

Australian Standard[®]

Powered industrial trucks

Part 2: Operations



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The following are represented on Committee ME-026:

- Australian Industrial Truck Association
 - Australian Industry Group
 - Construction and Mining Equipment Industry Group
 - Hire and Rental Industry Association of Australia
 - Safety Institute of Australia
 - WorkSafe Victoria
 - WorkCover New South Wales
-

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Powered industrial trucks

Part 2: Operations

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PREFACE

This Standard was prepared by the Standards Australia Committee ME-026, Industrial Trucks, to supersede AS 2359.2—1985, *Industrial trucks (known as the SAA Industrial Truck Code)*, Part 2: *Operation*.

This Standard is Part 2 of the AS 2359 series, *Powered industrial trucks*. The series comprises the following Standards:

AS

2359	Powered industrial trucks
2359.1	Part 1: General requirements
2359.2	Part 2: Operation (this Standard)
2359.3	Part 3: Counterbalanced fork-lift trucks—Stability tests
2359.4	Part 4: Reach and straddle fork-lift trucks—Stability tests
2359.5	Part 5: Symbols for operator controls and other displays
2359.6	Part 6: Safety requirements and verification—Self-propelled industrial trucks, other than driverless trucks, variable-reach trucks and burden-carrier trucks
2359.7	Part 7: Terminology
2359.8	Part 8: Pallet stackers and high-lift platform trucks—Stability tests
2359.9	Part 9: Overhead guards—Specification and testing (ISO 6055:2004, MOD)
2359.10	Part 10: Fork-lift trucks—Hook-on type fork arms—Vocabulary
2359.11	Part 11: Fork-lift trucks—Hook-on type fork arms and fork carriers—Mounting dimensions
2359.12	Part 12: Hazardous areas
2359.13	Part 13: Brake performance and component strength
2359.14	Part 14: Fork arms—Technical characteristics and testing
2359.15	Part 15: Fork-arm extensions and telescopic fork arms—Technical characteristics and strength requirements
2359.16	Part 16: Safety signs and hazard pictorials—General principles
2359.17	Part 17: Stability tests for rough terrain trucks (ISO 8379:1998, MOD)
2359.18	Part 18: Stability tests for industrial variable-reach trucks
2359.19	Part 19: Additional stability tests for industrial variable-reach trucks handling freight containers of length 6 m and above

Principal changes from the 1985 edition are as follows:

- (a) Requirements for rough terrain trucks and turret type high-lift trucks are now included.
- (b) Requirements and guidance on the provision of site traffic management plans (TMPs) are now given.
- (c) More definitive requirements and guidance on freight container handling are now included.
- (d) Control and measurement of noise is now specified.

The term ‘informative’ has been used in this Standard to define the application of the appendix to which it applies. An ‘informative’ appendix is only for information and guidance.

CONTENTS

	<i>Page</i>
FOREWORD.....	5
SECTION 1 SCOPE AND GENERAL	
1.1 SCOPE.....	6
1.2 OBJECTIVE.....	7
1.3 INNOVATION.....	7
1.4 REFERENCED DOCUMENTS.....	7
1.5 DEFINITIONS.....	8
SECTION 2 RULES FOR OPERATION	
2.1 QUALIFICATIONS OF OPERATORS.....	13
2.2 TRAINING OF OPERATORS.....	13
2.3 AUTHORIZATION OF OPERATORS.....	14
2.4 OPERATING PROCEDURES.....	14
2.5 LIFTING OF TRUCKS.....	15
2.6 FUEL HANDLING AND STORAGE.....	15
2.7 BATTERY HANDLING AND CHARGING.....	15
SECTION 3 MODEL OPERATING PROCEDURES	
3.1 GENERAL.....	16
3.2 PRE-OPERATING CHECK.....	16
3.3 GENERAL RULES FOR OPERATORS.....	17
3.4 GENERAL RULES FOR USERS AND SUPERVISORS.....	18
3.5 UNATTENDED TRUCKS.....	19
3.6 TRAVELLING.....	19
3.7 HANDLING AND PLACING LOADS.....	21
3.8 LATERAL LEVELLING MECHANISMS.....	23
3.9 MAST WITH FORWARD TILT.....	23
3.10 WORK PLATFORMS.....	23
3.11 JIB ATTACHMENT.....	24
3.12 SUSPENDED LOADS.....	25
3.13 RESTRICTIONS ON SIMULTANEOUS USE.....	25
3.14 LOADING AND UNLOADING ROAD VEHICLES AND RAILCARS.....	26
3.15 USE OF LIFTS.....	27
3.16 REFUELLING AND RECHARGING.....	27
SECTION 4 PROCEDURES FOR PARTICULAR TRUCKS	
4.1 ELEVATING OPERATOR TYPE TRUCKS.....	29
4.2 AUTOMATICALLY CONTROLLED TRUCKS.....	30
4.3 FREIGHT CONTAINER HANDLING.....	30
SECTION 5 PROCEDURES COVERING SITE CONDITIONS	
5.1 HAZARDS.....	32
5.2 PEDESTRIAN ACCESS AND FENCING.....	33
5.3 SAFETY SIGNS AND DEVICES FOR THE WORKPLACE.....	33
5.4 GUARDS.....	33
5.5 LIGHTING.....	34
5.6 NOISE LEVELS.....	34
5.7 ATMOSPHERIC POLLUTION.....	35

	<i>Page</i>
5.8 UTILITY SERVICES	35
5.9 GROUND AND FLOOR SURFACES	36
5.10 INCLINES	36
5.11 AISLES.....	36
5.12 LOADING DOCKS	37
5.13 BRIDGEPLATES, DOCK LEVELLERS AND CONTAINER RAMPS	37
5.14 LIFTS	38
 SECTION 6 MAINTENANCE, REPAIR AND MODIFICATION	
6.1 SCOPE OF SECTION	39
6.2 SERVICING	39
6.3 RECORDS	39
6.4 MAINTENANCE PRACTICES	39
6.5 OPERATING CONDITION	41
6.6 MAINTENANCE OF FORK ARMS	42
6.7 REPLACEMENT PARTS	43
6.8 MODIFICATION	43
6.9 STORAGE AND DECOMMISSIONING.....	44
6.10 PURCHASING A TRUCK	44
 APPENDICES	
A TRAFFIC MANAGEMENT PLANS.....	45
B DYNAMIC STABILITY SAFETY REQUIREMENTS.....	48
C GLOSSARY OF TERMS	50
D NOISE LEVELS	52
E INFORMATION TO BE SUPPLIED WITH ENQUIRY, REQUEST FOR HIRE, ORDER OR TENDER.....	53
F TRAVELLING BACKWARDS	56

FOREWORD

Workplace design and systems of work that do not adequately address limitations in both the industrial truck (forklifts, tow tractors, industrial variable reach trucks (tele-handlers) and industrial variable reach trucks for handling freight containers (reach stackers)) and human behaviour are implicated in the majority of serious incidents involving these trucks. Safe systems of work are designed to take account of and control risks that arise from these limitations as they apply to each type of truck and the attachments used with it. The difficulty people working in surrounding areas might have in recognizing risks associated with trucks, and any inherent design limitations in established workplaces are also taken into account. Controls need to apply a hierarchy of elimination, substitution, and engineering controls and avoid reliance solely on administrative procedures.

Workplaces should be designed—

- (a) to eliminate the need and opportunity for pedestrians to enter areas where industrial trucks are operating; and
- (b) to prevent industrial trucks from entering pedestrian work areas or areas where the industrial trucks cannot be safely used within the limitations stipulated by the manufacturer, importer or supplier. This Standard makes provision for traffic management plans (TMPs) to be implemented in workplaces to assist in this.

It is a requirement of this Standard that industrial trucks be operated at all times in a safe manner, by trained and authorized operators. Local regulatory authorities need to be consulted for any specific requirements concerning certificates of competency (licences) for the operators of the trucks. Persons supervising truck operations are proficient in the required safe systems of work and any limitations to operating safety stipulated by the manufacturer, importer or supplier of the industrial truck.

The selection of a suitable industrial truck is based on the individual merits of each application, e.g. low level order picker, narrow aisle reach truck, counterbalanced internal combustion engine truck, etc. The selection is made in close consultation with the supplier to ensure that any limitations stipulated by the manufacturer are not exceeded.

STANDARDS AUSTRALIA

**Australian Standard
Powered industrial trucks****Part 2: Operations**

SECTION 1 SCOPE AND GENERAL

1.1 SCOPE

This Standard specifies requirements, for the operation, maintenance, repair and modification of self-propelled industrial trucks (hereafter also referred to as trucks) and their attachments as defined in AS 2359.7 and gives guidance for the design of workplaces in which they are used. This Standard applies to the following:

- (a) Industrial counterbalanced trucks.
- (b) Reach trucks with retractable mast or retractable fork arm carriage.
- (c) Straddle trucks.
- (d) Pallet-stacking trucks.
- (e) High-lift platform trucks.
- (f) Trucks with elevating operator position up to 1200 mm.
- (g) Trucks with elevating operator position above 1200 mm.
- (h) Side-loading trucks (one side only).
- (i) Lateral-stacking trucks (both sides), and lateral- and front-stacking trucks (turret).
- (j) Powered pallet trucks.
- (k) Four way directional and multi directional trucks.
- (l) Tractors with a drawbar pull up to and including 20 000 N.
- (m) Rough-terrain counterbalanced trucks.
- (n) Reach stackers.
- (o) Industrial variable reach trucks.
- (p) Articulated counterbalance trucks.

NOTES:

- 1 Dynamic stability safety requirements are included in this Standard.
- 2 The design and manufacture of trucks is covered by AS 2359.1 and AS 2359.6.
- 3 This Standard does not cover the following:
 - (a) Tow tractors with a capacity greater than 20 kN.
 - (b) Manually propelled trucks.
 - (c) Rough terrain reach stackers (container handlers).
 - (d) Rough terrain variable reach trucks (rough terrain tele-handlers).