ITSDF issues written replies to inquiries concerning interpretations of technical aspects of this Standard. Interpretations are published on the ITSDF Web site at http://www.itsdf.org as they are issued, and will also be published within the next edition of the Standard.

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This code or standard was developed under procedures accredited as meeting the criteria for American National Standards. The Standards Committee that approved the code or standard was balanced to assure that individuals from competent and concerned interests have had an opportunity to participate. The proposed code or standard was made available for public review and comment that provides an opportunity for additional public input from industry, academia, regulatory agencies, and the public-at-large.

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ITSDF accepts responsibility for only those interpretations of this document issued in accordance with the established ITSDF procedures and policies, which precludes the issuance of interpretations by individuals.
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FOREWORD

(This foreword is not part of ANSI/ITSDF B56.9-2012)

On September 28, 1979, the B56.9 Subcommittee started work on this standard in the direction of the B56 Committee and sponsor, The American Society of Mechanical Engineers (ASME).

Following a number of work sessions and ballots within the Subcommittee and the B56 Committee, it was submitted for B56 Committee ballot, public review, and ASME approval. After obtaining such approval, the Standard was submitted to the American National Standards Institute, Inc. (ANSI). ANSI approval to issue the first edition of this standard as American National Standard B56.9 was granted on August 6, 1987.

Following approval by the B56 Committee and ASME, and after public review, ASME B56.9-1992 was approved by ANSI on January 2, 1992.

After transferring the management of the B56 Committee from ASME to ITSDF, ASME B56.9-1992 was reaffirmed and redesignated as ANSI/ITSDF B56.9-2005. After approval by the B56 Committee and after public review, a revision of ANSI/ITSDF B56.9 was approved by ANSI and designated an American National Standard on August 23, 2006.

Following approval by the B56 Committee and after public review, a revision of ANSI/ITSDF B56.9 was approved by ANSI and designated an American National Standard on August 24, 2007.

After approval by the B56 Committee and public review, a revision of ANSI/ITSDF B56.9 was approved by ANSI and designated an American National Standard on June 6, 2012.

This Standard shall become effective 1 year after its respective Date of Issuance. Part III applies only to trucks manufactured after the effective date.

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.)

OFFICERS

S.J. Simpson, Chair
J. E. Johnson, Vice Chair
C.F. Merther, Secretary

COMMITTEE PERSONNEL

Jimmy Eavenson, MTD Products, Inc.
Rudy Fiers, U.S. Department of Labor - OSHA
Dennis Graham, Ford Motor Company
Ron Graunstadt, U.A.W.
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James Lyle, NACCO Material Handling Group, Inc.

David Norton, The Raymond Corporation
Eric Ramsey, Sellick
Rolland Riley, U.S. Army TACOM
Robert Rogers, Rogers Consulting
Kenneth Sanders, East Penn Mfg. Co., Inc.
Stan Simpson, Simpson Group, LLC
Ken Van Hook, Safe-T-Consultants
Richard Ward, Material Handling Ind. America

SUBCOMMITTEE B56.9 – OPERATOR CONTROLLED INDUSTRIAL TOW TRACTORS

Dennis Graham, Chair, Ford Motor Company
Stan Simpson, Vice Chair, Simpson Group
Alan Bartels, The Raymond Corp.
Ron Graunstadt, U.A.W.
Jon Gribble, Taylor-Dunn
Steven McDermitt, Crown Equipment
Rick Noe, Toyota Motor MFG Kentucky
Rolland Riley, US Army TACOM
Dean Shifley, A & G Manufacturing Co., Inc.
ANSI/ITSDF B56.9-2012

SUMMARY OF CHANGES

Following approval by the ITSDF B56 Committee and after public review, ANSI/ITSDF B56.9-2012 was approved as a revision of ANSI/ITSDF B56.9-2007 on June 6, 2012. Changes in this revision include clarifying that the standard addresses pulling loads that do not have supplementary brakes and modifications to 7.8.5 Test Methods.
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
B56.11.6.1 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 OPERATOR CONTROLLED INDUSTRIAL TOW TRACTORS

Part I – Introduction

1 SCOPE

This Standard defines the safety requirements relating to the elements of design, operation, and maintenance of operator controlled industrial tow tractors up to and including 66750 N (15,000 lb) maximum rated drawbar pull of a non-braked load.

2 PURPOSE

The purpose of this Standard is to promote safety in the design, construction, application, operation, and maintenance of operator controlled industrial tow tractors.

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 operator controlled industrial tow tractors.

3 INTERPRETATION

3.1 Mandatory and Advisory Roles

To carry out the provisions of this Standard, all items in Parts II, III, and appendices are mandatory except those including the word should, which are recommendations.

3.2 Classification of Approved Tow Tractors

The word approved means the classification or listing of tow tractors as to fire, explosion, and electric shock hazard by a nationally recognized testing laboratory, i.e., a laboratory qualified and equipped to conduct examinations and tests such as those prescribed by Underwriters Laboratories, Inc., and Factory Mutual Research Corp.

3.3 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 Metric Conversions

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 parenthesis) as information for those not familiar with metric units. The conversion to U.S. customary is a direct (hard) conversion from the SI units.

Part II – For the User

4 GENERAL SAFETY PRACTICES

4.1 Introduction

4.1.1 Part II contains broad safety standards applicable to tow tractor operation. Only authorized operators trained to adhere strictly to the operating instructions stated in Section 5 shall be permitted to operate tow tractors.

4.1.2 Unusual operating conditions may require additional safety precautions and special operating instructions.

4.1.3 Supervision is an essential element in the safe operation of powered industrial trucks.