

## **§1910.178 Powered Industrial Trucks.**

### **(a) General requirements.**

- (1)** This section contains safety requirements relating to fire protection, design, maintenance, and use of fork trucks, tractors, platform lift trucks, motorized hand trucks, and other specialized industrial trucks powered by electric motors or internal combustion engines. This section does not apply to compressed air or non-flammable compressed gas-operated industrial trucks, nor to farm vehicles, nor to vehicles intended primarily for earth moving or over-the-road hauling.
- (2)** All new powered industrial trucks acquired and used by an employer shall meet the design and construction requirements for powered industrial trucks established in the “American National Standard for Powered Industrial Trucks, Part II, ANSI B56.1-1969,” which is incorporated by reference as specified in §1910.6, except for vehicles intended primarily for earth moving or over-the-road hauling.
- (3)** Approved trucks shall bear a label or some other identifying mark indicating approval by the testing laboratory. See paragraph (a)(7) of this section and paragraph 405 of “American National Standard for Powered Industrial Trucks, Part II, ANSI B56.1-1969,” which is incorporated by reference in paragraph (a)(2) of this section and which provides that if the powered industrial truck is accepted by a nationally recognized testing laboratory it should be so marked.
- (4)** Modifications and additions which affect capacity and safe operation shall not be performed by the customer or user without manufacturers prior written approval. Capacity, operation and maintenance instruction plates, tags or decals shall be changed accordingly.
- (5)** If the truck is equipped with front-end attachments other than factory installed attachments, the user shall request that the truck be marked to identify the attachments and show the approximate weight of the truck and attachment combination at maximum elevation with load laterally centered.
- (6)** The user shall see that all nameplates and markings are in place and are maintained in a legible condition.
- (7)** As used in this section, the term, “approved truck” or “approved industrial truck” means a truck that is listed or approved for fire safety purposes for the intended use by a nationally recognized testing laboratory, using nationally recognized testing standards. Refer to §1910.155(c)(3)(iv)(A) for definition of listed, and to §1910.7 for definition of nationally recognized testing laboratory.

**(b) Designations.** For the purpose of this standard there are eleven different designations of industrial trucks or tractors as follows: D, DS, DY, E, ES, EE, EX, G, GS, LP, and LPS.

**(1)** The D designated units are units similar to the G units except that they are diesel engine powered instead of gasoline engine powered.

**(2)** The DS designated units are diesel powered units that are provided with additional safeguards to the exhaust, fuel and electrical systems. They may be used in some locations where a D unit may not be considered suitable.

**(3)** The DY designated units are diesel powered units that have all the safeguards of the DS units and in addition do not have any electrical equipment including the ignition and are equipped with temperature limitation features.

**(4)** The E designated units are electrically powered units that have minimum acceptable safeguards against inherent fire hazards.

**(5)** The ES designated units are electrically powered units that, in addition to all of the requirements for the E units, are provided with additional safeguards to the electrical system to prevent emission of hazardous sparks and to limit surface temperatures. They may be used in some locations where the use of an E unit may not be considered suitable.

**(6)** The EE designated units are electrically powered units that have, in addition to all of the requirements for the E and ES units, the electric motors and all other electrical equipment completely enclosed. In certain locations the EE unit may be used where the use of an E and ES unit may not be considered suitable.

**(7)** The EX designated units are electrically powered units that differ from the E, ES, or EE units in that the electrical fittings and equipment are so designed, constructed and assembled that the units may be used in certain atmospheres containing flammable vapors or dusts.

**(8)** The G designated units are gasoline powered units having minimum acceptable safeguards against inherent fire hazards.

**(9)** The GS designated units are gasoline powered units that are provided with additional safeguards to the exhaust, fuel, and electrical systems. They may be used in some locations where the use of a G unit may not be considered suitable.

**(10)** The LP designated unit is similar to the G unit except that liquefied petroleum gas is used for fuel instead of gasoline.

**(11)** The LPS designated units are liquefied petroleum gas powered units that are provided with additional safeguards to the exhaust, fuel, and electrical systems. They may be used in some locations where the use of an LP unit may not be considered suitable.

**(12)** The atmosphere or location shall have been classified as to whether it is hazardous or nonhazardous prior to the consideration of industrial trucks being used therein and the type of industrial truck required shall be as provided in paragraph (d) of this section for such location.

**(c) Designated locations.**

**(1)** The industrial trucks specified under subparagraph (2) of this paragraph are the minimum types required but industrial trucks having greater safeguards may be used if desired.

**(2)** For specific areas of use see Table N-1 which tabulates the information contained in this section. References in parentheses are to the corresponding classification as used in Subpart S of this part.

**(i)** Power-operated industrial trucks shall not be used in atmospheres containing hazardous concentration of acetylene, butadiene, ethylene oxide, hydrogen (or gases or vapors equivalent in hazard to hydrogen, such as manufactured gas), propylene oxide, acetaldehyde, cyclopropane, diethyl ether, ethylene, isoprene, or unsymmetrical dimethyl hydrazine (UDMH).

**(ii)**

**(A)** Power-operated industrial trucks shall not be used in atmospheres containing hazardous concentrations of metal dust, including aluminum, magnesium, and their commercial alloys, other metals of similarly hazardous characteristics, or in atmospheres containing carbon black, coal or coke dust except approved power-operated industrial trucks designated as EX may be used in such atmospheres.

**(B)** In atmospheres where dust of magnesium, aluminum or aluminum bronze may be present, fuses, switches, motor controllers, and circuit breakers of trucks shall have enclosures specifically approved for such locations.

**(iii)** Only approved power-operated industrial trucks designated as EX may be used in atmospheres containing acetone, acrylonitrile, alcohol, ammonia, benzene, benzol, butane, ethylene dichloride, gasoline, hexane, lacquer solvent vapors, naphtha, natural gas, propane, propylene, styrene, vinyl acetate, vinyl chloride, or xylenes in quantities sufficient to produce explosive or ignitable mixtures and where such concentrations of these gases or vapors exist continuously, intermittently or periodically under normal operating conditions or may exist frequently because of repair, maintenance operations, leakage, breakdown or faulty operation of equipment.

(iv) Power-operated industrial trucks designated as DY, EE, or EX may be used in locations where volatile flammable liquids or flammable gases are handled, processed or used, but in which the hazardous liquids, vapors or gases will normally be confined within closed containers or closed systems from which they can escape only in case of accidental rupture or breakdown of such containers or systems, or in the case of abnormal operation of equipment; also in locations in which hazardous concentrations of gases or vapors are normally prevented by positive mechanical ventilation but which might become hazardous through failure or abnormal operation of the ventilating equipment; or in locations which are adjacent to Class I, Division 1 locations, and to which hazardous concentrations of gases or vapors might occasionally be communicated unless such communication is prevented by adequate positive-pressure ventilation from a source of clear air, and effective safeguards against ventilation failure are provided.

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**Table N-1 Summary Table on Use of Industrial Trucks in Various Locations**

Classes	Unclassified		Class I locations			Class II locations			Class III locations								
Description of classes	Locations not possessing atmospheres as described in other columns.		Locations in which flammable gases or vapors are, or may be, present in the air in quantities sufficient to produce explosive or ignitable mixtures.			Locations which are hazardous because of the presence of combustible dust.			Locations where easily ignitable fibers or flyings are present but not likely to be in suspension in quantities sufficient to produce ignitable mixtures.								
Groups in classes	None	A	B	C	D	E	F	G	None								
Examples of locations or atmospheres in classes and groups	Piers and wharves inside and outside general storage, general industrial or commercial properties	Acetylene	Hydrogen	Ethyl ether	Gasoline Naphtha Alcohols Acetone Lacquer solvent Benzene	Metal dust	Carbon black coal dust coke dust	Grain dust, flour dust, starch dust, organic dust	Baled waste, cocoa fiber, cotton, excelsior, hemp, istle, jute, kapok, oakum, sisal, Spanish moss, synthetic fibers, tow								
		1	2		1		2	1	2								
Divisions (nature of hazardous conditions)	None	Above condition exists continuously, intermittently, or periodically under normal operating conditions.	Above condition may occur accidentally as due to a puncture of a storage drum.	Explosive mixture may be present under normal operating conditions, or where failure of equipment may cause the conditions to exist simultaneously with arcing or sparking of electrical equipment, or where dusts of an electrically conducting nature may be present.		Explosive mixture not normally present, but where deposits of dust may cause heat rise in electrical equipment, or where such deposits may be ignited by arcs or sparks from electrical equipment.		Locations in which easily ignitable fibers or materials producing combustible flyings are handled, manufactured, or used.	Locations in which easily ignitable fibers are stored or handled (except in the process of manufacture).								
Authorized uses of trucks by types in groups of classes and divisions																	
Groups in classes	None	A	B	C	D	A	B	C	D	E	F	G	E	F	G	None	None
Type of truck authorized:																	
Diesel:																	
Type D	D**																
Type DS									DS								DS
Type DY									DY							DY	DY
Electric:																	
Type E	E**																E
Type ES									ES					ES			ES
Type EE									EE					EE	EE		EE
Type EX					EX				EX		EX	EX		EX	EX		EX
Gasoline:																	
Type G	G**																
Type GS									GS					GS			GS
LP-Gas:																	
Type LP	LP**																
Type LPS									LPS					LPS			LPS
Paragraph Ref. In No. 505.	210. 211	201 (a)		203 (a)		209 (a)			204 (a), (b)		202 (a)	205 (a)		209 (a)	206 (a), (b)	207 (a)	206 (a)

\*\* Trucks conforming to these types may also be used - see subdivision (c)(2)(x) and (c)(2)(xii) of this section.

(v) In locations used for the storage of hazardous liquids in sealed containers or liquified or compressed gases in containers, approved power-operated industrial trucks designated as DS, ES, GS, or LPS may be used. This classification includes locations where volatile flammable liquids or flammable gases or vapors are used, but which, would become hazardous only in case of an accident or of some unusual operating condition. The quantity of hazardous material that might escape in case of accident, the adequacy of ventilating equipment, the total area involved, and the record of the industry or business with respect to explosions or fires are all factors that should receive consideration in determining whether or not the DS or DY, ES, EE, GS, LPS designated truck possesses sufficient safeguards for the location. Piping without valves, checks, meters and similar devices would not ordinarily be deemed to introduce a hazardous condition even though used for hazardous liquids or gases. Locations used for the storage of hazardous liquids or of liquified or compressed gases in sealed containers would not normally be considered hazardous unless subject to other hazardous conditions also.

(vi)

(A) Only approved power operated industrial trucks designated as EX shall be used in atmospheres in which combustible dust is or may be in suspension continuously, intermittently, or periodically under normal operating conditions, in quantities sufficient to produce explosive or ignitable mixtures, or where mechanical failure or abnormal operation of machinery or equipment might cause such mixtures to be produced.

(B) The EX classification usually includes the working areas of grain handling and storage plants, room containing grinders or pulverizers, cleaners, graders, scalp-ers, open conveyors or spouts, open bins or hoppers, mixers, or blenders, auto- matic or hopper scales, packing machinery, elevator heads and boots, stock dis- tributors, dust and stock collectors (except all-metal collectors vented to the out- side), and all similar dust producing machinery and equipment in grain processing plants, starch plants, sugar pulverizing plants, malting plants, hay grinding plants, and other occupancies of similar nature; coal pulverizing plants (except where the pulverizing equipment is essentially dust tight); all working areas where metal dusts and powders are produced, processed, handled, packed, or stored (except in tight containers); and other similar locations where combustible dust may, under normal operating conditions, be present in the air in quantities sufficient to produce explosive or ignitable mixtures.

(vii) Only approved power-operated industrial trucks designated as DY, EE, or EX shall be used in atmospheres in which combustible dust will not normally be in suspension in the air or will not be likely to be thrown into suspension by the normal operation of equipment or apparatus in quantities sufficient to produce explosive or ignitable mixtures but where deposits or accumulations of such dust may be ignited by arcs or sparks originating in the truck.

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**(viii)** Only approved power-operated industrial trucks designated as DY, EE, or EX shall be used in locations which are hazardous because of the presence of easily ignitable fibers or flyings but in which such fibers or flyings are not likely to be in suspension in the air in quantities sufficient to produce ignitable mixtures.

**(ix)** Only approved power-operated industrial trucks designated as DS, DY, ES, EE, EX, GS, or LPS shall be used in locations where easily ignitable fibers are stored or handled, including outside storage, but are not being processed or manufactured. Industrial trucks designated as E, which have been previously used in these locations may be continued in use.

**(x)** On piers and wharves handling general cargo, any approved power-operated industrial truck designated as Type D, E, G, or LP may be used, or trucks which conform to the requirements for these types may be used.

**(xi)** If storage warehouses and outside storage locations are hazardous only the approved power-operated industrial truck specified for such locations in this paragraph (c)(2) shall be used. If not classified as hazardous, any approved power-operated industrial truck designated as Type D, E, G, or LP may be used, or trucks which conform to the requirements for these types may be used.

**(xii)** If general industrial or commercial properties are hazardous, only approved power-operated industrial trucks specified for such locations in this paragraph (c)(2) shall be used. If not classified as hazardous, any approved power-operated industrial truck designated as Type D, E, G, or LP may be used, or trucks which conform to the requirements of these types may be used.

**(d) Converted industrial trucks.** Power-operated industrial trucks that have been originally approved for the use of gasoline for fuel, when converted to the use of liquefied petroleum gas fuel in accordance with paragraph (q) of this section, may be used in those locations where G, GS or LP, and LPS designated trucks have been specified in the preceding paragraphs.

**(e) Safety guards.**

**NOTE:** Rule 1910.178(e)(1) was **not** adopted in Oregon. Instead, OAR 437-002-0227(1)(a) through (c) applies in order to maintain Oregon's higher level of protection.

## ***437-002-0227 Additional Oregon Rules for Powered Industrial Trucks.***

### ***(1) Overhead Guards.***

**(a)** *Where a rider type lift truck operator is exposed to hoisted objects that might fall, or stacked objects that might be dislodged and fall, the truck shall be equipped with an overhead guard. The guard shall be of sufficient strength to support impact load tests as specified in Table OR-N-1:*

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<b>Rated Truck Capacity at 24" Load Center</b>	<b>Impact Test (Load X Drop Distance)</b>	<b>Minimum Weight of Test Load</b>
3,000 and under	4,000 ft.-lbs.	750 lbs.
3,001 to 5,000 lbs.	8,000 ft.-lbs.	1,500 lbs.
5,001 to 8,000 lbs.	16,000 ft.-lbs.	3,000 lbs.
8,001 to 14,000 lbs.	24,000 ft.-lbs.	3,000 lbs.
14,001 to 25,000 lbs.	32,000 ft.-lbs.	3,000 lbs.
25,001 and over	36,000 ft.-lbs.	3,000 lbs.

*(b) Impact load tests shall be conducted with the guard in place on a vehicle for which it is designed or on a simulated mounting. Running gear need not be in place. The load shall be dropped in free fall from an appropriate height so that the impact is centered approximately above the driver's position. Test loads shall have a length equal to or greater than the width of the guard, and shall strike the canopy at right angles to the vehicle frame.*

*(c) Guards of a design which has been so tested shall be identified by a metal tag permanently attached to the canopy in a position where it may be easily read from the ground. This tag shall be permanently and clearly marked with the impact test load, expressed in foot-pounds to which guards of the same design have been tested.*

*Note: Guards required by OAR 437-002-0227(1)(a) through (c), or by the rules following, are not intended to withstand the impact of a capacity load falling from any height.*

*(d) Guards which are not of a design which has been tested in accordance with OAR 437-002-0227(1)(a) through (c) of this rule, may be constructed of material as specified in Table OR-N-2 or material of equivalent strength:*

<b>Rated Truck Capacity</b>	<b>Round Pipe</b>		<b>Square Tube (CRS)</b>		
	<b>(Std.)</b>	<b>(X Heavy)</b>	<b>(XX Heavy)</b>	<b>(3/16" Wall)</b>	<b>(1/4" Wall)</b>
3,000 and under	1 1/2"	1 1/4"	.....	1 1/4"	.....
3,001 to 5,000 lbs.	2"	1 1/2"	.....	1 1/2"	.....
5,001 to 8,000 lbs.	2 1/2"	2"	1 1/2"	2"	.....
8,001 to 14,000 lbs.	3"	2 1/2"	2"	3"	2 1/2"
14,001 to 25,000 lbs.	.....	3 1/2"	3"	3 1/2"	3"
25,001 and over	.....	4"	.....	4"	3 1/2"

*(e) The construction of canopy guards are built in compliance with OAR 437-002-0227(1)(d) shall be based on the strength of four upright members. Guards constructed with less than four upright members shall be of equivalent strength.*

*(A) Canopy type overhead guard frames shall be braced to overhead members on each side of the frame to provide structural rigidity both longitudinally and transversely.*

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*(B) All guard mountings or attaching brackets shall be constructed and secured to the vehicle in a manner to provide adequate support to the upright members of the canopy type overhead guard.*

*(C) Cantilever overhead guards shall be of equivalent strength.*

*(f) Guards shall be constructed in a manner that does not interfere with good visibility, but openings in the top shall not exceed 6 inches in one of the two dimensions, width or length. Guards shall be large enough to extend over the operator under all normal circumstances of operation, including forward tilt.*

*(A) Provisions shall be made so that failure of the mast-tilting mechanism will not allow the overhead guard to cause injury to the operator.*

*(B) Lift trucks operated by seated operators shall have not less than 39 inches of clear vertical space between the operator's seat when depressed and the underside of the guard. Lift trucks operated by standing operators shall have not less than 74 inches of clear vertical space between the platform and the underside of the guard.*

***Note:** Where overall height of truck with forks in lowered position is limited by head room conditions and there is insufficient space for vertical clearance or for the operator to assume a normal driving position, normal overhead guard heights may be reduced, or the overhead guard may be omitted. The height and stability of stacks of piled material, the weight of individual units handled, and the operating space available shall be such as will provide reasonable safety for the operator if it is necessary to remove the overhead guard.*

**(2) Load Back Rest.** *Lift trucks which handle small objects or unbanded units shall be equipped with a vertical load back rest.*

*(a) It shall have height, width, strength, sufficient to prevent the load or any part of it from falling toward the operator.*

*(b) It shall be constructed in a manner that does not interfere with good visibility.*

*(c) Size of openings shall not exceed 6 inches in one dimension.*

**(3) Shear Point Guards.** *Shear points on forklift loaders and similar type vehicles shall be guarded as necessary to protect operators from hazardous exposure.*

**(f) Fuel handling and storage.**

**(1)** *The storage and handling of liquid fuels such as gasoline and diesel fuel shall be in accordance with NFPA Flammable and Combustible Liquids Code (NFPA No. 30-1969), which is incorporated by reference as specified in §1910.6.*

(2) The storage and handling of liquefied petroleum gas fuel shall be in accordance with NFPA Storage and Handling of Liquefied Petroleum Gases (NFPA No. 58-1969), which is incorporated by reference as specified in §1910.6.

**(g) Changing and charging storage batteries.**

(1) Battery charging installations shall be located in areas designated for that purpose.

(2) Facilities shall be provided for flushing and neutralizing spilled electrolyte, for fire protection, for protecting charging apparatus from damage by trucks, and for adequate ventilation for dispersal of fumes from gassing batteries.

(3) [Reserved]

(4) A conveyor, overhead hoist, or equivalent material handling equipment shall be provided for handling batteries.

(5) Reinstalled batteries shall be properly positioned and secured in the truck.

(6) A carboy tilter or siphon shall be provided for handling electrolyte.

(7) When charging batteries, acid shall be poured into water; water shall not be poured into acid.

(8) Trucks shall be properly positioned and brake applied before attempting to change or charge batteries.

(9) Care shall be taken to assure that vent caps are functioning. The battery (or compartment) cover(s) shall be open to dissipate heat.

(10) Smoking shall be prohibited in the charging area.

(11) Precautions shall be taken to prevent open flames, sparks, or electric arcs in battery charging areas.

(12) Tools and other metallic objects shall be kept away from the top of uncovered batteries.

**(h) Lighting for operating areas.**

(1) [Reserved]

(2) Where general lighting is less than 2 lumens per square foot, auxiliary directional lighting shall be provided on the truck.

**(i) Control of noxious gases and fumes.**

(1) Concentration levels of carbon monoxide gas created by powered industrial truck operations shall not exceed the levels specified in §1910.1000.

**(j) Dockboards (bridge plates).** See §1910.30(a).

**(k) Trucks and railroad cars.**

**(1)** The brakes of highway trucks shall be set and wheel chocks placed under the rear wheels to prevent the trucks from rolling while they are boarded with powered industrial trucks.

**(2)** Wheel stops or other recognized positive protection shall be provided to prevent railroad cars from moving during loading or unloading operations.

**(3)** Fixed jacks may be necessary to support a semitrailer and prevent upending during the loading or unloading when the trailer is not coupled to a tractor.

**(4)** Positive protection shall be provided to prevent railroad cars from being moved while dockboards or bridge plates are in position.

**(l) Operator training.**

**(1) Safe operation.**

**(i)** The employer shall ensure that each powered industrial truck operator is competent to operate a powered industrial truck safely, as demonstrated by the successful completion of the training and evaluation specified in this paragraph (l).

**(ii)** Prior to permitting an employee to operate a powered industrial truck (except for training purposes), the employer shall ensure that each operator has successfully completed the training required by this paragraph (l), except as permitted by paragraph (l)(5).

**(2) Training program implementation.**

**(i)** Trainees may operate a powered industrial truck only:

**(A)** Under the direct supervision of persons who have the knowledge, training, and experience to train operators and evaluate their competence; and

**(B)** Where such operation does not endanger the trainee or other employees.

**(ii)** Training shall consist of a combination of formal instruction (e.g., lecture, discussion, interactive computer learning, video tape, written material), practical training (demonstrations performed by the trainer and practical exercises performed by the trainee), and evaluation of the operator's performance in the workplace.

**(iii)** All operator training and evaluation shall be conducted by persons who have the knowledge, training, and experience to train powered industrial truck operators and evaluate their competence.

**(3) Training program content.** Powered industrial truck operators shall receive initial training in the following topics, except in topics which the employer can demonstrate are not applicable to safe operation of the truck in the employer's workplace.

**(i) Truck-related topics:**

**(A)** Operating instructions, warnings, and precautions for the types of truck the operator will be authorized to operate;

**(B)** Differences between the truck and the automobile;

**(C)** Truck controls and instrumentation: where they are located, what they do, and how they work;

**(D)** Engine or motor operation;

**(E)** Steering and maneuvering;

**(F)** Visibility (including restrictions due to loading);

**(G)** Fork and attachment adaptation, operation, and use limitations;

**(H)** Vehicle capacity;

**(I)** Vehicle stability;

**(J)** Any vehicle inspection and maintenance that the operator will be required to perform;

**(K)** Refueling and/or charging and recharging of batteries;

**(L)** Operating limitations;

**(M)** Any other operating instructions, warnings, or precautions listed in the operator's manual for the types of vehicle that the employee is being trained to operate.

**(ii) Workplace-related topics:**

**(A)** Surface conditions where the vehicle will be operated;

**(B)** Composition of loads to be carried and load stability;

**(C)** Load manipulation, stacking, and unstacking;

**(D)** Pedestrian traffic in areas where the vehicle will be operated;

**(E)** Narrow aisles and other restricted places where the vehicle will be operated;

- (F) Hazardous (classified) locations where the vehicle will be operated;
- (G) Ramps and other sloped surfaces that could affect the vehicle's stability;
- (H) Closed environments and other areas where insufficient ventilation or poor vehicle maintenance could cause a buildup of carbon monoxide or diesel exhaust;
- (I) Other unique or potentially hazardous environmental conditions in the workplace that could affect safe operation.

(iii) The requirements of this section.

#### **(4) Refresher training and evaluation.**

(i) Refresher training, including an evaluation of the effectiveness of that training, shall be conducted as required by paragraph (I)(4)(ii) to ensure that the operator has the knowledge and skills needed to operate the powered industrial truck safely.

(ii) Refresher training in relevant topics shall be provided to the operator when:

- (A) The operator has been observed to operate the vehicle in an unsafe manner;
- (B) The operator has been involved in an accident or near-miss incident;
- (C) The operator has received an evaluation that reveals that the operator is not operating the truck safely;
- (D) The operator is assigned to drive a different type of truck; or
- (E) A condition in the workplace changes in a manner that could affect safe operation of the truck.

(iii) An evaluation of each powered industrial truck operator's performance shall be conducted at least once every 3 years.

**(5) Avoidance of duplicative training.** If an operator has previously received training in a topic specified in paragraph (I)(3) of this section, and such training is appropriate to the truck and working conditions encountered, additional training in that topic is not required if the operator has been evaluated and found competent to operate the truck safely.

**(6) Certification.** The employer shall certify that each operator has been trained and evaluated as required by this paragraph (I). The certification shall include the name of the operator, the date of the training, the date of the evaluation, and the identity of the person(s) performing the training or evaluation.

**(7) Dates.** The employer shall ensure that operators of powered industrial trucks are trained, as appropriate, by the dates shown in the following table.

If the employee was hired:	The initial training and evaluation of that employee must be completed:
Before December 1, 1999	By December 1, 1999.
After December 1, 1999	Before the employee is assigned to operate a powered industrial truck.

**(8)** Appendix A to this section provides nonmandatory guidance to assist employers in implementing this paragraph (l). This appendix does not add to, alter, or reduce the requirements of this section.

## **(m) Truck operations.**

**(1)** Trucks shall not be driven up to anyone standing in front of a bench or other fixed object.

**(2)** No person shall be allowed to stand or pass under the elevated portion of any truck, whether loaded or empty.

**(3)** Unauthorized personnel shall not be permitted to ride on powered industrial trucks. A safe place to ride shall be provided where riding of trucks is authorized.

**(4)** The employer shall prohibit arms or legs from being placed between the uprights of the mast or outside the running lines of the truck.

### **(5)**

**(i)** When a powered industrial truck is left unattended, load engaging means shall be fully lowered, controls shall be neutralized, power shall be shut off, and brakes set. Wheels shall be blocked if the truck is parked on an incline.

**(ii)** A powered industrial truck is unattended when the operator is 25 feet or more away from the vehicle which remains in his view, or whenever the operator leaves the vehicle and it is not in his view.

**(iii)** When the operator of an industrial truck is dismounted and within 25 feet of the truck still in his view, the load engaging means shall be fully lowered, controls neutralized, and the brakes set to prevent movement.

**(6)** A safe distance shall be maintained from the edge of ramps or platforms while on any elevated dock, or platform or freight car. Trucks shall not be used for opening or closing freight doors.

**(7)** Brakes shall be set and wheel blocks shall be in place to prevent movement of trucks, trailers, or railroad cars while loading or unloading. Fixed jacks may be necessary to support a semitrailer during loading or unloading when the trailer is not coupled to a tractor. The flooring of trucks, trailers, and railroad cars shall be checked for breaks and weakness before they are driven onto.

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- (8) There shall be sufficient headroom under overhead installations, lights, pipes, sprinkler system, etc.
- (9) An overhead guard shall be used as protection against falling objects. It should be noted that an overhead guard is intended to offer protection from the impact of small packages, boxes, bagged material, etc., representative of the job application, but not to withstand the impact of a falling capacity load.
- (10) A load backrest extension shall be used whenever necessary to minimize the possibility of the load or part of it from falling rearward.
- (11) Only approved industrial trucks shall be used in hazardous locations.
- (12) **Reserved.**

**437-002-0227(4) Personnel Platforms.** *Whenever a lift truck is used for lifting personnel without controls at the platform, the following precautions shall be taken for the protection of personnel being elevated:*

- (a) *A work platform equipped with standard guardrails or equivalent means, and firmly secured to the lifting carriage or forks, shall be used.*
- (b) *The hydraulic system shall be so designed that the lift mechanism will not drop faster than 135 feet per minute in the event of a failure in any part of the system.*
- (c) *An operator shall attend the lift equipment while workers are on the platform.*
- (d) *The operator shall be in the normal operating position while raising or lowering the platform.*
- (e) *The vehicle shall not travel from point to point with the work platform elevated at a height greater than 4 feet while workers are on the platform. When necessary at heights greater than 4 feet, inching may be permitted provided it is done at a very slow speed.*
- (f) *If workers on the platform can contact the lift chains or other dangerous pinch or shear points on the mast or carriage, the platform must have a screen or guard that prevents contact.*

**(5) Equipment and attachments.**

- (a) *Do not allow spinner knobs on vehicles without power steering. Spinner knobs must be on the inside of the steering wheel.*
- (b) *All vehicles must have a working horn that can be heard above surrounding area noise.*

**NOTE:** *Paragraph (c) does not apply when the vehicle backs up with an observer or when the operator verifies that there is nobody behind the vehicle or when nobody may enter the danger area without the operator's knowledge.*

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*(c) Vehicles with an obstructed view to the rear must have a backup alarm that can be heard over the surrounding noise. If surrounding noise prevents this or if there are so many vehicles using backup alarms that they cannot be distinguished from each other, flashing or strobe lights are acceptable.*

*(d) Vehicle brakes must be effective when the vehicle is fully loaded.*

**Stat. Auth.:** ORS 654.025(2) and 656.726(4).

**Stats. Implemented:** ORS 654.001 through 654.295.

**Hist:** WCB Admin. Order No. 22-1974, f. 6/20/74, ef. 7/15/74.  
OR-OSHA Admin. Order 13-1993, f. 8/20/93, ef. 11/1/93.  
OR-OSHA Admin. Order 6-1999, f. 5/26/99, ef. 5/26/99.  
OR-OSHA Admin. Order 6-2007, f. 9/26/07, ef. 9/26/07.

## **(13) [Reserved]**

**(14)** Fire aisles, access to stairways, and fire equipment shall be kept clear.

## **(n) Traveling.**

**(1)** All traffic regulations shall be observed, including authorized plant speed limits. A safe distance shall be maintained approximately three truck lengths from the truck ahead, and the truck shall be kept under control at all times.

**(2)** The right of way shall be yielded to ambulances, fire trucks, or other vehicles in emergency situations.

**(3)** Other trucks traveling in the same direction at intersections, blind spots, or other dangerous locations shall not be passed.

**(4)** The driver shall be required to slow down and sound the horn at cross aisles and other locations where vision is obstructed. If the load being carried obstructs forward view, the driver shall be required to travel with the load trailing.

**(5)** Railroad tracks shall be crossed diagonally wherever possible. Parking closer than 8 feet from the center of railroad tracks is prohibited.

**(6)** The driver shall be required to look in the direction of, and keep a clear view of the path of travel.

**(7)** Grades shall be ascended or descended slowly.

**(i)** When ascending or descending grades in excess of 10 percent, loaded trucks shall be driven with the load upgrade.

### **(ii) [Reserved]**

**(iii)** On all grades the load and load engaging means shall be tilted back if applicable, and raised only as far as necessary to clear the road surface.

**(8)** Under all travel conditions the truck shall be operated at a speed that will permit it to be brought to a stop in a safe manner.

**(9)** Stunt driving and horseplay shall not be permitted.

**(10)** The driver shall be required to slow down for wet and slippery floors.

**(11)** Dockboard or bridgeplates, shall be properly secured before they are driven over. Dockboard or bridgeplates shall be driven over carefully and slowly and their rated capacity never exceeded.

**(12)** Elevators shall be approached slowly, and then entered squarely after the elevator car is properly leveled. Once on the elevator, the controls shall be neutralized, power shut off, and the brakes set.

**(13)** Motorized hand trucks must enter elevator or other confined areas with load end forward.

**(14)** Running over loose objects on the roadway surface shall be avoided.

**(15)** While negotiating turns, speed shall be reduced to a safe level by means of turning the hand steering wheel in a smooth, sweeping motion. Except when maneuvering at a very low speed, the hand steering wheel shall be turned at a moderate, even rate.

**(o) Loading.**

**(1)** Only stable or safely arranged loads shall be handled. Caution shall be exercised when handling off-center loads which cannot be centered.

**(2)** Only loads within the rated capacity of the truck shall be handled.

**(3)** The long or high (including multiple-tiered) loads which may affect capacity shall be adjusted.

**(4)** Trucks equipped with attachments shall be operated as partially loaded trucks when not handling a load.

**(5)** A load engaging means shall be placed under the load as far as possible; the mast shall be carefully tilted backward to stabilize the load.

**(6)** Extreme care shall be used when tilting the load forward or backward, particularly when high tiering. Tilting forward with load engaging means elevated shall be prohibited except to pick up a load. An elevated load shall not be tilted forward except when the load is in a deposit position over a rack or stack. When stacking or tiering, only enough backward tilt to stabilize the load shall be used.

## **(p) Operation of the truck.**

- (1)** If at any time a powered industrial truck is found to be in need of repair, defective, or in any way unsafe, the truck shall be taken out of service until it has been restored to safe operating condition.
- (2)** Fuel tanks shall not be filled while the engine is running. Spillage shall be avoided.
- (3)** Spillage of oil or fuel shall be carefully washed away or completely evaporated and the fuel tank cap replaced before restarting engine.
- (4)** No truck shall be operated with a leak in the fuel system until the leak has been corrected.
- (5)** Open flames shall not be used for checking electrolyte level in storage batteries or gasoline level in fuel tanks.

## **(q) Maintenance of industrial trucks.**

- (1)** Any power-operated industrial truck not in safe operating condition shall be removed from service. All repairs shall be made by authorized personnel.
- (2)** No repairs shall be made in Class I, II, and III locations.
- (3)** Those repairs to the fuel and ignition systems of industrial trucks which involve fire hazards shall be conducted only in locations designated for such repairs.
- (4)** Trucks in need of repairs to the electrical system shall have the battery disconnected prior to such repairs.
- (5)** All parts of any such industrial truck requiring replacement shall be replaced only by parts equivalent as to safety with those used in the original design.
- (6)** Industrial trucks shall not be altered so that the relative positions of the various parts are different from what they were when originally received from the manufacturer, nor shall they be altered either by the addition of extra parts not provided by the manufacturer or by the elimination of any parts, except as provided in paragraph (q)(12) of this section. Additional counterweighting of fork trucks shall not be done unless approved by the truck manufacturer.
- (7)** Industrial trucks shall be examined before being placed in service, and shall not be placed in service if the examination shows any condition adversely affecting the safety of the vehicle. Such examination shall be made at least daily.

Where industrial trucks are used on a round-the-clock basis, they shall be examined after each shift. Defects when found shall be immediately reported and corrected.

**(8)** Water mufflers shall be filled daily or as frequently as is necessary to prevent depletion of the supply of water below 75 percent of the filled capacity. Vehicles with mufflers having screens or other parts that may become clogged shall not be operated while such screens or parts are clogged.

Any vehicle that emits hazardous sparks or flames from the exhaust system shall immediately be removed from service, and not returned to service until the cause for the emission of such sparks and flames has been eliminated.

**(9)** When the temperature of any part of any truck is found to be in excess of its normal operating temperature, thus creating a hazardous condition, the vehicle shall be removed from service and not returned to service until the cause for such overheating has been eliminated.

**(10)** Industrial trucks shall be kept in a clean condition, free of lint, excess oil, and grease. Noncombustible agents should be used for cleaning trucks. Low flash point (below 100 degrees F.) solvents shall not be used. High flash point (at or above 100 degrees F.) solvents may be used. Precautions regarding toxicity, ventilation, and fire hazard shall be consonant with the agent or solvent used.

**(11) [Reserved]**

**(12)** Industrial trucks originally approved for the use of gasoline for fuel may be converted to liquefied petroleum gas fuel provided the complete conversion results in a truck which embodies the features specified for LP or LPS designated trucks. Such conversion equipment shall be approved. The description of the component parts of this conversion system and the recommended method of installation on specific trucks are contained in the "Listed by Report."

[39 FR 23502, June 27, 1974, as amended at 40 FR 23073, May 28, 1975; 43 FR 49749, Oct. 24, 1978; 49 FR 5322, Feb. 10, 1984; 53 FR 12122, Apr. 12, 1988; 55 FR 32015, Aug. 6, 1990]

**Stat. Auth.:** ORS 654.025(2) and 656.726(4).

**Stats. Implemented:** ORS 654.001 through 654.295.

**Hist:** OR-OSHA Admin. Order 13-1993, f. 8/20/93, ef. 11/1/93.  
OR-OSHA Admin. Order 4-1997, f. 4/2/97, ef. 4/2/97.  
OR-OSHA Admin. Order 6-1999, f. 5/26/99, ef. 5/26/99.  
OR-OSHA Admin. Order 12-2001, f. 10/26/01, ef. 10/26/01.  
OR-OSHA Admin. Order 7-2003, f. 12/5/03, ef. 12/5/03.  
OR-OSHA Admin. Order 4-2006, f. 7/24/06, ef. 7/24/06.



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## Appendix A – Stability of Powered Industrial Trucks (Nonmandatory Appendix to Paragraph (I) of This Section)

### A-1. Definitions.

The following definitions help to explain the principle of stability:

**Center of gravity** is the point on an object at which all of the object's weight is concentrated. For symmetrical loads, the center of gravity is at the middle of the load.

**Counterweight** is the weight that is built into the truck's basic structure and is used to offset the load's weight and to maximize the vehicle's resistance to tipping over.

**Fulcrum** is the truck's axis of rotation when it tips over.

**Grade** is the slope of a surface, which is usually measured as the number of feet of rise or fall over a 100-foot horizontal distance (the slope is expressed as a percent).

**Lateral stability** is a truck's resistance to overturning sideways.

**Line of action** is an imaginary vertical line through an object's center of gravity.

**Load center** is the horizontal distance from the load's edge (or the fork's or other attachment's vertical face) to the line of action through the load's center of gravity.

**Longitudinal stability** is the truck's resistance to overturning forward or rearward.

**Moment** is the product of the object's weight times the distance from a fixed point (usually the fulcrum). In the case of a powered industrial truck, the distance is measured from the point at which the truck will tip over to the object's line of action. The distance is always measured perpendicular to the line of action.

**Track** is the distance between the wheels on the same axle of the truck.

**Wheelbase** is the distance between the centerline of the vehicle's front and rear wheels.

### A-2. General.

**A-2.1.** Determining the stability of a powered industrial truck is simple once a few basic principles are understood. There are many factors that contribute to a vehicle's stability: the vehicle's wheelbase, track, and height; the load's weight distribution; and the vehicle's counterweight location (if the vehicle is so equipped).

**A-2.2.** The "stability triangle," used in most stability discussions, demonstrates stability simply.

**A-3. Basic Principles.**

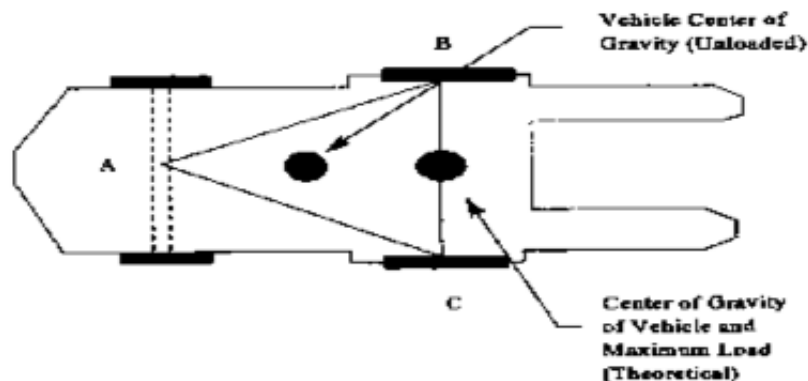
**A-3.1.** Whether an object is stable depends on the object's moment at one end of a system being greater than, equal to, or smaller than the object's moment at the system's other end. This principle can be seen in the way a see-saw or teeter-totter works: that is, if the product of the load and distance from the fulcrum (moment) is equal to the moment at the device's other end, the device is balanced and it will not move. However, if there is a greater moment at one end of the device, the device will try to move downward at the end with the greater moment.

**A-3.2.** The longitudinal stability of a counterbalanced powered industrial truck depends on the vehicle's moment and the load's moment. In other words, if the mathematic product of the load moment (the distance from the front wheels, the approximate point at which the vehicle would tip forward) to the load's center of gravity times the load's weight is less than the vehicle's moment, the system is balanced and will not tip forward. However, if the load's moment is greater than the vehicle's moment, the greater load-moment will force the truck to tip forward.

**A-4. The Stability Triangle.**

**A-4.1.** Almost all counterbalanced powered industrial trucks have a three-point suspension system, that is, the vehicle is supported at three points. This is true even if the vehicle has four wheels. The truck's steer axle is attached to the truck by a pivot pin in the axle's center. When the points are connected with imaginary lines, this three-point support forms a triangle called the stability triangle. Figure 1 depicts the stability triangle.

Figure 1.



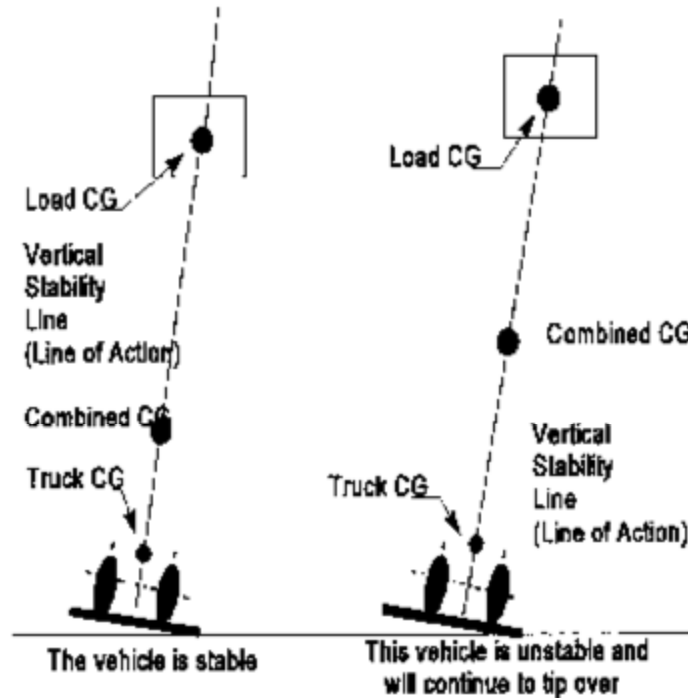
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**A-4.2.** When the vehicle's line of action, or load center, falls within the stability triangle, the vehicle is stable and will not tip over. However, when the vehicle's line of action or the vehicle/load combination falls outside the stability triangle, the vehicle is unstable and may tip over. (See Figure 2.)

Figure 2.



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## A-5. Longitudinal Stability.

**A-5.1.** The axis of rotation when a truck tips forward is the front wheels' points of contact with the pavement. When a powered industrial truck tips forward, the truck will rotate about this line. When a truck is stable, the vehicle-moment must exceed the load-moment. As long as the vehicle-moment is equal to or exceeds the load-moment, the vehicle will not tip over. On the other hand, if the load moment slightly exceeds the vehicle-moment, the truck will begin to tip forward, thereby causing the rear to lose contact with the floor or ground and resulting in loss of steering control. If the load-moment greatly exceeds the vehicle moment, the truck will tip forward.

**A-5.2.** To determine the maximum safe load-moment, the truck manufacturer normally rates the truck at a maximum load at a given distance from the front face of the forks. The specified distance from the front face of the forks to the line of action of the load is commonly called the load center. Because larger trucks normally handle loads that are physically larger, these vehicles have greater load centers. Trucks with a capacity of 30,000 pounds or less are normally rated at a given load weight at a 24-inch load center. Trucks with a capacity greater than 30,000 pounds are normally rated at a given load weight at a 36-inch or 48-inch load center. To safely operate the vehicle, the operator should always check the data plate to determine the maximum allowable weight at the rated load center.

**A-5.3.** Although the true load-moment distance is measured from the front wheels, this distance is greater than the distance from the front face of the forks. Calculating the maximum allowable load-moment using the load-center distance always provides a lower load-moment than the truck was designed to handle. When handling unusual loads, such as those that are larger than 48 inches long (the center of gravity is greater than 24 inches) or that have an offset center of gravity, etc., a maximum allowable load-moment should be calculated and used to determine whether a load can be safely handled. For example, if an operator is operating a 3000 pound capacity truck (with a 24-inch load center), the maximum allowable load-moment is 72,000 inch-pounds (3,000 times 24). If a load is 60 inches long (30-inch load center), then the maximum that this load can weigh is 2,400 pounds (72,000 divided by 30).

#### **A-6. Lateral Stability.**

**A-6.1.** The vehicle's lateral stability is determined by the line of action's position (a vertical line that passes through the combined vehicle's and load's center of gravity) relative to the stability triangle. When the vehicle is not loaded, the truck's center of gravity location is the only factor to be considered in determining the truck's stability. As long as the line of action of the combined vehicle's and load's center of gravity falls within the stability triangle, the truck is stable and will not tip over. However, if the line of action falls outside the stability triangle, the truck is not stable and may tip over. Refer to Figure 2.

**A-6.2.** Factors that affect the vehicle's lateral stability include the load's placement on the truck, the height of the load above the surface on which the vehicle is operating, and the vehicle's degree of lean.

#### **A-7. Dynamic Stability.**

**A-7.1.** Up to this point, the stability of a powered industrial truck has been discussed without considering the dynamic forces that result when the vehicle and load are put into motion. The weight's transfer and the resultant shift in the center of gravity due to the dynamic forces created when the machine is moving, braking, cornering, lifting, tilting, and lowering loads, etc., are important stability considerations.

# STABILITY OF POWERED INDUSTRIAL TRUCKS

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**A-7.2.** When determining whether a load can be safely handled, the operator should exercise extra caution when handling loads that cause the vehicle to approach its maximum design characteristics. For example, if an operator must handle a maximum load, the load should be carried at the lowest position possible, the truck should be accelerated slowly and evenly, and the forks should be tilted forward cautiously. However, no precise rules can be formulated to cover all of these eventualities.

**Stat. Auth.:** ORS 654.025(2) and 656.726(3).

**Stats. Implemented:** ORS 654.001 through 654.295.

**Hist:** OR-OSHA Admin. Order 6-1999, f. 5/26/99, ef. 5/26/99.

