(The following is the roster of the Committee at the time of approval of this Standard.)

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ANSI/ITSDF B56.11.8-2019

SUMMARY OF CHANGES

Following approval by the ITSDF B56 Committee and after public review, ANSI/ITSDF B56.11.8-2019 was approved as an American National Standard on August 6, 2019. Changes are indicated by the margin note **(19)**.

The revision consists of the addition of including an exception in 5(c) for swivel seats.

POWERED AND NONPOWERED INDUSTRIAL TRUCKS

B56 SERIES INTRODUCTION

GENERAL

This Standard is one of a series that have been formulated with the Industrial Truck Standards Development Foundation as Sponsor in accordance with the Accredited Organization method, the procedures accredited by the American National Standards Institute, Inc., and the following scope:

Establishment of the safety requirements relating to the elements of design, operation, and maintenance; standardization relating to principal dimensions to facilitate interchangeability, test methods, and test procedures of powered and nonpowered industrial trucks (not including vehicles intended primarily for earth moving or over-the-road hauling); and maintenance of liaison with the International Organization for Standardization (ISO) in all matters pertaining to powered and nonpowered industrial trucks.

One purpose of the Standard is to serve as a guide to governmental authorities having jurisdiction over subjects within the scope of the Standard. It is expected, however, that the Standard will find a major application in industry, serving as a guide to manufacturers, purchasers, and users of the equipment.

For convenience, Standards of Powered and Nonpowered Industrial Trucks have been divided into separate volumes:

Safety Standards

- B56.1 Low Lift and High Lift Trucks
- B56.5 Guided Industrial Vehicles and Automated Functions of Manned Industrial Vehicles
- B56.6 Rough Terrain Forklift Trucks
- B56.8 Personnel and Burden Carriers
- B56.9 Operator Controlled Industrial Tow Tractors
- B56.10 Manually Propelled High Lift Industrial Trucks

Standardization Standards

- B56.11.1 Double Race or Bi-Level Swivel and Rigid Industrial Casters
- B56.11.4 Hook-Type Forks and Fork Carriers for Powered Industrial Forklift Trucks
- B56.11.5 Measurement of Sound Emitted by Low Lift, High Lift, and Rough Terrain Powered Industrial Trucks
- B56.11.6 Evaluation of Visibility from Powered Industrial Trucks
- B56.11.7 Liquefied Petroleum Gas (LPG) Fuel Cylinders (Horizontal or Vertical) Mounting – Liquid Withdrawal – for Powered Industrial Trucks
- B56.11.8 Safety Standard for Seat Belt (Lap-Type) Anchorage Systems for Powered Industrial Trucks

Safety standards that were previously listed as B56 volumes but now have different identification due to a change in standards development assignments are as follows:

- NFPA 505 Fire Safety Standard for Powered Industrial Trucks – Type Designations, Areas of Use, Maintenance and Operation (formerly B56.2)
- UL 583 Standard for Safety for Electric-Battery-Powered Industrial Trucks (formerly B56.3)
- UL 558 Standard for Safety for Internal Combustion Engine-Powered Industrial Trucks (formerly B56.4)

If adopted for governmental use, the references to other national codes and standards in the specific volumes may be changed to refer to the corresponding governmental regulations.

The use of powered and nonpowered industrial trucks is subject to certain hazards that cannot be completely eliminated by mechanical means, but the risks can be minimized by the exercise of intelligence, care, and common sense. It is therefore essential to have competent and careful operators, physically and mentally fit, and thoroughly trained in the safe operation of the equipment and the handling of the loads. Serious hazards are overloading, instability of the load, obstruction to the free passage of the load, collision with objects or pedestrians, poor maintenance, and use of equipment for a purpose for which it was not intended or designed.

Suggestions for improvement of these Standards, especially those based on actual experience in their application, shall be submitted to the Secretary of the B56 Committee, ITSDF, 1750 K Street NW, Suite 460, Washington DC 20006.

Comments shall be written in accordance with the following format:

- (a) specify paragraph designation of the pertinent volume;
- (b) indicate suggested change (addition, deletion, revision, etc.);
- (c) briefly state reason and/or evidence for suggested change;
- (d) submit suggested changes to more than one paragraph in the order in which they appear in the volume.

The appropriate B56 Subcommittee will consider each suggested revision at its first meeting after receipt of the suggested revision(s).

SAFETY STANDARD FOR SEAT BELT (LAP-TYPE) ANCHORAGE SYSTEMS FOR POWERED INDUSTRIAL TRUCKS

1 SCOPE

This procedure provides the performance and testing requirements for anchorage systems of lap-type belts (seat belts) provided with counterbalanced, center control, high lift trucks that have a sit-down, non-elevating operator.

The lap-type seat belt assembly test evaluates the anchorages that connect the assembly to the structure of the truck. The lap-type seat belt assembly is intended to keep the operator in the seat and assist in reducing the risk of entrapment of the operator's head and/or torso between the truck and ground in the event of a tip-over.

2 INTERPRETATION

2.1 Mandatory and Advisory Rules

To carry out the provisions of this Standard, the word *shall* is to be understood as mandatory and the word *should* as recommended.

2.2 Requests for Interpretation

The B56 Committee will render an interpretation of any requirement of this Standard. Interpretations will be rendered only in response to a written request sent to the Secretary of the B56 Committee, ITSDF. The request for interpretation shall be in the following format.

Subject: Cite the applicable paragraph number(s) and provide a concise description.
Edition: Cite the applicable edition of the pertinent standard for which the interpretation is being requested.
Question: Phrase the question as a request for an interpretation of a specific requirement suitable for general understanding and use, not as a request for approval of a proprietary design or situation. The inquirer may also include any plans or drawings, which are necessary to explain the question; however, they should not contain proprietary names or information.

ITSDF procedures provide for reconsideration of any interpretation when or if additional information, which might affect an interpretation is available. Further, persons aggrieved by an interpretation may appeal to the cognizant ITSDF Committee or Subcommittee. ITSDF does not "approve," "certify," "rate," or "endorse" any item, construction, proprietary device, or activity.

3 DEFINITIONS

3.1 Anchorage

The point where the seat belt assembly is mechanically attached to the seat system and or the truck.

3.2 Attachment Hardware

Hardware for securing a seat belt assembly to an anchorage on a seat system or on a truck.

3.3 Weight of Seat

The weight of all applicable seat components (seat assembly, arm rest with controls, adjuster rails and suspension).