

Powered Industrial Trucks

Guards and Safety Devices

Powered industrial trucks capable of lifting loads higher than the operator's head or operated in areas where there is a hazard from falling objects should be equipped with an overhead guard (Fig 22-1). This guard should not interfere with good visibility. Openings in the guard should be small enough to protect the operator from being struck by objects or material falling from an overhead load or stack, and should conform to ASI Standard B56.1. A load backrest extension should always be used when operating conditions permit.

Trucks should be equipped with platforms extending beyond the operator's position, strong enough to withstand a compression

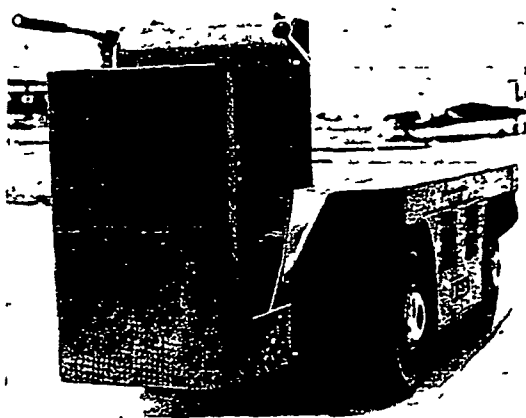


FIG 22-2—Platform guard on this truck protects the operator from backing accidents and rear-end collisions.

load equal to the weight of the loaded vehicle applied along the longitudinal axis of the truck with the outermost projection of the platform axis of the truck with the outermost projection of the material against a flat vertical surface (Fig 22-2).

Additional operator enclosures are not recommended because rapid and unobstructed ingress/egress for the operator is considered more desirable. However, should additional enclosures be provided in conjunction with the platform, they should not prevent easy ingress or egress from the platform.

Exposed tires should have guards which will stop particles from being thrown at the operator. Hazardous moving parts, such as chain and sprocket drives and exposed gears, should be guarded if possible.

Although many lift trucks may come equipped with steering hand wheel knobs, their use is prohibited by many companies. If knobs are used, they should be of the mushroom type to engage the palm of the operator's hand in the horizontal position, and should be mounted within the periphery of the wheel. The steering mechanism should minimize transmission of road shock to the steering hand wheel.

Every powered industrial truck should carry a name plate showing the weight of the truck and its rated capacity as specified by the ASI Standard B56.1, *Safety Standard for Powered Industrial Trucks*, previously mentioned.

Powered industrial trucks should be painted a distinctive color to make them readily visible. Color should comply with the ASI Standard Z53.1, *Safety Color Code for Marking Physical Hazards and the Identification of Certain Equipment*.

Powered industrial trucks should have horns or other warning devices with a distinctive sound, loud enough to be heard clearly above other local noises. The warning device should be under the control of the operator.

Specifications of steering, braking and control arrangements should conform in detail to the ASI Standard B56.1.

Powered industrial trucks should also be constructed and equipped to comply with Underwriters' Laboratories "Standards for Safety" UL 558 and UL 583, and for hazardous locations should comply with NFPA code No. 505.

The definitions of hazardous locations are given in the NFPA *National Electrical Code*. Class I locations are those in which flammable gases or vapors are or may be present, Class II, combustible dust, and Class III, easily ignitable fibers or flyings. The B56.1 *Safety Standard for Powered Industrial Trucks* stipulates that trucks, electrical or gasoline-powered, shall not be used in certain hazardous locations unless they either comply with NFPA requirements or, in some cases, are specifically approved by the inspection authority for the locations involved. This stipulation should apply to any internal-combus-