

Interpretation: 6-21

Subject: ANSI/ITSDF B56.6-2005, Section 5.15.1 (u), Elevating Personnel

Date Issued: March 27, 2008

Question (1): The first sentence of 5.15.1 (u) seems to contradict itself by allowing one to not maintain firm footing when secured by a body belt and lanyard. Does the use of a body belt and lanyard allow one to not maintain firm footing on a platform and thus allow the use of railings, planks, ladders, etc. to achieve greater reach or height?

Answer (1): No. Section 8.24.1 (l) requires the manufacturer to provide “a restraining means such as a guardrail or a means for securing personnel such as a body belt or lanyard.” One method or the other must be provided by the manufacturer but both are not required.

The second sentence of 5.15.1 (u) states that “Use of railings, planks, ladders, etc., on the platform for purpose of achieving additional reach or height is prohibited.” This applies on all platforms at all times regardless of the restraining means used.

Interpretation: 6-22

Subject: ANSI/ITSDF B56.6-2005, Section 5.2.3, Modifications, Nameplates, Markings, and Capacity

Date Issued: September 12, 2008

Question (1): Section 5.2.3 requires the user to ensure the truck is marked if the truck is equipped with front end attachment(s) or optional forks. If an attachment does not affect the capacity of the equipment (as long as the weight of the attachment is included in the pick), is the end user required to have a revised nameplate?

Answer (1): Another nameplate would not be required if the attachment does not affect capacity, stability, or safe operation. The user should consult with the attachment manufacturer and the truck manufacturer to verify how the attachment will affect truck capacity, stability and safe operation and if the truck would require an additional capacity plate to cover operation of the truck with the attachment.

Note that the capacity of a truck with attachments is not solely dependent on the weight of the attachment. Other factors that must be considered include changes in load center distance and movement of the center of gravity of the object lifted such as occurs with rotating or hanging loads.

Interpretation: 6-23

Subject: ANSI/ITSDF B56.6-2005, Section 8.4.3 Rated Capacity

Date Issued: April 23, 2009

Question (1): Does a load center of 24 in. mean the center of gravity of the test load is located 24 in. forward of the face of the forks and 24 in. above the top surface of the forks?

Answer (1): Yes. As stated in 8.4.1, "The rated capacity shall be established by the manufacturer with a load equivalent to an unrestrained homogenous cube, with overall dimensions twice the required load center dimensions." This would require the center of gravity of the load to be in the center of a 48 inch homogenous cube for a capacity rating at a 24 inch load center. This would give the load center position of 24 inches ahead of the forks, 24 inches above the forks and in line with the centerline of the forklift.

Section 8.6.5(c) allows for the use of a hanging load suspended from a framework for tests requiring an elevated load. The point of suspension for the load must simulate the center of gravity of the homogenous cube. For 24 inch load center, this would require suspending from a position 24 inches ahead of the forks and 24 inches above the top face of the fork blade.

Interpretation: 6-24

Subject: ANSI/ITSDF B56.6-2005, Sections 5.15.1 (a) Elevating Personnel and 8.24 Platforms for Elevating Personnel

Date Issued: April 5, 2010

Question (1): ITSDF B56.6-2005, section 5.15.1(a) states "provide a personnel platform which complies with the design requirements listed in Part III of this Standard."

Part III For the manufacturer, section 8.24 lists the design requirements for the manufacture of the platform. Can we, as a user, manufacture our own platform that meets the design requirements of this paragraph? And if we can, what documentation do we need to have to use this platform?

Answer (1): Yes, a user can manufacture a personnel platform. ANSI/ITSDF B56.6-2005 does not limit the individual(s) or organization(s) that develop(s) raw material(s) and (sub)assemblies into the end product(s).

The information required to be prominently indicated on the platform is found in 8.24(f).

Additionally, a user would need to obtain the manufacturer's approval before using the platform on the truck. As stated in 5.2, no modification or alteration which may affect capacity, stability, or safe operations of the truck, shall be made without the prior written approval of the original truck manufacturer or its successor thereof. The industrial truck manufacturer will also provide a new nameplate for the industrial truck when equipped with the platform as required in 5.2.3.

Interpretation: 6-25

Subject: ANSI/ITSDF B56.6-2005, Sections 7.2.9 Repair and Testing

Date Issued: July 23, 2010

Question (1): The standard states that hydraulic components "shall be checked to ensure that drift or leakage has not developed to the extent that it would create a hazard." To what extent would drift have to be developed to be considered a hazard?

Answer (1): It is not possible for the standard to list all possible hazards that may exist from drift or leakage of tilt cylinders, valves or other parts. In general, more frequent repositioning of the load will be required if the drift becomes too great and the user should consider the impact this may have. The industrial truck manufacturer may be able to provide additional guidance.

Interpretation: 6-26

Subject: ANSI/ITSDF B56.6-2005, Section 6.2.3 Operating Safety Rules and Practices

Date Issued: July 8, 2011

Question (1): ITSDF B56.6-2005, section 6.2.12 (g) states "...when leaving the rough terrain forklift truck unattended...fully lower the load-engaging means."

Does the load engaging means include outriggers?

Answer (1): No. The load-engaging means is that part of the truck that is in direct contact with the load being supported. This is often forks but could also be an attachment, platform, or other device. ANSI/ITSDF B56.6-2005 defines stabilizers, sometimes called outriggers, as "extendible or pivoting mechanical supports used to improve stability of a stationary rough terrain forklift truck." Since the stabilizers do not directly contact the load, they are not considered load-engaging and therefore are not required by the standard to be lowered when leaving the forklift truck unattended.

Interpretation: 6-27

Subject: ANSI/ITSDF B56.6-2011, Section 8.8.4 Parking Brake Performance for Rough Terrain Forklift Trucks Up to and Including 70,000 lb (31 750 kg) Loaded Truck Weight

Date Issued: November 4, 2011

Question (1): What is the applicable standard, protocol, or procedure used to perform the parking brake application force test? There is a requirement for the parking brake application force to be 69 lb or less, but no test standard cited or referenced stating how to perform the test.

Answer (1): No specific method for determining the force is included in the standard.

Question (2): The parking brake handle usually moves in an arc so applying a force in an arcing motion is problematic. Does this 69 lb requirement apply throughout the arcing motion or just at the end of the stroke when the parking brake actually engages?

Answer (2): The 69 lb force is the maximum force that can be applied to attain the required parking brake performance with a hand lever

Question (3): Should the last word in section 8.8.4 be “lever” rather than “level”?

Answer (3): Yes.

Interpretation: 6-28

Subject: ANSI/ITSDF B56.6-2011, Section 8.16.3 (c), Overhead Guards, Impact Drop Test

Date Issued: April 9, 2013

Question (1): Is the purpose of the impact drop test to protect the operator? How are we protecting the operator if the 39" vertical clearance is not maintained during impact?

Answer (1): The impact drop test measures the *performance* of the overhead guard. The intent of the wording in the standard is to ensure an operator has enough room to escape entrapment in the event an overhead guard is deformed to the maximum allowable extent. As stated in 5.4.1.2, an overhead guard is intended to offer protection to the operator from falling objects, but it cannot protect against every possible impact.