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FOREWORD

(This foreword is not part of ANSI/ITSDF B56.14-2015)

The first edition of B56.14 was approved by the ASME B56 Committee on Powered and Nonpowered Industrial Trucks, and was approved and designated as an American National Standard by the American National Standards Institute, Inc. on February 26, 2015.

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

Safety codes and standards are intended to enhance public health and safety. Revisions result from committee consideration of factors such as technological advances, new data, and changing environmental and industry needs. Revisions do not imply that previous editions were inadequate.
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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J. E. Johnson, Vice Chair
C.F. Merther, Secretary

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Ted Clark, Superior Fabrication
Leonard Cohan, Columbia State Community College
Brian Gorner, Quality Corporation
John Johnson, JES
John (Jack) Kucksdorf, Manitou Americas
Dan Moss, AEM
Todd Porter, Palfinger
ANSI/ITSDF B56.14-2015
SUMMARY OF CHANGES

Following approval by the ITSDF B56 Committee and after public review, ANSI/ITSDF B56.14-2015 was approved ANSI on February 26, 2015. This is a new standard.
POWERED AND NONPOWERED INDUSTRIAL TRUCKS

B56 SERIES INTRODUCTION

GENERAL

This Standard is one of a series that have been formulated with the Industrial Truck Standard 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 Trucks
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

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 VEHICLE MOUNTED FORKLIFT TRUCKS

Part I
Introduction

1 SCOPE

This Standard defines the safety requirements relating to the elements of design, operation, and maintenance of industrial and rough terrain vehicle mounted forklifts controlled by a riding operator.

2 PURPOSE

The purpose of the Standard is to promote safety through the design, construction, application, operation, and maintenance of vehicle mounted forklift trucks. This Standard may be used as a guide by governmental authorities desiring to formulate safety rules and regulations. This Standard is also intended for voluntary use by others associated with the manufacture or use of vehicle mounted forklift trucks.

3 INTERPRETATION

3.1 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.

3.2 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.

3.4 Dimensions

The values stated in metric units are to be regarded as the standard. U.S. Customary units are maintained in the User’s section (in parentheses) as information for those not familiar with metric units. The conversion to U.S. Customary units is a direct (soft) conversion from SI units.