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**Industrial trucks — Safety  
requirements and verification —**

Part 4:  
**Driverless industrial trucks and  
their systems**

*Chariots de manutention — Exigences de sécurité et vérification —  
Partie 4: Chariots sans conducteur et leurs systèmes*

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## Foreword

ISO (the International Organization for Standardization) is a worldwide federation of national standards bodies (ISO member bodies). The work of preparing International Standards is normally carried out through ISO technical committees. Each member body interested in a subject for which a technical committee has been established has the right to be represented on that committee. International organizations, governmental and non-governmental, in liaison with ISO, also take part in the work. ISO collaborates closely with the International Electrotechnical Commission (IEC) on all matters of electrotechnical standardization.

The procedures used to develop this document and those intended for its further maintenance are described in the ISO/IEC Directives, Part 1. In particular, the different approval criteria needed for the different types of ISO documents should be noted. This document was drafted in accordance with the editorial rules of the ISO/IEC Directives, Part 2 (see [www.iso.org/directives](http://www.iso.org/directives)).

Attention is drawn to the possibility that some of the elements of this document may be the subject of patent rights. ISO shall not be held responsible for identifying any or all such patent rights. Details of any patent rights identified during the development of the document will be in the Introduction and/or on the ISO list of patent declarations received (see [www.iso.org/patents](http://www.iso.org/patents)).

Any trade name used in this document is information given for the convenience of users and does not constitute an endorsement.

For an explanation of the voluntary nature of standards, the meaning of ISO specific terms and expressions related to conformity assessment, as well as information about ISO's adherence to the World Trade Organization (WTO) principles in the Technical Barriers to Trade (TBT) see [www.iso.org/iso/foreword.html](http://www.iso.org/iso/foreword.html).

This document was prepared by Technical Committee ISO/TC 110, *Industrial trucks*, Subcommittee SC 2, *Safety of powered industrial trucks*.

Any feedback or questions on this document should be directed to the user's national standards body. A complete listing of these bodies can be found at [www.iso.org/members.html](http://www.iso.org/members.html).

A list of all parts in the ISO 3691 series can be found on the ISO website.

## Introduction

### General

This document is a type-C standard as stated in ISO 12100.

This document is of relevance, in particular, for the following stakeholder groups representing the market players with regard to machinery safety:

- machine manufacturers (small, medium and large enterprises);
- health and safety bodies (regulators, accident prevention organizations, market surveillance etc.)

Others can be affected by the level of machinery safety achieved with the means of the document by the above-mentioned stakeholder groups:

- machine users/employers (small, medium and large enterprises);
- machine users/employees (e.g. trade unions, organizations for people with special needs);
- service providers, e.g. for maintenance (small, medium and large enterprises);
- consumers (in case of machinery intended for use by consumers).

The above-mentioned stakeholder groups have been given the possibility to participate at the drafting process of this document.

The machinery concerned and the extent to which hazards, hazardous situations or hazardous events are covered are indicated in the Scope of this document.

When requirements of this type-C standard are different from those which are stated in type-A or B standards, the requirements of this type-C standard take precedence over the requirements of the other standards for machines that have been designed and built according to the requirements of this type-C standard.

### Structure

An important step forward in the work on the ISO 3691 series of standards was the agreement to issue a new structure of International Standards for industrial trucks having on one side basic standards for all types of trucks and on the other side independent standards to cover the respective specific functions of industrial trucks, e.g. visibility, noise, electrical requirements, etc.

### Assessment of hazards

The product needs to be designed in such a way that it is fit for its purpose or function and can be adjusted and maintained without putting persons at risk when used under the conditions foreseen by the manufacturer.

In order to properly design a product and to cover all specific safety requirements, the manufacturer needs to identify the hazards that apply to their product and carry out a risk assessment. The manufacturer then needs to design and construct the product taking this assessment into account.

The aim of this procedure is to eliminate the risk of accidents throughout the foreseeable lifetime of the machinery, including the phases of assembling and dismantling where risks of accidents can also arise from foreseeable abnormal situations.

In selecting the most appropriate methods, the manufacturer needs to apply the following principles, in the order given here:

- a) eliminate or reduce risks as far as possible by design (inherently safe machinery design and construction);

- b) take the necessary protective measures in relation to risks that cannot be eliminated by design;
- c) inform users of any shortcoming of the protective measures adopted;
- d) indicate whether any particular training is required;
- e) specify any need to provide personal protection equipment;
- f) refer to the appropriate user's document for proper operating instructions.

Industrial trucks need to be designed to prevent foreseeable misuse wherever possible, if such would engender risk. In other cases, the manufacturer's instructions need to draw the user's attention to ways shown by experience in which the machinery ought not to be used.

This document does not repeat all the technical rules which are state-of-the-art, and which are applicable to the material used to construct the industrial truck. Refer to ISO 12100.

### **Global relevance**

From the very beginning, the task was to revise ISO 3691:1980 to establish international basic standards to align with the major legislative regulations in, for example, the EU, Japan, Australia and North America.

Every effort was made to develop a globally relevant International Standard. That goal was achieved for most of the issues addressed. For several potential problem areas, compromises were needed and will still be needed in the future. Where divergent regional requirements remain, these are addressed by ISO/TS 3691-8.

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# Industrial trucks — Safety requirements and verification —

## Part 4: Driverless industrial trucks and their systems

### 1 Scope

This document specifies safety requirements and the means for their verification for driverless industrial trucks (hereafter referred to as trucks) and their systems.

Examples of driverless industrial trucks (trucks of ISO 5053-1) can also be known as: “automated guided vehicle”, “autonomous mobile robot”, “bots”, “automated guided cart”, “tunnel tugger”, “under cart”, etc.

This document also contains requirements for driverless industrial trucks which are provided with:

- automatic modes which either require operators’ action(s) to initiate or enable such automatic operations;
- the capability to transport one or more riders (which are neither considered as drivers nor as operators);
- additional manual modes which allow operators to operate the truck manually; or
- a maintenance mode which allows manual operation of truck functions for maintenance reasons.

It is not applicable to trucks solely guided by mechanical means (rails, guides, etc.) or to remotely controlled trucks, which are not considered to be driverless trucks.

For the purposes of this document, a driverless industrial truck is a powered truck, which is designed to operate automatically. A driverless truck system comprises the control system, which can be part of the truck and/or separate from it, guidance means and power system. Requirements for power sources are not covered in this document.

The condition of the operating zone has a significant effect on the safe operation of the driverless industrial truck. The preparations of the operating zone to eliminate the associated hazards are specified in [Annex A](#).

This document deals with all significant hazards, hazardous situations or hazardous events during all phases of the life of the truck (ISO 12100:2010, 5.4), as listed in [Annex B](#), relevant to the applicable machines when it is used as intended and under conditions of misuse which are reasonably foreseeable by the manufacturer.

It does not give requirements for additional hazards that can occur:

- during operation in severe conditions (e.g. extreme climates, freezer applications, strong magnetic fields);
- during operation in nuclear environments;
- from trucks intended to operate in public zones (in particular ISO 13482);
- during operation on a public road;
- during operation in potentially explosive environments;

- during operation in military applications;
- during operation with specific hygienic requirements;
- during operation in ionizing radiation environments;
- during the transportation of (a) person(s) other than (the) intended rider(s);
- when handling loads the nature of which can lead to dangerous situations (e.g. molten metals, acids/bases, radiating materials);
- for rider positions with elevation function higher than 1 200 mm from the floor/ground to the platform floor.

This document does not contain safety requirements for trailer(s) being towed behind a truck.

This document does not contain safety requirements for elevated operator trucks.

This document is not applicable to trucks manufactured before the date of its publication.

## 2 Normative references

The following documents are referred to in the text in such a way that some or all of their content constitutes requirements of this document. For dated references, only the edition cited applies. For undated references, the latest edition of the referenced document (including any amendments) applies.

ISO 3691-1:2011, *Industrial trucks — Safety requirements and verification — Part 1: Self-propelled industrial trucks, other than driverless trucks, variable-reach trucks and burden-carrier trucks*

ISO 3691-2:2016, *Industrial trucks — Safety requirements and verification — Part 2: Self-propelled variable-reach trucks*

ISO 3691-6:2013, *Industrial trucks — Safety requirements and verification — Part 6: Burden and personnel carriers*

ISO/TS 3691-8:2019, *Industrial trucks — Safety requirements and verification — Part 8: Regional requirements for countries outside the European Community*

ISO 4413:2010, *Hydraulic fluid power — General rules and safety requirements for systems and their components*

ISO 4414:2010, *Pneumatic fluid power — General rules and safety requirements for systems and their components*

ISO 5053-1:2015, *Industrial trucks — Terminology and classification — Part 1: Types of industrial trucks*

ISO 12100:2010, *Safety of machinery — General principles for design — Risk assessment and risk reduction*

ISO 13849-1:2015, *Safety of machinery — Safety-related parts of control systems — Part 1: General principles for design*

ISO 13849-2:2012, *Safety of machinery — Safety-related parts of control systems — Part 2: Validation*

ISO 13850:2015, *Safety of machinery — Emergency stop function — Principles for design*

ISO 13851:2019, *Safety of machinery — Two-hand control devices — Functional aspects and design principles*

ISO 13856-2:2013, *Safety of machinery — Pressure-sensitive protective devices — Part 2: General principles for design and testing of pressure-sensitive edges and pressure-sensitive bars*

ISO 13856-3:2013, *Safety of machinery — Pressure-sensitive protective devices — Part 3: General principles for design and testing of pressure-sensitive bumpers, plates, wires and similar devices*

- ISO 13857:2008, *Safety of machinery — Safety distances to prevent hazard zones being reached by upper and lower limbs*
- ISO 14119:2013, *Safety of machinery — Interlocking devices associated with guards — Principles for design and selection*
- ISO 14120:2015, *Safety of machinery — Guards — General requirements for the design and construction of fixed and movable guards*
- ISO 15870:2000, *Powered industrial trucks — Safety signs and hazard pictorials — General principles*
- ISO 22915-1:2016, *Industrial trucks — Verification of stability — Part 1: General*
- ISO 22915-2:2018, *Industrial trucks — Verification of stability — Part 2: Counterbalanced trucks with mast*
- ISO 22915-3:2014, *Industrial trucks — Verification of stability — Part 3: Reach and straddle trucks*
- ISO 22915-4:2018, *Industrial trucks — Verification of stability — Part 4: Pallet stackers, double stackers and order-picking trucks with operator position elevating up to and including 1 200 mm lift height*
- ISO 22915-5:2014, *Industrial trucks — Verification of stability — Part 5: Single-side-loading trucks*
- ISO 22915-7:2016, *Industrial trucks — Verification of stability — Part 7: Bidirectional and multidirectional trucks*
- ISO 22915-8:2019, *Industrial trucks — Verification of stability — Part 8: Additional stability test for trucks operating in the special condition of stacking with mast tilted forward and load elevated*
- ISO 22915-9:2014, *Industrial trucks — Verification of stability — Part 9: Counterbalanced trucks with mast handling freight containers of 6 m (20 ft) length and longer*
- ISO 22915-10:2008, *Industrial trucks — Verification of stability — Part 10: Additional stability test for trucks operating in the special condition of stacking with load laterally displaced by powered devices*
- ISO 22915-11:2011, *Industrial trucks — Verification of stability — Part 11: Industrial variable-reach trucks*
- ISO 22915-12:2015, *Industrial trucks — Verification of stability — Part 12: Industrial variable-reach trucks handling freight containers of 6 m (20 ft) length and longer*
- ISO 22915-13:2012, *Industrial trucks — Verification of stability — Part 13: Rough-terrain trucks with mast*
- ISO 22915-14:2010, *Industrial trucks — Verification of stability — Part 14: Rough-terrain variable-reach trucks*
- ISO 22915-15:2013, *Industrial trucks — Verification of stability — Part 15: Counterbalanced trucks with articulated steering*
- ISO 22915-20:2008, *Industrial trucks — Verification of stability — Part 20: Additional stability test for trucks operating in the special condition of offset load, offset by utilization*
- ISO 22915-21:2019, *Industrial trucks — Verification of stability — Part 21: Additional stability test for order-picking trucks with operator position elevating above 1 200 mm*
- ISO 22915-22:2014, *Industrial trucks — Verification of stability — Part 22: Lateral- and front-stacking trucks with and without elevating operator position*
- IEC 61496-2:2013, *Safety of Machinery — Electro-sensitive protective equipment — Part 2: Particular requirements for equipment using active opto-electronic protective devices (AOPDs)*
- IEC 61496-3:2008, *Safety of machinery — Electro-sensitive protective equipment — Part 3: Particular requirements for Active Opto-electronic Protective Devices responsive to Diffuse Reflection (AOPDDR)*
- IEC 60204-1:2016, *Safety of machinery — Electrical equipment of machines — Part 1: General requirements*

IEC 61558-1:2017, *Safety of power transformers, power supply units, reactors and similar — Part 1: General requirements and tests*

EN 1175-1:1998, +A1:2010, *Safety of industrial trucks — Electrical requirements — Part 1: General requirements for battery powered trucks*

EN 1175-2:1998, +A1:2010, *Safety of industrial trucks — Electrical requirements — Part 2: General requirements for internal combustion engine powered trucks*

EN 1175-3:1998, +A1:2010, *Safety of industrial trucks — Electrical requirements — Part 3: Specific requirements for the electric power transmission systems of internal combustion engine powered trucks*

EN 12895:2015, *Industrial trucks — Electromagnetic compatibility*

### 3 Terms and definitions

For the purposes of this document, the terms and definitions given in ISO 5053-1:2015 and ISO 12100:2010 and the following apply.

ISO and IEC maintain terminological databases for use in standardization at the following addresses:

- ISO Online browsing platform: available at <https://www.iso.org/obp>
- IEC Electropedia: available at <http://www.electropedia.org/>

#### 3.1 actuating force

force applied on the bumper that initiates a stop signal

#### 3.2 authorized person authorized personnel authorized individual

person designated by the user, trained on specific hazards and if required, trained to operate or maintain the truck or system

#### 3.3 automatic mode

operating mode where no operator intervention is required for the operation

#### 3.4 bumper

pressure-sensitive protective equipment (PSPE) fitted to the truck that generates a signal to stop the truck on physical contact

#### 3.5 virtual bumper

electro sensitive (non-contact) protective equipment (ESPE) fitted to the truck, having one or more detection zones that generates a signal prior to physical contact

EXAMPLE Active opto-electronic protective devices responsive to diffuse reflection (AOPDDR).

#### 3.6 driverless truck system

combination of one (or more) driverless truck(s) and ancillary components to control and manage the automatic operation of the truck(s)

Note 1 to entry: Ancillary components can be integrated or external (e.g. guidance, traffic control, power system, communication system, guarding, signs, warnings, floor marking).

**3.7****driverless industrial truck**

powered truck, designed to operate automatically to transport loads

**3.8****escape route**

space provided for a person to exit away from the hazard(s)

**3.9****path**

area swept by the truck with its load including trailer(s)

**3.10****load**

item intended to be handled by the truck

**3.11****load handling**

load lifting, lowering, conveying and manipulating

EXAMPLE      Rotation, reach, tilting, clamping and towing.

**3.12****manual mode**

operating condition where all operations are under the control of an operator

**3.13****static force**

force applied by the bumper when an automatic stop is completed

**3.14****rider****intended rider**

person on the truck in an automatic mode with a rider who can enable or disable the truck

**3.15****stopping device**

control device that when actuated, generates a signal to stop all movements of the truck

**3.16****emergency stop device**

manually actuated control device used to initiate an emergency stop function

[SOURCE: ISO 13850:2015, 3.3]

**3.17****direction of travel**

one or more directions of travel based upon the operating conditions of the truck as defined by the manufacturer

**3.18****enabling device**

additional manually operated device used in conjunction with a start control and which, when continuously actuated, allows a machine to function

[SOURCE: ISO 12100:2010, 3.28.2]

**3.19****personnel detection means**

system to detect persons in the path of a truck

**3.20**

**rated speed**

travel speed of the truck as defined by the manufacturer

**3.21**

**automatic restart**

resumption of the truck operation without outside input

Note 1 to entry: The truck starts only after the conditions which have stopped the truck have been cleared.

**3.22**

**automatic mode with a rider**

operating condition where (a) rider(s) is (are) present on the truck during automatic movement

**3.23**

**confined zone**

truck operating space in which the risk reduction is provided by perimeter safeguarding

**3.24**

**operating hazard zone**

area of the operating zone in which a person can be exposed to a hazard

Note 1 to entry: This can be found in load transfer areas or low clearances.

Note 2 to entry: The operating hazard zone is considered a hazard zone according to ISO 12100:2010, 3.11.

**3.25**

**operating zone**

defined area in which a truck operates

Note 1 to entry: Examples of defined areas: by navigation systems, signs, floor markings, fencings, guarding.

**3.26**

**public zone**

space opened to all persons without specific training, instruction or awareness

**3.27**

**restricted zone**

physically separated space in which only authorized persons are permitted to enter

**3.28**

**method statement**

**safe system of work**

document that details the way a work task or process is to be completed and outlines the hazards involved

Note 1 to entry: This can include a step by step guide on how to do the job safely and detail which control measures have been introduced to ensure the safety of anyone who is affected by the task or process.

**3.29**

**load transfer area**

location where a load can be picked up or deposited by the truck

Note 1 to entry: The location can be on the floor/ground (e.g. rack, machines and conveyors).

**3.30**

**operator**

designated person, appropriately trained and authorized, to operate the truck

[SOURCE: ISO 3691-1:2011, 3.7, modified — In the definition, "who is responsible for the movement and load handling of an industrial truck" has been replaced with "to operate the truck". Notes 1 and 2 have been removed.]

**3.31****rider designated position**

position that is defined by the manufacturer for (a) person(s) to safely ride on the truck

**3.32****belt conveyor**

conveyor with an endless belt acting as a carrying and traction element

Note 1 to entry: The belt is supported by rollers or slides on a surface.

[SOURCE: EN 619:2002+A1 2010, 3.6, modified — The reference to the Figure has been removed and the second sentence has been moved to Note 1 to entry.]

**3.33****roller conveyor**

conveyor in which some or all of the rollers are driven or can rotate freely

[SOURCE: EN 619:2002+A1:2010, 3.11, modified — The references to figures, wheels and wheel conveyors, and, balls and ball transfer tables have been removed.]

**3.34****drag chain conveyor**

conveyor with chains as traction or carrying elements, possibly with pushers attached to the chains

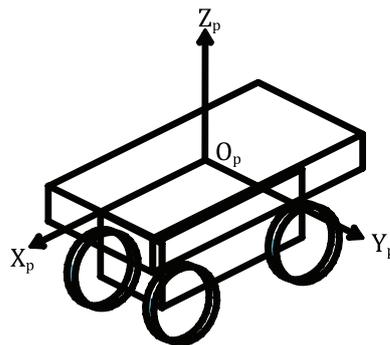
[SOURCE: EN 619:2002+A1:2010, 3.7.1, modified — The reference to the figure has been removed.]

**3.35****coordinate system of the truck**

coordinate system ( $O_p - X_p - Y_p - Z_p$ ) referenced to one of the components which enables the locomotion of the truck

Note 1 to entry: ISO 9787:2013, 5.5, specifies a mobile platform coordinate system, ( $O_p - X_p - Y_p - Z_p$ ). The origin of the mobile platform coordinate system,  $O_p$ , is the mobile platform origin. The  $+X_p$  axis is normally taken in the forward direction of the mobile platform. The  $+Z_p$  axis is normally taken in the upward direction of the mobile platform.

Note 2 to entry: See [Figure 1](#).

**Key**

$O_p$  origin of the referential

NOTE This figure is adapted from ISO 9787:2013, Figure 6.

**Figure 1 — Coordinate system of the truck**

**3.36**

**forward direction**

movement of the truck following  $+X_p$  axis

Note 1 to entry: See coordinate system of the truck in [3.35](#).

Note 2 to entry: See [Figure 1](#).

**3.37**

**backward direction**

movement of the truck following  $-X_p$  axis

Note 1 to entry: See coordinate system of the truck in [3.35](#).

Note 2 to entry: See [Figure 1](#).

**3.38**

**lateral direction**

movement of the truck following the  $Y_p$  axis

Note 1 to entry: See coordinate system of the truck in [3.35](#).

Note 2 to entry: See [Figure 1](#).

**3.39**

**crabbing direction**

combined movement of the truck following the  $X_p$  and  $Y_p$  axes without changing the orientation

Note 1 to entry: See coordinate system of the truck in [3.35](#).

Note 2 to entry: See [Figure 1](#).

**3.40**

**turning direction**

movement that generates a change of the orientation of the truck coordinate system around the  $Z_p$  axis combined with a movement of the truck following the  $X_p$  and/or  $Y_p$  axis

Note 1 to entry: See coordinate system of the truck in [3.35](#).

Note 2 to entry: See [Figure 1](#).

**3.41**

**pivoting direction**

movement that generates a change of the orientation of the truck coordinate system around the  $Z_p$  axis, without movement of the truck following the  $X_p$  and/or  $Y_p$  axis

Note 1 to entry: See coordinate system of the truck in [3.35](#).

Note 2 to entry: See [Figure 1](#).

**3.42**

**tiller**

bar used by the operator on a truck for the purpose of steering

Note 1 to entry: It can incorporate other functions.

**3.43**

**floor**

**ground**

level smooth prepared surface to support the weight of a loaded truck

EXAMPLE Concrete, asphalt.

**3.44****rated capacity**

maximum load, expressed in kilograms, established by the manufacturer based on component strength and truck stability, that the truck can carry, lift and stack to the standard lift height and at the standard position of the centre of gravity

Note 1 to entry: For centre of gravity, see [Annex C](#).

Note 2 to entry: If the lifting height of the mast is lower than the standard lift height,  $H$ , the rated capacity is still assessed at the standard lift height.

Note 3 to entry: The rated capacity is used to compare the capacity of different manufacturers' trucks and to provide the break points used in technical standards and statistics. The operating limits for the truck are defined by its actual capacity.

[SOURCE: ISO 3691-1:2011, 3.15]

**3.45****actual capacity**

maximum load, expressed in kilograms, established by the manufacturer based on component strength and truck stability that a truck can carry, lift and stack to a specified height, at a specified load centre distance and reach, if applicable, in normal operation

Note 1 to entry: The actual capacity depends on the configuration of the truck, including variables such as the type and lift height of the mast fitted, the actual load centre and any attachments that might be fitted. This actual capacity defines the load-handling ability of the particular truck, as equipped. Additional actual capacity ratings with removable attachments can also be established where permitted by the appropriate stability tests or by calculation verified by empirical data.

[SOURCE: ISO 3691-1:2011, 3.14]

**3.46****protective stop**

safety related stop function initiated by a protective device

**3.47****truck speed**

fastest moving point of the truck and its load(s)

**3.48****braking system**

combination of parts which fulfil one or more of the following functions:

- control (usually to reduce) a vehicle's speed,
- bring the vehicle to a halt or hold it stationary

[SOURCE: ISO 611:2003, 3.2]

**3.49****fixed closed structure**

structure acting as a guard and preventing persons from entering or reaching into the path

Note 1 to entry: This structure is mainly providing a peripheral guard, and composed of walls, panels, fences.

**3.50****muting**

temporary automatic suspension of a safety function

**3.51****override**

manual suspension of a safety function

**3.52  
deactivation**

action to make a function no longer active

Note 1 to entry: It can be a manual or automatic action.

**4 Safety requirements and/or protective/risk reduction measures**

**4.1 General**

**4.1.1 Overall requirements**

Trucks shall comply with the safety requirements and/or protective measures of this clause.

In addition, the truck shall be designed according to the principles of ISO 12100 for relevant but not significant hazards which are not dealt with by this document.

Zones where the trucks operate, shall comply with requirements defined in [Annex A](#).

**4.1.2 Normal climatic conditions**

The following climatic conditions apply:

- average ambient temperature for continuous duty: +25 °C;
- maximum ambient temperature, short term (up to 1 h): +40 °C;
- lowest ambient temperature for trucks intended for use in normal indoor conditions: +5 °C;
- lowest ambient temperature for trucks intended for use in normal outdoor conditions: -20 °C;
- altitude: up to 2 000 m.

**4.1.3 Electrical requirements**

	Subclause(s) in			
	EN 1175-1:1998 +A1:2010	EN 1175-2:1998 +A1:2010	EN 1175-3:1998 +A1:2010	IEC 60204-1:2016
Generals (Electricity supply)	5.7, 5.8, 5.10, 5.11, 5.12, 5.13, 5.14, 5.15, 6.1, 6.2, 6.3, 6.4, 6.5, 6.1.2, 6.1.3	5.1, 5.2, 5.4, 5.5	5.1, 5.2, 5.3, 5.5, 5.6	all except 4.3.2, 4.4.5, 5.3.5, 6.2.5, 6.2.6, 6.3.3, 7.2.2, 9.1.1, 9.4.3.1.2, 9.4.3.1.4, 9.4.3.1.5, 11.5, 18.2.4
Starting	5.9.3, 5.9.5, 5.9.8, 5.12.1	5.3.1	5.4.1, 5.4.2, 5.4.3	7.3.1, 7.5, 9.2.3.2, 9.3.1
Stopping	5.13, 6.2.2, 6.4	5.3.4	5.4.4	N/A
Failure of power supply	5.6, 5.9.1, 5.9.11	5.3.1, 5.3.6	5.4.5	5.4, 7.5
Machinery maintenance	7.1, 7.2, 7.3	6.1, 6.2	6.1, 6.2	N/A
Isolation of energy sources	5.1.3, 5.2, 5.5, 5.7, 5.13, 6.2, 6.4	5.1.3	5.1, 5.2, 5.5	5.3, 10.8
Batteries	5.1 (whole), 5.2, 5.12, 5.15.3, 6.1, 6.2, 6.5.3	5.1, 5.3.1	N/A	N/A
Fire	5.2, 5.4, 5.5, 5.8	5.2, 5.4 (whole)	5.3, 5.5.2, 5.5.4, 5.5.5	N/A

#### 4.1.4 Stored energy components

Components which store energy and that would pose a hazard during removal or disassembly (e.g. hydraulic accumulator, capacitors or spring applied brakes), shall be provided with means to release the energy before removal or disassembly.

#### 4.1.5 Edges or angles

There shall be no sharp edges or angles posing a hazard in the area of the:

- a) rider in the normal operating position;
- b) operator in the operating position;
- c) access during daily checks.

#### 4.1.6 Guards

Technical principle for guards shall comply with ISO 12100:2010. Guards shall comply with ISO 14120:2015.

Safety distances shall comply with ISO 13857:2008. In addition, safety distances to prevent reaching over protective structures shall comply with ISO 13857:2008, Table 2, High risk. In addition, continuous fixed closed structures shall have a minimum height of 2,1m.

#### 4.1.7 Interlocking devices for guards

Interlocking devices associated with guards shall comply with ISO 14119:2013.

#### 4.1.8 Two hand control devices

Two hand control devices shall comply with ISO 13851:2019.

#### 4.1.9 Transmission parts

Transmission parts such as drive shafts, couplings and belt drives, which are within the reach of a person, shall be protected with fixed guards.

#### 4.1.10 Electro-sensitive protective equipment

Electro-sensitive protective equipment (ESPE) shall comply with IEC 61496-2:2013 and IEC 61496-3:2018.

#### 4.1.11 Pressure-sensitive protective devices

Pressure-sensitive protective devices shall comply with ISO 13856-2:2013 and ISO 13856-3:2013, Table 2, Test piece 5 or Test piece 6 (for both, only shapes and dimensions).

#### 4.1.12 Hydraulic systems

Hydraulic systems and their components shall comply with ISO 4413:2010.

#### 4.1.13 Pneumatic systems

Pneumatic systems and their components shall comply with ISO 4414:2010.

#### 4.1.14 Avoidance of automatic restart

Trucks shall be designed in such way that an automatic restart is not permitted after the actuation of any of the following:

- a) emergency stop device;
- b) short stroke bumper, see [4.8.2.1 e](#));
- c) presence of the operator as described in [4.9.3](#) (e.g. seat, tiller, handles, foot pedal);
- d) manual control commands (e.g. throttle, steering wheel, joystick), see [4.9.3.1 c](#));
- e) virtual reachable stop function according to [Table A.1](#), footnote c).

Trucks shall be designed in such way that an automatic restart is not permitted after interruption of power.

#### 4.1.15 Foot protection

Means shall be provided to prevent injury to the feet of persons standing nearby the truck.

Examples of measures are:

- a) follow manufacturer specifications of ESPE concerning additional stopping distances margins for feet;
- b) reduce clearance of the chassis to equal to or less than 40 mm, for a person wearing safety shoes. This will prevent feet from being entrapped under the chassis;
- c) foot clearance below the chassis according to ISO 3691-1:2011, Figure 5. This will prevent contact with the drive and stabilizing wheels.

#### 4.2 Braking system

The truck shall be equipped with a braking system that is designed to do the following:

- a) operate on the interruption of the power supply;
- b) activate automatically at the loss of control of the speed or steering;
- c) stop the truck within the operating range of the personnel detection means as defined in [4.8.2](#) in the worst condition in the limits specified by the manufacturer (e.g. speed, friction, floor/ground, gradient, rated load);
- d) maintain the truck and its maximum permissible load stationary on the maximum operational gradient specified by the manufacturer.

The safety-related parts of the braking systems shall be in accordance with [Table 1](#), item 1 and item 2.

NOTE Braking systems can consist of one or more braking function (e.g. spring-loaded brake, service brake).

#### 4.3 Speed control

The safety-related parts of the speed control system shall be in accordance with [Table 1](#), item 3 and item 8.

#### 4.4 Automatic battery charging

Automatic charging connections rated above 60 VDC or 25 VAC shall be designed to prevent shock hazards arising from accidental contact with live parts according to IEC 61558-1:2017.

A truck equipped with an automatic charging system shall be designed such that the reachable charging contacts are only activated when the truck is connected to the charging device.

Where the truck is removed from the charging points, the charging contacts of the truck shall be disconnected from the battery.

The safety-related parts of these systems shall be in accordance with [Table 1](#), item 9.

#### 4.5 Load handling

The load-carrying device shall be so designed that the load stays within the limits of position(s) determined by the manufacturer in any operational mode, including an emergency stop and load transfer. This can be achieved by integrating clamps, mechanical locks, stops, etc.

As an alternative, means shall be provided to prevent the truck from moving when the load is not in the designated position on the load carrying device as determined by the manufacturer. This can be achieved by integrating camera, sensing device, switch, etc.

Systems for lifting and tilting shall comply with ISO 3691-1:2011, 4.6.

The safety-related parts of the control systems performing these functions shall be in accordance with [Table 1](#), items 10, 11 and 12.

#### 4.6 Steering

The safety-related parts of the controls for the steering system shall be in accordance with [Table 1](#), item 13.

#### 4.7 Stability

##### 4.7.1 General

The truck shall remain stable in all operating conditions and during all load-handling and travelling movements, including an emergency stop.

The safety-related parts of the controls for stability shall be in accordance with [Table 1](#), item 14.

##### 4.7.2 Tilting platform stability test

Stability for trucks with lift height more than 500 mm, shall be tested according to the applicable standard(s) below:

- ISO 22915-1:2016,
- ISO 22915-2:2018,
- ISO 22915-3:2014,
- ISO 22915-4:2018,
- ISO 22915-5:2014,
- ISO 22915-7:2016,
- ISO 22915-8:2018,
- ISO 22915-9:2014,
- ISO 22915-10:2008,
- ISO 22915-11:2011,

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- ISO 22915-12:2015,
- ISO 22915-13:2012,
- ISO 22915-14:2010,
- ISO 22915-15:2013,
- ISO 22915-20:2008,
- ISO 22915-21:2019,
- ISO 22915-22:2014.

The stability of trucks lifting less than 500 mm shall be tested according to the test requirements defined for travelling by the appropriate International Standard for stability for a similar truck design equipped with a mast or see [4.7.3](#).

Stability for burden carrier-type trucks shall comply with requirements as defined by ISO 3691-6:2013, 4.7.

### 4.7.3 Stability requirements for trucks not covered by [4.7.2](#)

When trucks are designed only for a specific pre-determined automated task in a defined operating space and conditions, the truck shall comply with [5.3.2](#) when tested.

Compliance with the specified stability values can be determined by calculation. Calculation shall be based on empirical data for similar trucks. Such calculations shall take into account manufacturing variations and deflections of mast, tyres, etc.

## 4.8 Protective devices and complementary measures

### 4.8.1 Emergency stop

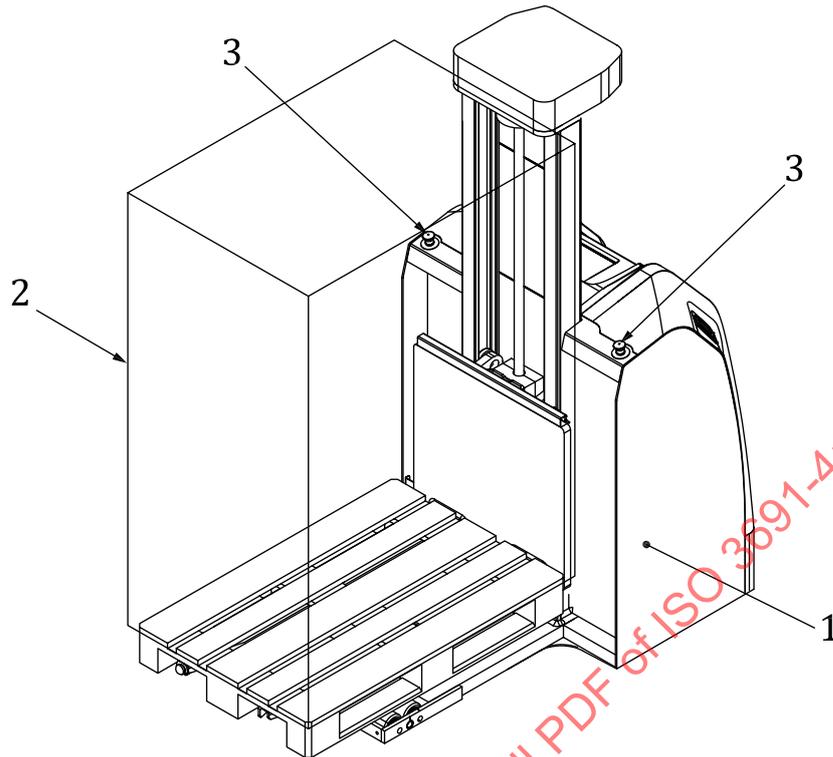
Trucks shall be provided with an emergency stop function that complies with ISO 13850:2015. When the emergency stop device is actuated, all truck movements shall stop.

The emergency stop devices shall be clearly visible, identifiable and accessible from both ends and both sides of the truck. If the truck has a defined operator position with controls, an emergency stop device shall be fitted near these controls.

However, in the case of trucks carrying a load that restricts access to the emergency stop device(s), the emergency stop device(s) shall be mounted on accessible rigid part(s) of the truck closest to the hazard zone (see [Figure 2](#), for example).

The safety-related parts of the control system for emergency stop function shall be in accordance with [Table 1](#), item 15.

NOTE Depending on the size and design of the truck, more than one device can be necessary on each side of the truck.

**Key**

- 1 truck
- 2 load
- 3 emergency stops on both sides

**Figure 2 — Example of emergency stops positions in case of truck with a load on fork side**

#### 4.8.2 Detection of persons in the path

##### 4.8.2.1 Detection of persons in the intended path in automatic mode

The safety-related parts of the detection of persons in the intended path in automatic mode shall be in accordance with [Table 1](#), items 4, 16, 17 and 20.

Trucks shall be fitted with personnel detection means, the following requirements apply.

- a) Trucks shall be fitted with pressure-sensitive device according to [4.1.11](#) (e.g. bumpers) or ESPE (e.g. virtual bumpers) according to [4.1.10](#) for the detection of persons.
- b) Personnel detection means shall operate at least over the maximum width of the truck and its load in the direction(s) of travel.
- c) Personnel detection means shall be so designed that trucks shall stop before contact between the rigid parts of the truck or load and a stationary person (not a person stepping into the truck path or moving toward it) and comply with [5.2](#) or in case of contact they shall be designed such that forces shall not exceed the values of [5.2](#). In turning direction and in pivoting direction, for the truck side protection measures, compliance with [5.2](#) Test B is sufficient.

NOTE 1 For non-contact protective equipment, additional requirements according to non-contact protective equipment manufacturer's information for use (e.g. reflection) can apply.

- d) When the truck has stopped due to the detection of a person in its path, and after the person has moved out of the detected range of the detecting devices mounted on the truck, the truck may

restart automatically following appropriate warnings (e.g. optical and/or acoustic). If pressure-sensitive protective equipment (PSPE) is fitted, a minimum delay of 2 seconds before restart is required. Automatic restart shall only be possible according to the "automatic restart permitted" column of [Tables A.1](#) and [A.2](#).

NOTE 2 Warning systems are defined in [6.2](#).

- e) In the direction(s) of the actuation of the protective device where all the requirements a), b) and c) cannot be met (e.g. where the stroke of the bumper is too short or where the load extends over the sides when the truck is under it while towing or carrying the load), the following shall apply:
- i) in the actuation direction, the truck speed shall not exceed 0,3 m/s;
  - ii) an additional stop function (can be installed on the truck or in the environment) in accordance with [Table A.1](#) or with [Table A.2](#) initiated by a device (e.g. laser scanner or proximity switch) which shall be clearly identifiable and shall be possible to be actuated within 600 mm from the hazardous point. Automatic restart shall be in accordance with [Table A.1](#) or [Table A.2](#).

#### 4.8.2.2 Measures in cases where requirements of [4.8.2.1](#) have to be limited or deactivated

Where trucks working within operating hazard zone (area of the operating zone in which a person can be exposed to a crush/shearing hazard) (e.g. at load transfer areas), then the following requirements shall be met:

- a) if there is an escape route (at least 0,5 m wide and 2,1 m high for a pedestrian), refer to [Tables A.1](#) and [A.2](#) for the maximum speed limit, warnings (acoustic and/or optical), the automatic restart function and classification of the zone;
- b) if there is no escape route for a pedestrian as defined in a), then refer to [Tables A.1](#) and [A.2](#) for the maximum speed limit, warnings (e.g. acoustic and/or optical), the automatic restart function and classification of the zone. An additional stop function shall be implemented:
  - i) a personnel detection function shall be implemented and activated in order to check that the hazard zone is free of personnel. If a person is detected and the truck has stopped, automatic restart is not allowed in the same direction.
  - ii) if the personnel detection function cannot be implemented, an emergency stop device or a stopping device in accordance with [Table 1](#), shall be installed within 600 mm from the hazardous point on the truck (e.g. point of contact on or with the truck or cause of entrapment) or in the workplace.

#### 4.8.2.3 Muting of the personnel detection means

In certain load transfer conditions, it can be necessary to mute the personnel detection means.

Personnel detection means shall be muted as late as possible to ensure the absence of persons, for example less than 180 mm from an object (e.g. load, interface, transfer station, fixed structure, block stacking).

Muting of the personnel detection system in the automatic mode is only allowed in speeds below 0,3 m/s.

The safety-related parts of the muting the personnel detection means shall be in accordance with [Table 1](#), item 19.

#### 4.8.2.4 Override of the personnel detection means

Override of the personnel detection system is only allowed in the manual or maintenance mode.

The safety-related parts of the override of the personnel detection means shall be in accordance with [Table 1](#), item 18.

#### 4.8.2.5 Deactivation of the personnel detection means

The personnel detection means can be automatically deactivated when a truck is working in a confined zone (according to [A.2.4](#)). The personnel detection means can be deactivated in manual mode of operation on a truck with a defined operator position (see [4.9.3.1](#)) or tiller (see [4.9.3.2](#)), because of the mode selection.

The safety-related parts of the deactivation of the personnel detection means shall be in accordance with [Table 1](#), item 18.

#### 4.8.2.6 Selection of the active detection zone fields

Trucks can have an automatic selection of the safe detection fields based on truck speed and direction, size of the load or other criteria. This automatic selection of the safe detection fields of the ESPE is part of the personnel detection system.

The selection of the active detection fields (in which the detection of an object shall trigger the protective stop function) can depend on the conditions that affect the stopping performance of the truck (e.g. loaded or unloaded, narrow or wide load, position of the truck in different zones).

Where this function is provided, the safety related parts of the control system shall be designed that they do not decrease the overall performance of the detection of the persons in the path as stated in [Table 1](#).

The safety-related parts of the selection of the active detection zone fields, shall be in accordance with [Table 1](#), items 5, 6, 7, 21 and 22.

### 4.9 Modes of operation

#### 4.9.1 General

Trucks can have different operating modes.

The following modes, if foreseen, shall be selected with a mode selector:

- automatic mode;
- manual mode;
- maintenance mode.

The mode selector shall prevent both unauthorized and inadvertent mode selection. Unauthorized and/or inadvertent mode selection shall be prevented by suitable means (e.g. by lockable key switch, code, magnetic card).

Actuation of the mode selector shall only enable the selected mode and shall not initiate truck operation by itself. A separate activation shall be required to initiate truck operation.

The selected mode shall be clearly indicated.

The manual mode may not be selected by the selector but with a manual control if the truck is fitted with a tiller according to [4.9.3.2](#) or with a rider platform or seat according to [4.9.3.1](#).

NOTE 1 See [4.9.3](#) for more explanations about operations by operator.

NOTE 2 See [4.9.2.3](#) for more explanations about operations by the rider.

The safety-related parts of the modes of operation shall be in accordance with [Table 1](#), item 25.

## 4.9.2 Automatic mode

### 4.9.2.1 Configuration

Automatic mode may have three configurations:

- 1) automatic mode (no operator nor rider);
- 2) automatic mode with an operator input;
- 3) automatic mode with a rider.

When trucks are not designed to have automatic mode with an operator input, and provision is made for an operator position (e.g. tiller, seat, platform), the presence of the operator shall deactivate all automated functions and shall initiate a protective stop.

When trucks are not designed to have automatic mode with a rider and provision is made for a rider position, the presence of the rider shall deactivate all automated functions and shall initiate a protective stop.

The safety-related parts of the automatic mode of operation shall be in accordance with [Table 1](#), item 25.

### 4.9.2.2 Automatic mode with an operator input

During the automatic mode, manual operations may be permitted between two full automatic sequences. Then, the truck shall stop at designated positions and manual operation shall be under the following conditions:

- a) the truck shall stand still and wait for an input from an operator;
- b) control shall be “hold to run” type;
- c) when manual controls are activated, it shall not be possible to start the next sequence in automatic mode;
- d) the manual controls shall provide means of stopping all movement;
- e) where the operator’s position is not determined by the design of the truck, any motion of moving parts (e.g. forks, attachments) shall be safeguarded by guards according to [4.1.6](#). Otherwise, the truck shall comply with ISO 3691-1:2011, 4.4.2.6;
- f) the translation and pivoting of the truck are not allowed during the operation;
- g) the restart of the next sequence in the automatic mode is only possible after a voluntary action of the operator.

The safety-related parts of the automatic mode with an operator input shall be in accordance with [Table 1](#), items 24 and 25.

### 4.9.2.3 Automatic mode with a rider

During the automatic mode, persons may ride on the trucks, for example during setting operations or to travel long distances, with the following conditions:

- a) the truck shall stop automatically at designated locations;
- b) the person/rider shall initiate the automatic mode with rider by a voluntary action;
- c) means shall be provided to detect the rider at the rider’s designated position;
- d) when the rider is in the designated position, the selection of the automatic mode will activate the automatic mode with a rider;

- e) stopping means shall be provided within the reach of the rider;
- f) rider's designated position shall be designed to prevent hazardous situations, considering the truck acceleration and deceleration forces (e.g. padding, operator restraint, compartment design);
- g) means shall be provided to keep the rider(s) within the designated position while riding on the truck, [e.g. two-hand control device (according to ISO 13851:2019, 3.1), foot position sensing, fully enclosed cabin];
- h) when the rider is no longer in the designated position, the truck shall come to a safe stop;
- i) rider position with an elevation function shall not be higher than 1 200 mm from the floor/ground to the platform floor.

The safety-related parts of the automatic mode with a rider, shall be in accordance with [Table 1](#), items 23 and 25.

### 4.9.3 Manual mode

#### 4.9.3.1 Manual mode with operator

During the manual mode, persons may operate the trucks (e.g. during setting operations).

Where the truck is designed to be operated manually (not for the maintenance mode defined in [4.9.4](#)), a manual mode shall be fitted. This manual mode shall comply with the general functional principle for manual controls as defined in ISO 3691-1:2011, 4.4; ISO 3691-2:2016, 4.4; ISO 3691-6:2013, 4.4 or with all the following requirements:

- a) manual controls shall be of the "hold to run" type and shall be designed to allow only intentional manual operations;
- b) manual controls shall be located at the intended operator's position;
- c) release of a manual control shall not cause selection of the automatic mode;
- d) operator leaving their position shall not cause selection of the automatic mode;
- e) the manual controls shall provide means of stopping all movement;
- f) personnel detection means may be deactivated.

The safety-related parts of the manual mode with operator shall be in accordance with [Table 1](#), item 26.

#### 4.9.3.2 Pedestrian controlled trucks with tiller

When a tiller is provided for the operation in the manual mode, the following shall apply:

- a) for travel and braking controls, ISO 3691-1:2011, 4.4.2 shall apply;
- b) automatic operation shall be possible only when the tiller is in the manufacturer's defined position;
- c) return of the tiller to the manufacturer's defined position shall not actuate the automatic mode;
- d) moving the tiller to the manual operating position shall stop all automated functions.

The safety-related parts of the pedestrian control truck with tiller mode shall be in accordance with [Table 1](#), item 27.

#### 4.9.4 Maintenance mode

Where the truck is also designed to operate in maintenance mode, when in maintenance mode the following shall apply:

- a) manual controls shall be of the “hold to run” type and shall be designed to allow only intentional manual operations;
- b) manual controls shall be located at the intended operator’s position;
- c) personnel detection means shall remain active unless there is an intentional action taken by an authorized person;
- d) restrictions or override of personnel detection means are possible only if all the following additional requirements are applied:
  - 1) an additional mode selector to override personnel detection systems shall be fitted (e.g. by key, code, magnetic card);
  - 2) restrictions to hazardous operations (e.g. travel speed reduction or load handling speed restrictions) or their combinations shall be applied;
  - 3) the maintenance mode of the truck shall be designed so that maintenance traction speed can be set (refer to instructions for use);
- e) the maintenance mode of the truck shall be designed so that the speed of other parts of the truck (e.g. forks, conveyors, arms) can be set (refer to instructions for use);
- f) restrictions to some hazardous operations or their combinations may be applied (e.g. speed limit due to lift height, lift height limited, tool speed limited, control of movements);
- g) deactivation of the maintenance mode shall not cause an activation of the automatic mode.

The safety-related parts of the maintenance mode shall be in accordance with [Table 1](#) item 24.

#### 4.10 Trucks intended to tow trailers:

Before start-up an acoustical and/or optical signal shall be given automatically for at least 2 s. Start-up speed shall be limited to 0,3 m/s for at least 5 s and the distance equal to 500 mm plus the maximum gap between the trailers or trailer and the truck, whichever is greater.

Trucks intended to tow trailers shall be fitted with towing or coupling devices designed, constructed and arranged to reduce hazardous connections and disconnections and prevent accidental disconnection during use.

Towing and coupling devices shall be designed:

- a) to withstand the traction force and compression effort (e.g. when the truck is braking);
- b) for the maximum carried load.

#### 4.11 Safety-related parts of the control system

Safety-related parts of the control system shall comply at least with the performance levels of ISO 13849-1 listed in [Table 1](#).

**Table 1 — Minimum performance level (PL) of safety-related parts of control systems in accordance with ISO 13849-1**

Subclause in this document	Item number	Cross-reference in this document	Description of the safety function (or a part of safety function)	Main risk	Note	Minimum required PL according to ISO 13849-1
4.2 Braking system	1	4.2	Braking system control	Collision with persons	PL function controls the deceleration function.	d
	2	4.2 d)	Parking braking system control	Unintended motion of the truck: risk of collision  Reduction of braking performance if the battery is disconnected (unlikely)	PL function controls that brake is dis-engaged in order to avoid continuous braking when travelling. (Wear and release of the brake to be checked with periodic maintenance).	b
4.3 Speed control	3	4.3	Over speed detection system (speed > truck rated speed)	Collision with person. Personnel detection not efficient due to over speed.	PL Monitor that truck speed is not over the maximum rated speed. In case of malfunction, an emergency stop shall be activated.	c
	4	4.8.2.1	Speed monitoring in case of speed <0,3 m/s			c
	5	4.8.2.6	Adaption of the sizes of the safe detection fields of an ESPE for linear movements. (e.g. forward direction, backward direction, lateral and crabbing directions.)	Collision with person.  Personnel detection not efficient due to different speed vs personnel detection	Assure that the personnel detection field is consistent with actual truck speed. Travel speed monitoring can be performed by the personnel detection means.  If PL=d cannot be attained speed shall be reduced to a maximum of 0,3 m/s.	d

Table 1 (continued)

Subclause in this document	Item number	Cross-reference in this document	Description of the safety function (or a part of safety function)	Main risk	Note	Minimum required PL according to ISO 13849-1
	6	<a href="#">4.8.2.6</a>	Adaption of the sizes of the safe detection fields of an ESPE in turning and pivoting.  No speed limitation in the related direction of travel.		No speed limitations	d
	7	<a href="#">4.8.2.6</a>	Adaption of the sizes of the safe detection fields of an ESPE.  For additional side fields in the turning and pivoting when truck speed is limited at 0,7 m/s in the related directions of travel (x and/or y) (side speed).	Collision with a person in case a wrong safety measure is selected	All information needs to achieve the PLr.  Assure that the personnel detection field is consistent with actual truck speed. Travel speed monitoring can be performed by the personnel detection means.	c
	8	<a href="#">4.3</a>	Stability See item 14	Stability of the truck	Assure the speed control vs stability, see item 14	—
<a href="#">4.4</a> Automatic battery charging	9	<a href="#">4.4</a>	Deactivation of charging connections	Electrical risk	For truck charging points they shall be disconnected prior to the truck traction movement.	b
<a href="#">4.5</a> Load handling	10	<a href="#">4.5</a> <a href="#">4.13.1</a>	Checking if the load is in the intended position	Unintended fall of a load  Loss of stability  Undetected personnel	Only if a potential safety risk can appear: if an unintended position of the load occurs, a protective stop shall be activated.	b See NOTE.
	11	<a href="#">4.5</a> <a href="#">4.13.1</a>	Load handler position and motion	Unintended event (e.g. fall of a load)	Only if a potential safety risk can appear: If an unintended position of the load occurs, a protective stop shall be activated.	b See NOTE-

Table 1 (continued)

Subclause in this document	Item number	Cross-reference in this document	Description of the safety function (or a part of safety function)	Main risk	Note	Minimum required PL according to ISO 13849-1
	12	<a href="#">4.5</a>	Link with item 14 Stability	Stability of the truck	Assure the load handling vs stability, see item 14.	—
<a href="#">4.6</a> Steering	13	<a href="#">4.6</a>	Link with item 14 Stability	Stability of the truck	Assure the steering speed control vs stability, see item 14.	—
<a href="#">4.7</a> Stability	14	<a href="#">4.7.1</a>	Avoiding instability caused by speed, steering and load handling	Stability of the truck	Only if a potential safety risk can appear: PL control combination among stability parameters (e.g. steering speed, traction speed, load handling) are within the stability requirements.	c
<a href="#">4.8.1</a> Emergency stop function	15	<a href="#">4.8.1</a>	Stop hazardous movements and functions	intended emergency stop by a person	Emergency stop of the truck traction and brake Stop of all movements	d
<a href="#">4.8.2</a> Personnel detection system	16	<a href="#">4.8.2.1</a>	Stop the truck following the detection of a person in the direction (s) of travel	Collision with person	Protective stop of the truck after the detection of a person in the path	d
	17	<a href="#">4.8.2.1</a>	Stop the truck following a person detection with inadequate clearance See <a href="#">Tables A.1</a> or <a href="#">A.2</a>	Collision with person	Assure the personnel detection zone, the bumpers or virtual bumpers, covers the free space between the truck and the fixed closed structure, to within 180 mm from the fixed closed structure (see <a href="#">A.2.2</a> ).	d
	18	<a href="#">4.8.2.4</a> <a href="#">4.8.2.5</a>	Override of the personnel detection means in manual mode ( <a href="#">4.9.3</a> ) or maintenance mode ( <a href="#">4.9.4</a> )	Collision with person	May require PL=d due to links to other functions that required PL=d	c

Table 1 (continued)

Subclause in this document	Item number	Cross-reference in this document	Description of the safety function (or a part of safety function)	Main risk	Note	Minimum required PL according to ISO 13849-1
	19	<a href="#">4.8.2.3</a>	Muting of the personnel detection means	Collision with person	In the automatic mode, muting of the personnel detection means is not possible for a speed >0,3 m/s.	d
	20	<a href="#">4.8.2.1</a>	Stop of the truck from the load end  EXAMPLE Block storage	Crushing a person	Protective stop of the truck after the detection or the emergency stop actuated.  If the stop function with PL is not possible, see <a href="#">4.8.2.2 b)</a> and <a href="#">Table A.1/ Table A.2</a> .	d
	21	<a href="#">4.8.2.6</a>	Conditional selection of Personnel Detection Means protected zones	Collision with person	Selecting the correct field can be depending of several conditions (Loaded/unloaded; narrow load/wide load; different zones from <a href="#">A.1/A.2</a> ).	d
	22	<a href="#">4.8.2.6</a>	Conditional selection of Personnel Detection Means protected zones for additional side fields in the turning and pivoting when truck speed is limited at 0,7 m/s in the related directions of travel (x and/or y) (side speed).	Collision with a person	Selecting the correct field can be depending of several conditions (Loaded/unloaded; narrow load/wide load; different zones from <a href="#">A.1/A.2</a> ).	c
<a href="#">4.9</a> Automatic, manual and maintenance modes	23	<a href="#">4.9.2.3</a>	Detection that a rider which is intended to ride on the trucks remains in the intended position.	Fall of the person or cutting risks	If the rider leaves the intended position, the truck shall initiate a protective stop.	d

Table 1 (continued)

Subclause in this document	Item number	Cross-reference in this document	Description of the safety function (or a part of safety function)	Main risk	Note	Minimum required PL according to ISO 13849-1
	24	<a href="#">4.9.2.2</a> <a href="#">4.9.4</a>	“Hold to run” function (except the automatic mode)	Fall of the load or cutting risks due to unexpected movements or collision with a person	No movement if the “hold to run” control is not actuated	c
	25	<a href="#">4.9.1</a> <a href="#">4.9.2</a> <a href="#">4.9.2.2</a> <a href="#">4.9.2.3</a>	Where trucks are not designed to have automatic operation with an operator or rider mode, and provision is made for an operator position, the presence of the operator shall deactivate all automated functions.	Fall of the person or cutting risks	If personnel are on the truck in a rider designated position, the truck shall initiate a protective stop.	c
	26	<a href="#">4.9.3.1</a>	Manual mode		Covered by ISO 3691 series	—
	27	<a href="#">4.9.3.2</a>	Tiller position in the automatic mode	Collision with person	If the tiller is not in a rest position, the truck shall stop.	c
<a href="#">6.2</a> Warning systems	28	<a href="#">6.2</a>	Optical, acoustical signals/systems	—	—	a
<a href="#">A.2.4.3</a> Access into the confined zone	29	<a href="#">A.2.4.3</a> a)	Perimeter guarding	Collision with person	Personnel detection means of a stop	d

NOTE The results of the risk assessment performed on the truck(s) can determine the safety-related parts of control system performance levels. The mass and energy is taken into consideration.

## 4.12 Electromagnetic compatibility (EMC)

Electromagnetic compatibility is subject to applicable sections of EN 12895.

## 4.13 Conveyors fitted to a truck

### 4.13.1 Trucks fitted with conveyors

Where trucks are fitted with conveyors, all the following shall apply:

- a) the conveyors shall be stopped before any travelling of the truck;
- b) the emergency stop device(s) fitted to stop the truck, shall also stop the conveyors simultaneously;

- c) the conveyor shall be either designed:
  - i) so that the load cannot move from the positions determined by the manufacturer in any operational mode, including an emergency stopping and load transfer; or
  - ii) means shall be provided to prevent the truck from moving when the load is not in the designated position on the load carrying device as determined by the manufacturer (e.g. camera, sensing device, switch).

The safety-related parts of the controls of the trucks fitted with conveyors shall be in accordance with [Table 1](#), items 10 and 11.

#### 4.13.2 Conveyors

Hazardous points on a roller conveyor or a drag chain conveyor shall be protected by lateral guards (casings).

Hazardous points on a belt conveyor shall be protected either by fixed guards or by nip guards.

Nip guards shall be designed to provide a continuous maximum gap of 5 mm between rotating and fixed/rotating components (e.g. fixed components of horizontal or vertical transfer points, feed points, diverting points, horizontal and vertical transfer devices and gates).

Load handling on conveyor shall comply with [4.5](#).

## 5 Verification of safety requirements and/or protective measures

### 5.1 General

Trucks shall be inspected to ensure that all relevant functions, especially the operation of automated functions, warning and personnel detection means are appropriately identified and operate as intended. Functions shall be checked directly or by any method of simulation validated and giving equivalent results. [Annex E](#) shall be followed to verify health and safety requirements.

Trucks shall be operated to verify compliance with ISO 3691-1:2011, ISO 3691-2:2016 and ISO 3691-6:2013.

Verification of the required performance level of safety-related parts of the control system shall be performed in accordance with ISO 13849-2:2012, 9.6.

### 5.2 Tests for detection of persons

When testing safety functions, a method or a test mode shall be provided to test the safety functions independently so no other functions with different performance levels influence the results of the test (e.g. slow down fields that slow down the truck before the stopping field is activated). For ESPE fitted on trucks, test pieces referenced in Test A and Test B shall have an external surface reflectance from 2 % to 6 % and optical density of 1,22 (e.g., black). Trucks shall be tested in the worst-case condition(s) (e.g. loaded, slope, turn, forward direction, backward direction) in combination with truck predetermined parameters in those case conditions.

Test shall be performed with at least 110 % of the manufacturer's defined rated capacity at maximum speed for each personnel detection means and setting as defined by the manufacturer (e.g. multiple fields). The manufacturer's defined rated capacity shall be determined in accordance with [Annex C](#).

#### Test A

A cylindrical test piece with a diameter of 200 mm and a length of 600 mm shall be placed horizontally on the floor/ground and perpendicular to the direction of travel of the truck. This test shall be repeated with the test piece once at the positions left, centre and right (see [Figure 3](#)). The truck shall approach

the test piece and shall stop before a contact is made between the test piece and the rigid parts of the truck or its intended load.

For contact-actuated detection means, the test piece shall be fixed relative to the floor/ground to prevent movement upon the contact and the actuating force on the test piece shall not exceed 750 N.

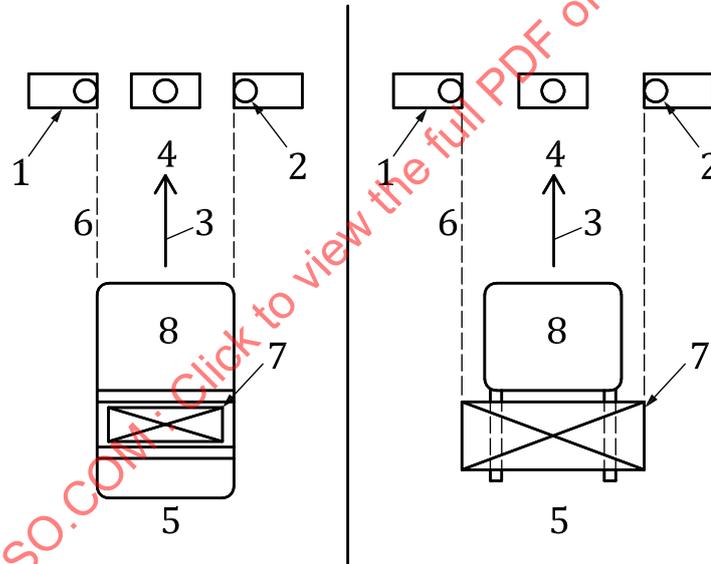
### Test B

A cylindrical test piece with a diameter of 70 mm and a length of 400 mm shall replace the test piece described in Test A. The test piece shall be set vertically (see [Figure 3](#)).

The truck shall approach the test piece and shall stop before a contact is made between the test piece and the rigid parts of the truck or its intended load. This test shall be repeated three times, once at the centre-line of the detection zone and once at each end.

For contact-actuated detection means, the test piece shall be fixed relative to the floor/ground to prevent movement upon the contact and the actuating force on the test piece shall not exceed 250 N. The static force when the bumper is compressed to the position reached in a bumper stop from a maximum energy (maximum combination of speed and gross truck weight including load) shall not exceed 400 N.

NOTE For tests A and B peak forces are not considered.



### Key

- 1 test piece (A)
- 2 test piece (B)
- 3 direction of truck travel
- 4 truck path
- 5 rear of the truck
- 6 edge of truck path
- 7 load
- 8 truck

**Figure 3 — Example of tests in certain direction of travel**

## 5.3 Stability tests

### 5.3.1 General

Tests to verify stability shall be conducted according to 4.7.2. In case of a series of identical trucks, a representative sample of trucks may be tested.

### 5.3.2 Stability tests for truck not covered by 4.7.2

Truck shall be tested in the worst-case condition(s) (e.g. loaded, unloaded, lift height, slope, turn, forward direction, backward direction, floor/ground slope) in combination with truck predetermined parameters in those case conditions (e.g. emergency braking deceleration, speed, controlled acceleration and deceleration, lifting speed).

Test shall be performed with at least 110 % of actual capacity and either:

- a) at least 110 % of predetermined speed for the truck configuration; or
- b) at maximum reachable speed, in case 110 % of predetermined speed cannot be reached.

The test shall not result in a hazard (e.g. tipping or sliding).

The truck is considered stable if it passes all tests without tip-over or meets the requirements by calculation. When comparing calculated and test values, the test values are considered the true measure of stability.

## 5.4 Fitness for purpose

### 5.4.1 General

The tests described in 5.4.2 and 5.4.3 shall be performed on each truck. They may be performed on representative samples for trucks produced in series where the production techniques employed and where a duly documented quality control system make it possible to guarantee that every machine produced will have identical characteristics.

### 5.4.2 Structural tests

The structural components of the truck and its attachments shall carry static loads of  $1,25 Q_1$  and  $1,25 Q_2$  for 15 min each, where:

- $Q_1$  is the rated capacity at the standard lift height and standard load centre distance in accordance with the information on the capacity plate;
- $Q_2$  is the actual capacity at the maximum lift height in accordance with the information on the capacity plate.

The truck shall be on a substantially level ground with the mast in the substantially vertical position and may be anchored to prevent tip-over.

The loads may be applied at the corresponding height by means independent of the truck. The test shall not result in any optical permanent deformation or damage.

For variable reach trucks, structural tests shall be in accordance ISO 3691-2:2016, 5.2.

### 5.4.3 Dynamic tests

#### 5.4.3.1 Purpose

The purpose of this test is to demonstrate the overall structural integrity in dynamic condition of the loaded truck. This test shall be performed on all individual trucks when fully assembled in worst-case conditions.

For trucks produced in series where the production techniques employed and the application of a duly documented quality control system makes it possible to guarantee that every truck produced will have identical characteristics when fully assembled, dynamic tests on adequate samples of the truck are considered as fulfilling the requirement.

#### 5.4.3.2 Test procedure

Trucks shall be tested at 100 % of each of these two capacities  $Q_1$  and  $Q_2$  in a complete operating cycle, at maximum lowering speed as specified by the manufacturer, from a stationary position with a fully retracted if applicable, load handling device (e.g. forks) to the relevant positions specified below, and back again.

$Q_1$  is the rated capacity at the standard lift height and standard load centre distance in accordance with the information on the capacity plate and

$Q_2$  is the actual capacity at the maximum lift height in accordance with the information on the capacity plate.

Test is conducted as follows:

- bring  $Q_1$  to fully retracted and maximum lifted position;
- bring  $Q_2$  to maximum height.

For variable reach trucks, dynamic tests shall be in accordance ISO 3691-2:2016, 5.2.

NOTE In order to perform this test safely, it is advisable to secure the truck to the ground.

#### 5.4.3.3 Acceptance criteria

The truck shall be considered as complying with this test if the test is completed without permanent deformation or component failure.

## 6 Information for use

### 6.1 General

Information for use shall be provided in accordance with ISO 12100:2010, 6.4.

NOTE Information for use is an integral part of the design of a driverless truck system and consists of:

- a) signals and warning devices;
- b) markings, signs (warning labels) and written warnings;
- c) accompanying documents (e.g. instruction handbook).

### 6.2 Warning systems

The warning systems shall comply with ISO 12100:2010, 6.4.3.

When the truck starts any movement after a stop condition longer than 10 s, a visible and/or acoustical warning signal shall be activated at least 2 s, prior to the start of any movement, including any moving part of the truck (e.g. forks, conveyors, parts protruding from the load). A visible and/or acoustical warning signal shall be active during any movement, including any moving part of the truck (e.g. forks, conveyors). This signal may be the same signal as the prior to the start warning signal.

If personnel detection means are not active, the visible and/or acoustical warning signal shall be different than the prior to the start and moving signals.

The visible and acoustical signal shall be designed taking into account the environmental conditions (e.g. noise, light, brightness).

When the truck changes its travel direction from a straight path, a visible indication of the direction to be taken shall be given (e. g. turning signals) prior to the change of direction.

The safety-related parts of the warning systems shall be in accordance with [Table 1](#), item 28.

### 6.3 Instruction handbook for use

#### 6.3.1 General

The manufacturer shall provide an instruction handbook in accordance with ISO 12100:2010, 6.4.5.

Unless otherwise required by national law, the instruction handbook(s) shall be provided in the language of the country where the truck is to be used.

At least, one workshop manual (service manual) and parts manual shall be provided, where such manuals are required for tasks specified to be performed by specialized personnel. Unless otherwise required by national law the language of such manual(s) can be agreed between the truck supplier and purchaser.

#### 6.3.2 Concerning the trucks and system

The instruction handbook(s) shall include, at least the following information:

- a) name and address of the manufacturer or where applicable the authorized representative;
- b) designation of the series or type;
- c) description of the system;
- d) description of the truck type;
- e) description of the instructions and warning labels;
- f) for truck intended to tow trailers at least the following:
  - 1) maximum speed for the train;
  - 2) maximum slope;
  - 3) maximum tow-weight (in kg);
  - 4) relevant requirements for the trailers (e.g. dimensions, wheels);
  - 5) height of the towing device;
  - 6) kind of towing device (e.g. coupling ball, hook);
  - 7) the maximum supporting force on the tow-hook (in N);
  - 8) the drawbar pull (in N) and the period of time during which this pull can be exerted.

### 6.3.3 Operation of the trucks and system

The instruction handbook(s) shall include, at least the following information:

- a) required training and competency of operating personnel;
- b) intended uses of the system;
- c) intended use of the controls;
- d) function of the operating controls and displays for the trucks and system;
- e) scheduled checks related to the safe operation of the truck and system (e.g. lights, brakes and alarms);
- f) warning of risk to personnel during systems operation (e.g. during load transfer);
- g) instructions to prevent unauthorized use;
- h) manufacturer's designated positions for all modes of operation (see 4.9);
- i) the need for additional risk reduction measures to be applied by the user where visibility restriction can create hazards;
- j) information or instructions regarding modification of the truck, which may introduce hazards or risks not considered by manufacturers and can invalidate the existing truck risk assessment.

NOTE These measures in the operating zone can include but are not limited to: visible or acoustical warnings triggered by a truck, special rules and/or controls at intersections with other traffic speed reductions, acoustical warnings, visible warnings, traffic lights.

### 6.3.4 Routine service and maintenance of the trucks and system

Routine service and maintenance manual(s) shall include, at least the following information:

- a) required training and competency of person(s) undertaking servicing and maintenance;
- b) procedure for the identification or detection of defects;
- c) type, frequency and method of inspections and maintenance operations;
- d) servicing operations for which no particular skills are required;
- e) use of approved spare parts to be used, when they affect safety;
- f) diagrams considered necessary for servicing and maintenance of the truck(s) and system;
- g) instructions for verification that markings (e.g. decals) are in place and legible;
- h) warning about modifications which can affect the safe operation;
- i) use of manual controls for maintenance;
- j) additional risks associated with speeds in the maintenance mode;
- k) instructions for changing tyres or wheels;
- l) instructions for de-energizing of stored energy components;
- m) access for maintenance while working at height;
- n) instructions for disposing of waste material (e.g. oils and battery);
- o) instructions for removing and reattaching guarding;

- p) use of special tools or equipment if required for performing service and maintenance.

### 6.3.5 Operating information

Specifications of the intended load to be handled (e.g. integrity, mass, dimensions and position) shall be provided so that the user can conform to them, thereby providing the intended operation of the truck.

Stability conditions of use (see [4.7.2](#) and [4.7.3](#)) shall be provided.

### 6.3.6 Information for the application

At least the following information, shall be provided:

- a) cleanliness and condition of paths and floor/ground markings;
- b) freedom of paths from obstacles which can impede truck movements and limit the clearance in routes;
- c) removal of spillage, dusts, ice, etc. from paths to avoid the risk of trucks skidding, especially during emergency braking;
- d) maintenance of operating conditions of the floor/ground and equipment interfacing with trucks;
- e) stopping distance test, including how to perform the test and examples of parameters that can affect the stopping distance

NOTE See [6.3.4](#) a);

- f) cleanliness of sensors and navigation way points (reflectors);
- h) warning for persons moving towards a moving truck;
- i) warning for persons stepping into the path of truck from the side.

### 6.3.7 Details for floor/ground conditions

Floor/ground specifications shall include requirements for the following characteristics (as applicable) but not limited to:

- a) flatness;
- b) strength;
- c) surface finish (e.g. reflectivity, friction coefficient and abrasion resistance);
- d) floor/ground capping (e.g. drains, covering);
- e) metal content;
- f) underfloor/underground services and their locations;
- g) electrical conductivity;
- h) joint position and quality;
- i) permitted different level of floor/ground (e.g. grades, slopes, gaps, steps).

### 6.3.8 Details for power sources

The instruction handbook(s) shall include where applicable, at least the following information:

- a) specification of approved power sources and on-board power source chargers;

- b) procedure for safe handling of power sources, including installation, removal and secure mounting on the truck;
- c) warning of risks of accumulation of explosive gases (e.g. under covers);
- d) power source charging procedures and instructions;
- e) description of power source (e.g. model designation, centre of gravity, service mass) and ballast when required;
- f) specific instructions for the marking of the charging/refilling area.

### 6.3.9 Truck modification

Truck modification is subject to regional requirements; see ISO/TS 3691-8.

## 6.4 Minimum marking

### 6.4.1 Marking

Marking shall be prominently positioned, legible and indelible (e.g. water resistant).

### 6.4.2 Warning signs

Warnings shall be in accordance with ISO 15870:2000.

If the truck is designed for an operator or operators to ride on the truck, the following warning shall be fitted in the language of the user or in symbols:

**ONLY AUTHORIZED PERSONS MAY RIDE ON THIS TRUCK**

Otherwise:

**RIDING ON THIS TRUCK IS PROHIBITED**

Symbols giving warnings of remaining hazards shall be affixed to the truck and attachments on, or in close proximity to, the hazard concerned. On stored energy devices (see 4.14), a warning label and the method for removing any stored energy shall be affixed to that component and noted in the service handbook.

### 6.4.3 Information plates

The information plate(s) shall bear the following details:

- a) name and address of the manufacturer or where applicable the authorized representative;
- b) designation of machine: (e.g. driverless truck);
- c) designation of the series or type or model;
- d) mandatory marking;
- e) year of construction;
- f) serial or identification number;
- g) unladen mass of the truck in working order and without removable attachments, and without battery in the case of battery-powered trucks, but with fork arms or integral attachments, the actual mass being permitted to vary from the stated mass by up to +5 % or 1 000 kg, whichever is the lower of the two;

- h) rated capacity;
- i) allowed mass and maximum dimensions of the load;
- j) actual capacity at the maximum lift height with load centre distance. Where a secondary lift is fitted to a truck, the capacity at the maximum lift height shall be determined with the secondary mast fully elevated;
- k) actual capacities at other lift heights and load centre distances, if applicable;
- l) these actual capacities being visible from outside of the truck. For trucks also controlled by an operator, the capacity plate shall be readable by the operator in the normal operating position of the truck.
- m) on trucks with removable batteries or other power sources, the authorized maximum and minimum battery or power source mass and the system voltage;
- n) if fitted, the maximum supporting force on the towing point connection (in N);
- o) if fitted, the rated drawbar pull on the towing point connection (in N);
- p) nominal power in kilowatts (e.g. marked on the engine or electric motor).

### 6.5 Putting into service (commissioning)

Commissioning of the truck and system shall be carried out in accordance with the technical information and the method statement supplied by the manufacturer.

The following instructions shall be provided:

- a) a method statement including the necessary information and instructions for the commissioning sequence;
- b) the necessary technical (e.g. mechanical and electrical) information and instructions for commissioning the truck (e.g. load specification);
- c) any special training for that purpose is required and make the commissioner aware of the hazards involved;
- d) recommendation of floor/ground marking during commissioning and permanent floor/ground marking at handover.

## Annex A (normative)

### Requirements for preparation of the operating zones

#### A.1 General

This annex establishes minimum requirements for the preparation of the zones so that the truck(s) can safely operate.

When a truck travels along a continuous fixed closed structure preventing persons from entering or reaching into the path, speed and other data in [Table A.1](#) shall be applied.

When a truck travels near to a fixed structure or an object different from continuous fixed closed structure preventing persons from entering or reaching into the path, truck speed and other data in [Table A.2](#) shall be applied. See [Figures A.1](#) and [A.2](#) for examples of clearances.

#### A.2 Zones

##### A.2.1 Operating zone

A minimum clearance of 0,5 m wide for a height of 2,1 m shall be provided on both sides of the path. This shall be measured between the path and adjacent fixed structures along the path.

##### A.2.2 Operating hazard zone

A zone of inadequate clearance (see [A.2.1](#)) or a zone which cannot be protected by personnel detection means shall be designated "operating hazard zone" (see [Table A.1](#) and [Table A.2](#)) and marked accordingly. An operating hazard zone shall be clearly indicated by suitable signs or preferably floor/ground markings. Confusion with other markings and signs shall be avoided.

In this operating hazard zone, the truck speed shall be in accordance with [Table A.1](#) and [Table A.2](#) and the truck shall emit additional acoustical and/or optical warnings.

If there is inadequate clearance and no pedestrian escape route of at least 0,5 m wide and 2,1 m high (see [Table A.1](#) and [Tables A.2, C.1, C.2](#) and [C.3](#) clearance dimensions), then personnel detection means shall be active to ensure detection of persons to within 180 mm between edge of safety fields of ESPE and surrounding objects in order to check this zone is free of persons (e.g. block storages).

EXAMPLE One example of an operating hazard zone can be the load transfer area (see [A.2.5](#)).

##### A.2.3 Restricted zone

###### A.2.3.1 General

A zone of inadequate clearance (see [A.2.1](#)) and that cannot be protected by personnel detection means according [4.8.2.1](#) shall be designated "restricted zone" (see [Table A.1](#) and [Table A.2](#)) and marked accordingly.

EXAMPLE Examples of a restricted zones can be a block storage or a very narrow aisle (VNA).

Restricted zone shall:

- a) be clearly marked with signs and floor/ground markings;

- b) have access restricted to authorized personnel trained on the specific hazards;
- c) not include any work place;
- d) be fitted with perimeter fixed guards complying with ISO 13857:2008, Table 2 and Table 4 at least 2,1 m high;
- e) be fitted with a moveable guard (e.g. door) to provide access for the authorized personnel.

### A.2.3.2 Pedestrian access

A moveable guard (e.g. door) in the restricted zone shall be designed with the following requirements:

- a) to be opened outwards from the restricted zone;
- b) cannot be opened from the outside except with a key or other means of identification;
- c) to be opened from inside without a key;
- d) with dimensions according to with ISO 14122-2:2016, 4.2.2 (door with dimension of 2,1 m height and 0,8 m width).

### A.2.3.3 Truck speed

In the restricted zone, the truck speed shall be in accordance with [Tables A.1](#) and [A.2](#) and the truck shall emit additional audible and/or optical warnings.

Where the truck speed is above 1,2 m/s (e.g. VNA, block storage), the requirements of the confined zone are applicable with the exception of [Table 1](#) (item 29) and [A.2.4.3 a\)](#) and/or reduce speed activation.

### A.2.3.4 Truck access to / from the restricted zone

Accesses for trucks shall be fitted with the ESPE complying with [4.1.10](#) (IEC 61496-2:2013 and IEC 61496-3:2018) and with the additional requirements below:

- a) an identification system to recognize the truck shall detect a truck entering or exiting and mute the ESPE;
- b) the ESPE shall be reactivated after the passage of the truck;
- c) any detection by the ESPE of a person or an unidentified object shall reduce the speed of all trucks in the restricted zone to 0,7 m/s or initiate a stop of all the trucks in the restricted zone.
- d) after detection by the ESPE, truck speed reset or truck restart shall only be possible when the ESPE is reactivated and after a manual command restart from outside the restricted zone by an authorized person after verification that all persons have left the restricted zone.

## A.2.4 Confined zone

### A.2.4.1 General

A zone where the personnel detection means may be omitted and where any speed is allowed. This zone shall be designated "confined zone" and marked accordingly.

The confined zone shall:

- a) be clearly marked with signs and floor/ground markings;
- b) have access restricted to authorized personnel;
- c) not include any work place;

- d) be enclosed with fixed guards complying with [4.1.6](#) and at least 2,1 m high; and
- e) be fitted with a moveable interlocked guard with guard locking (door) complying with [A.2.4.2](#) to provide access for the authorized personnel.

#### A.2.4.2 Pedestrian access for authorized personnel

A door that is considered as a moveable interlocked guard with guard locking shall be fitted. The interlocking device shall comply with [4.1.7](#). The interlocking device shall stop the truck when opening the door.

This door shall be designed with the following requirements:

- a) opening outwards from the confined zone;
- b) the door cannot be opened from the outside except with a key or other means of identification;
- c) openable from inside without a key even if it is closed and locked;
- d) for restarting the truck, the following steps shall be taken:
  - i) guard (door) is closed and locked;
  - ii) verify by authorized person that no persons are in the confined zone (e.g. visual check, camera, sensors);
  - iii) a manual restart command (e.g. by key, code, magnetic card) from outside the confined zone shall be given by an authorized person.

#### A.2.4.3 Truck access to/from the confined zone

The truck access (es) to/from a confined zone shall be safeguarded with an ESPE complying with [4.1.10](#) and with the following requirements:

- a) actuation (tripping) of the ESPE shall result in the stop of those trucks of which the safety depends upon their operation in a confined space. The safety-related parts of this function shall comply with [Table 1](#), item 29;
- b) a muting system according to IEC 62046:2018, that shall mute the ESPE to enable the passage of those trucks allowed to enter or exit the confined zone;
- c) muting of the ESPE shall end as soon as practicable after the passage of the truck;
- d) the restart of the trucks stopped following the actuation of the ESPE shall only be possible when the ESPE function is restored and after a manual command restart from outside the confined zone by an authorized person.

[Tables A.1](#) and [A.2](#) are not applicable to a confined zone.

#### A.2.5 Load transfer area

The area shall be so arranged that the load transfer operation (s) can take place only at the designated location (s) and truck position (s).

Where the load transfer area is not designed to prevent personnel to be endangered, the area shall be considered as an operating hazard zone.

NOTE Information/examples for load transfer operations are given in the informative [Annex D](#).

Table A.1 — Required zone classification and other requirements in areas with continuous fixed closed structures, considering clearances and personnel detection means

	Clearance between the truck and the continuous fixed closed structure <sup>d</sup>		Clearance from the current structure/object in the direction of travel, C3 mm	Personnel detection means in travel direction (PLD)	Max speed <sup>e</sup>	Required zone classification <sup>a</sup>	Reachable stop function required within 600 mm	Floor/ground marking or extra warnings required	Automatic restart permitted
	Clearance on one side, C1 mm	Clearance on the other side, C2 mm							
1a	>500	>500	>500	ACTIVE	Rated speed	Operating	NO	NO	YES
1b	>500	>500	>500	MUTED	0,3 m/s	Operating hazard	NO	YES	— <sup>b</sup>
2a	>500	>500	<500	ACTIVE <sup>f</sup>	0,7 m/s	Operating hazard	NO	YES	YES
2b	>500	>500	<500	MUTED	0,3 m/s	Operating hazard	NO	YES	— <sup>b</sup>
3a	>500	<500 and >100	>500	ACTIVE	1,2 m/s	Operating hazard	NO	YES	YES
3b	>500	<500 and >100	>500	MUTED	0,3 m/s	Operating hazard	NO	YES	— <sup>b</sup>
4a	>500	<500 and >100	<500	ACTIVE <sup>f</sup>	0,7 m/s	Operating hazard	NO	YES	YES
4b	>500	<500 and >100	<500	MUTED	0,3 m/s	Operating hazard	NO	YES	— <sup>b</sup>

<sup>a</sup> Table A.1 is not applicable to confined zones.

<sup>b</sup> In these specific cases, automatic restart is permitted without personnel detection means if side clearance is >500 mm on at least one side or clearance is >500 mm from the current position to the fixed closed structure/object in the direction of travel if determined to be acceptable by a risk assessment.

<sup>c</sup> In these specific cases, if there is no escape route as defined in 4.8.2.2 b), a reachable stop function is required. Personnel detection means may be muted and a virtual bumper can be used as a stopping device (example: can be installed on the truck or in the environment).

<sup>d</sup> In cases where side clearance is less than 100 mm, the distance may be measured between the truck and load physical side and the continuous fixed closed structure or between the end of the bumper and the continuous fixed closed structure.

<sup>e</sup> For increased speeds, see zone definitions

<sup>f</sup> Personnel detection means muting may apply according to 4.8.2.3

Table A.1 (continued)

	Clearance between the truck and the continuous fixed closed structure <sup>d</sup>		Clearance from the current structure/object in the direction of travel, C3 mm	Personnel detection means in travel direction (PL d)	Max speed <sup>e</sup>	Required zone classification <sup>a</sup>	Reachable stop function required within 600 mm	Floor/ground marking or extra warnings required	Automatic restart permitted
	Clearance on one side, C1 mm	Clearance on the other side, C2 mm							
5a	>500	<100	>500	ACTIVE	Rated speed	Operating	NO	NO	YES
5b				MUTED	0,3 m/s	Operating hazard	NO	YES	— <sup>b</sup>
6a	>500	<100	<500	ACTIVE <sup>f</sup>	0,7 m/s	Operating hazard	NO	YES	YES
6b				MUTED	0,3 m/s	Operating hazard	NO	YES	— <sup>b</sup>
7a	<500 and >100	<500 and >100	>500	ACTIVE	1,2 m/s	Operating hazard	NO	YES	NO
7b				MUTED	0,3 m/s	Restricted	NO	YES	— <sup>b</sup>
8a	<500 and >100	<500 and >100	<500	ACTIVE <sup>f</sup>	0,3 m/s	Operating hazard	YES <sup>c</sup>	YES	NO
8b				MUTED	0,3 m/s	Restricted	YES <sup>c</sup>	YES	NO
9a	<500 and >100	<100	>500	ACTIVE	1,2 m/s	Operating hazard	NO	YES	NO
9b				MUTED	0,3 m/s	Restricted	NO	YES	— <sup>b</sup>

<sup>a</sup> Table A.1 is not applicable to confined zones.

<sup>b</sup> In these specific cases, automatic restart is permitted without personnel detection means if side clearance is >500 mm on at least one side or clearance is >500 mm from the current position to the fixed closed structure/object in the direction of travel if determined to be acceptable by a risk assessment.

<sup>c</sup> In these specific cases, if there is no escape route as defined in 4.8.2.2 b), a reachable stop function is required. Personnel detection means may be muted and a virtual bumper can be used as a stopping device (example: can be installed on the truck or in the environment).

<sup>d</sup> In cases where side clearance is less than 100 mm, the distance may be measured between the truck and load physical side and the continuous fixed closed structure or between the end of the bumper and the continuous fixed closed structure.

<sup>e</sup> For increased speeds, see zone definitions

<sup>f</sup> Personnel detection means muting may apply according to 4.8.2.3

Table A.1 (continued)

Clearance between the truck and the continuous fixed closed structure <sup>d</sup>		Clearance from the current position to the fixed closed structure/object in the direction of travel, C3	Personnel detection means in travel direction (PLD)	Max speed <sup>e</sup>	Required zone classification <sup>a</sup>	Reachable stop function required within 600 mm	Floor/ground marking or extra warnings required	Automatic restart permitted
Clearance on one side, C1	Clearance on the other side, C2							
10a	<500 and >100	<500	ACTIVE <sup>f</sup>	0,3 m/s	Operating hazard	YES <sup>c</sup>	YES	NO
10b	<100	<500	MUTED	0,3 m/s	Restricted	YES <sup>c</sup>	YES	NO
11a	<100	>500	ACTIVE	Rated speed	Operating hazard	NO	YES	YES
11b	<100	>500	MUTED	0,3 m/s	Operating hazard	NO	YES	— <sup>b</sup>
12a	<100	<500	ACTIVE <sup>f</sup>	0,3 m/s	Operating hazard	YES <sup>c</sup>	YES	NO
12b	<100	<500	MUTED	0,3 m/s	Restricted	YES <sup>c</sup>	YES	NO

<sup>a</sup> Table A.1 is not applicable to confined zones.

<sup>b</sup> In these specific cases, automatic restart is permitted without personnel detection means, if side clearance is >500 mm on at least one side or clearance is >500 mm from the current position to the fixed closed structure/object in the direction of travel if determined to be acceptable by a risk assessment.

<sup>c</sup> In these specific cases, if there is no escape route as defined in 4.8.2.2 b), a reachable stop function is required. Personnel detection means may be muted and a virtual bumper can be used as a stopping device (example: can be installed on the truck or in the environment).

<sup>d</sup> In cases where side clearance is less than 100 mm, the distance may be measured between the truck and load physical side and the continuous fixed closed structure or between the end of the bumper and the continuous fixed closed structure.

<sup>e</sup> For increased speeds, see zone definitions

<sup>f</sup> Personnel detection means muting may apply according to 4.8.2.3

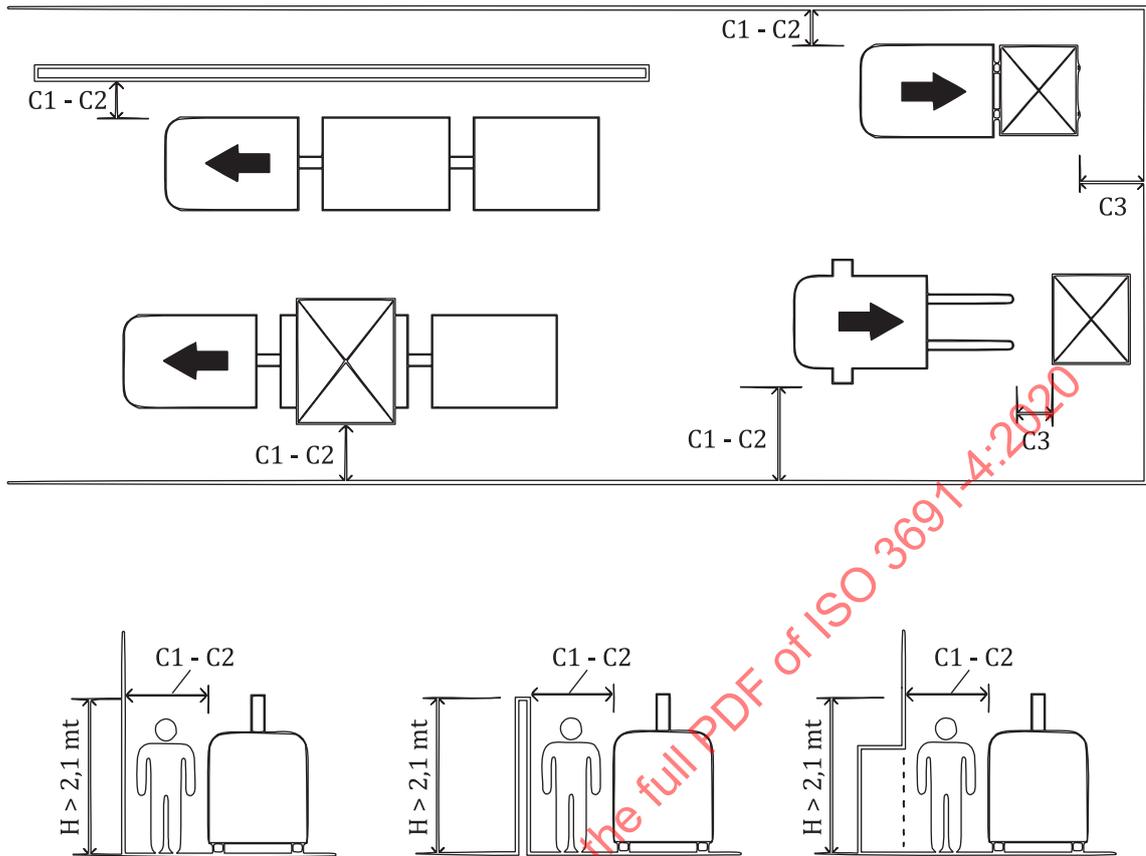


Figure A.1 — Clearance

**Table A.2 — Required zone classification and other requirements for general fixed closed structures and other objects: racking, columns, block storage, known or expected objects, considering clearances and personnel detection means**

	Clearance between the truck physical side and the fixed structure/object		Clearance from the current position to the fixed closed structure/object in the direction of travel, C3 mm	Personnel detection means in travel direction (PL d)	Max speed	Required zone classification <sup>a</sup>	Reachable stop function required within 600 mm	Floor/ground marking or extra warnings required	Automatic restart permitted
	Clearance on one side, C1 mm	Clearance on the other side, C2 mm							
1a	>500	>500	>500	ACTIVE	Rated speed	Operating	NO	NO	YES
1b	>500	>500	>500	MUTED	0,3 m/s	Operating hazard	NO	YES	— <sup>b</sup>
2a	>500	>500	<500	ACTIVE <sup>d</sup>	0,7 m/s	Operating hazard	NO	YES	YES
2b	>500	>500	<500	MUTED	0,3 m/s	Operating hazard	NO	YES	— <sup>b</sup>
3a	>500	<500	>500	ACTIVE	1,2 m/s	Operating hazard	NO	YES	YES
3b	>500	<500	>500	MUTED	0,3 m/s	Operating hazard	NO	YES	— <sup>b</sup>
4a	>500	<500	<500	ACTIVE <sup>d</sup>	0,7 m/s	Operating hazard	NO	YES	YES
4b	>500	<500	<500	MUTED	0,3 m/s	Operating hazard	NO	YES	— <sup>b</sup>
5a	<500	<500	>500	ACTIVE	1,2 m/s	Operating hazard	NO	YES	— <sup>b</sup>
5b	<500	<500	>500	MUTED	0,3 m/s	Restricted	YES <sup>c</sup>	YES	— <sup>b</sup>
5c	<500	<500	>500	ACTIVE	Rated speed	Restricted	NO	YES	NO
VNA <sup>e</sup>									

<sup>a</sup> [Table A.2](#) is not applicable to confined zones.

<sup>b</sup> In these specific cases, automatic restart is permitted without personnel detection means if side clearance is >500 mm on at least one side or clearance is >500 mm from the current position to the fixed structure/object in the direction of travel if determined to be acceptable by a risk assessment.

<sup>c</sup> In these specific cases, if there is no escape route as defined in [4.8.2.2 b](#)), a reachable stop function is required. Personnel detection means may be muted and a virtual bumper can be used as a stopping device (example: can be installed on the truck or in the environment).

<sup>d</sup> Personnel detection means muting may apply according to [4.8.2.3](#).

<sup>e</sup> Case of 5c is an example of Very Narrow Aisle (VNA) which is for trucks guided within racking.

Table A.2 (continued)

	Clearance between the truck physical side and the fixed structure/object		Clearance from the current position to the fixed closed structure/object in the direction of travel, C3 mm	Personnel detection means in travel direction (PL d)	Max speed	Required zone classification <sup>a</sup>	Reachable stop function required in 600 mm	Floor/ground marking or extra warnings required	Automatic restart permitted
	Clearance on one side, C1 mm	Clearance on the other side, C2 mm							
6a	<500	<500	<500	ACTIVE <sup>d</sup>	0,3 m/s	Operating hazard	YES <sup>c</sup>	YES	NO
6b				MUTED	0,3 m/s	Restricted	YES <sup>c</sup>	YES	NO

<sup>a</sup> [Table A.2](#) is not applicable to confined zones.

<sup>b</sup> In these specific cases, automatic restart is permitted without personnel detection means if side clearance is >500 mm on at least one side or clearance is >500 mm from the current position to the fixed structure/object in the direction of travel if determined to be acceptable by a risk assessment.

<sup>c</sup> In these specific cases, if there is no escape route as defined in [4.8.2.2 b](#)), a reachable stop function is required. Personnel detection means may be muted and a virtual bumper can be used as a stopping device (example: can be installed on the truck or in the environment).

<sup>d</sup> Personnel detection means muting may apply according to [4.8.2.3](#).

<sup>e</sup> Case of 5c is an example of Very Narrow Aisle (VNA) which is for trucks guided within racking.

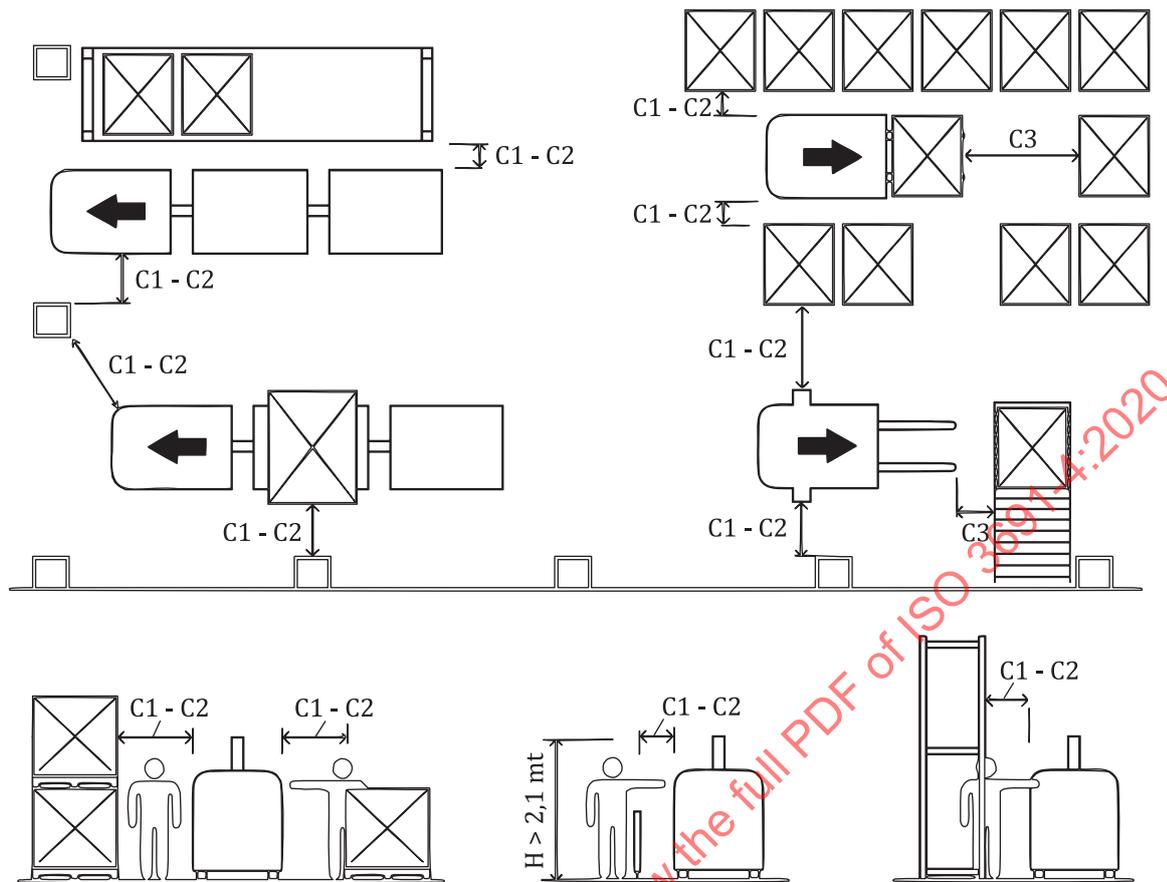


Figure A.2 — Clearance

## Annex B (informative)

### List of significant hazards

This list contains all the significant hazards, hazardous situations and events, as far as they are dealt with in this document, identified by risk assessment of industrial trucks and which require actions to eliminate or reduce the risk (see [Table B.1](#)).

NOTE The structure of the table is based on that of ISO 12100:2010, Table B.1. The order of lines within a group corresponds to the truck functionalities.

**Table B.1 — List of significant hazards**

No.	Type or group/origin	Potential consequences	Corresponding requirement
<b>1</b>	<b>Mechanical hazards</b>		
	— Acceleration, deceleration, (kinetic energy)	— Being run over	<a href="#">4.1.3</a> Electrical requirements
	— Machinery mobility	— Crushing	<a href="#">4.1.4</a> Stored energy components
	— Moving elements	— Drawing-in or trapping	<a href="#">4.2</a> Braking system
	— Rotating elements	— Impact	<a href="#">4.3</a> Speed control
			<a href="#">4.5</a> Load handling
			<a href="#">4.6</a> Steering
			<a href="#">4.7</a> Stability
			<a href="#">4.8</a> Protective devices
			<a href="#">4.9</a> Modes of operation
			<a href="#">4.10</a> Towing operation with trailers
			<a href="#">5</a> Verification of requirements
			<a href="#">6</a> Information for use
<b>1</b>	<b>Mechanical hazards</b>		
	— Angular parts	— Crushing	<a href="#">4.1.4</a> Stored energy components
	— Approach of a moving element to a fixed part	— Cutting or severing	<a href="#">4.5</a> Load handling
	— Cutting parts	— Drawing-in or trapping	<a href="#">4.8</a> Protective devices
	— Sharp edges	— Entanglement	<a href="#">4.9</a> Modes of operation
		— Shearing	<a href="#">4.10</a> Towing operation with trailers
		— Stabbing or puncture	<a href="#">5</a> Verification of requirements
			<a href="#">6</a> Information for use

Table B.1 (continued)

No.	Type or group/origin	Potential consequences	Corresponding requirement
	— Elastic elements	<ul style="list-style-type: none"> <li>— Crushing</li> <li>— Impact</li> <li>— Cutting or severing</li> <li>— Shearing</li> <li>— Stabbing or puncture</li> </ul>	<ul style="list-style-type: none"> <li><a href="#">4.1.4</a> Stored energy components</li> <li><a href="#">6</a> Information for use</li> </ul>
	— Falling objects	<ul style="list-style-type: none"> <li>— Crushing</li> <li>— Impact</li> </ul>	<ul style="list-style-type: none"> <li><a href="#">4.9</a> Modes of operation</li> <li><a href="#">4.5</a> Load handling</li> <li><a href="#">4.7</a> Stability</li> <li><a href="#">4.8.1</a> Emergency stop device</li> <li><a href="#">5</a> Verification of requirements</li> <li><a href="#">6</a> Information for use</li> </ul>
	— Gravity (stored energy)	<ul style="list-style-type: none"> <li>— Crushing</li> <li>— Impact</li> </ul>	<ul style="list-style-type: none"> <li><a href="#">4.9</a> Modes of operation</li> <li><a href="#">4.5</a> Load handling</li> <li><a href="#">4.7</a> Stability</li> <li><a href="#">4.8.1</a> Emergency stop device</li> <li><a href="#">5</a> Verification of requirements</li> <li><a href="#">6</a> Information for use</li> </ul>
	— High pressure	— Injection	<ul style="list-style-type: none"> <li><a href="#">4.1.4</a> Stored energy components</li> <li><a href="#">4.1.12</a> Hydraulic systems</li> <li><a href="#">4.1.13</a> Pneumatic systems</li> <li><a href="#">6</a> Information for use</li> </ul>
<b>1</b>	<b>Mechanical hazards</b>		
	— Stability	<ul style="list-style-type: none"> <li>— Being thrown</li> <li>— Crushing</li> <li>— Impact</li> </ul>	<ul style="list-style-type: none"> <li><a href="#">4.9</a> Controls for occasional manual operation</li> <li><a href="#">4.3</a> Speed control</li> <li><a href="#">4.5</a> Load handling</li> <li><a href="#">4.6</a> Steering</li> <li><a href="#">4.7</a> Stability</li> <li><a href="#">4.8.1</a> Emergency stop device</li> <li><a href="#">5</a> Verification of requirements</li> <li><a href="#">6</a> Information for use</li> </ul>

Table B.1 (continued)

No.	Type or group/origin	Potential consequences		Corresponding requirement
<b>2</b>	<b>Electrical hazards</b>			
	<ul style="list-style-type: none"> <li>— Arc</li> <li>— Electromagnetic phenomena</li> <li>— Electrostatic phenomena</li> <li>— Live parts</li> <li>— Not enough distance from live parts under high voltage</li> <li>— Overload</li> <li>— Parts that have become live under fault conditions</li> <li>— Short-circuit</li> <li>— Thermal radiation</li> </ul>	<ul style="list-style-type: none"> <li>— Burn</li> <li>— Chemical effects</li> <li>— Electrocution</li> <li>— Falling, being thrown</li> <li>— Fire</li> <li>— Projection of molten particles</li> <li>— Shock</li> </ul>	<ul style="list-style-type: none"> <li><a href="#">4.1.3</a></li> <li><a href="#">4.4</a></li> <li><a href="#">4.8.1</a></li> <li><a href="#">4.12</a></li> <li><a href="#">5</a></li> <li><a href="#">6</a></li> </ul>	<ul style="list-style-type: none"> <li>Electrical requirements</li> <li>Automatic Battery Charging</li> <li>Emergency stop device</li> <li>Electromagnetic compatibility</li> <li>Verification of requirements</li> <li>Information for use</li> </ul>
<b>3</b>	<b>Thermal hazards</b>			
	<ul style="list-style-type: none"> <li>— Explosion</li> <li>— Flame</li> <li>— Objects or materials with a high or low temperature</li> <li>— Radiation from heat sources</li> </ul>	<ul style="list-style-type: none"> <li>— Burn</li> <li>— Dehydration</li> <li>— Discomfort</li> <li>— Frostbite</li> <li>— Injuries by the radiation of heat sources</li> <li>— Scalding</li> </ul>	<ul style="list-style-type: none"> <li><a href="#">4.1.2</a></li> <li><a href="#">4.1.3</a></li> <li><a href="#">5</a></li> <li><a href="#">6</a></li> </ul>	<ul style="list-style-type: none"> <li>Normal climatic conditions</li> <li>Electrical requirements</li> <li>Verification of requirements</li> <li>Information for use</li> </ul>
<b>4</b>	<b>Noise hazards</b>			
	No origin of this kind of hazard in industrial trucks covered by these specifications			
<b>5</b>	<b>Radiation hazards</b>			
	No origin of this kind of hazard in industrial trucks covered by these specifications			

Table B.1 (continued)

No.	Type or group/origin	Potential consequences		Corresponding requirement
<b>6</b>	<b>Material/substance hazards</b>			
	<ul style="list-style-type: none"> <li>— Combustible</li> <li>— Explosive</li> <li>— Flammable</li> <li>— Fluid</li> <li>— Fume</li> <li>— Gas</li> </ul>	<ul style="list-style-type: none"> <li>— Breathing difficulties, suffocation</li> <li>— Cancer</li> <li>— Corrosion</li> <li>— Effects on reproductive capability</li> <li>— Explosion</li> <li>— Fire</li> <li>— Infection</li> <li>— Mutation</li> <li>— Poisoning</li> <li>— Sensitization</li> </ul>	<ul style="list-style-type: none"> <li><a href="#">4.1.3</a></li> <li><a href="#">5</a></li> <li><a href="#">6</a></li> </ul>	<ul style="list-style-type: none"> <li>Electrical requirements</li> <li>Verification of requirements</li> <li>Information for use</li> <li>Explosive atmospheres are excluded in the scope.</li> </ul>
<b>7</b>	<b>Ergonomic hazards</b>			
	<ul style="list-style-type: none"> <li>— Access</li> <li>— Design or location of indicators and optical display units</li> <li>— Design, location or identification of control devices</li> <li>— Effort</li> <li>— Local lighting</li> <li>— Mental overload/underload</li> <li>— Posture</li> <li>— Repetitive activity</li> <li>— Visibility</li> </ul>	<ul style="list-style-type: none"> <li>— Discomfort</li> <li>— Fatigue</li> <li>— Musculoskeletal disorder</li> <li>— Stress</li> <li>— Any other (e.g. mechanical, electrical) as a consequence of human error</li> </ul>	<ul style="list-style-type: none"> <li><a href="#">4.1.2</a></li> <li><a href="#">4.1.3</a></li> <li><a href="#">4.9</a></li> <li><a href="#">5</a></li> <li><a href="#">6</a></li> </ul>	<ul style="list-style-type: none"> <li>Normal climatic conditions</li> <li>Electrical requirements</li> <li>Modes of operation</li> <li>Verification of requirements</li> <li>Information for use</li> </ul>

Table B.1 (continued)

No.	Type or group/origin	Potential consequences		Corresponding requirement
<b>8</b>	<b>Hazards associated with the environment in which the machine is used</b>			
	<ul style="list-style-type: none"> <li>— Dust and fog</li> <li>— Electromagnetic disturbance</li> <li>— Lightning</li> <li>— Moisture</li> <li>— Temperature</li> <li>— Water</li> <li>— Lack of oxygen</li> </ul>	<ul style="list-style-type: none"> <li>— Burn</li> <li>— Slight disease</li> <li>— Slipping, falling</li> <li>— Suffocation</li> <li>— Any other as a consequence of the effect caused by the sources of the hazards on the machine or parts of the machine</li> </ul>	<a href="#">4.1.2</a> <a href="#">6</a>	Normal climatic conditions Information for use
<b>9</b>	<b>Combination of hazards</b>			
	E.g. Repetitive activity + effort + high environmental temperature	E.g. Dehydration, loss of awareness, heat stroke	<a href="#">4.1.2</a> <a href="#">6</a>	Normal climatic conditions Information for use

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## Annex C (normative)

### Determination of rated capacity

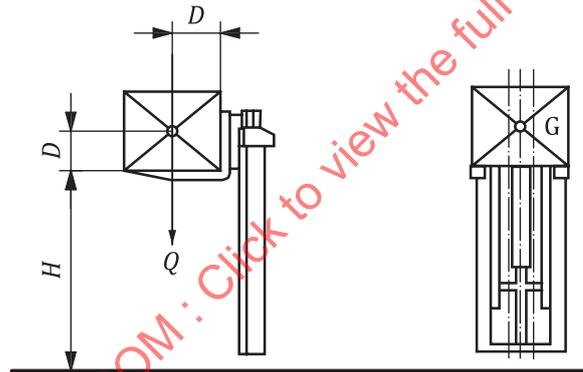
#### C.1 Rated capacity

##### C.1.1 Specification for high-lift trucks with masts

For the rated load,  $Q$ , the following conditions apply (see [Figure C.1](#)):

- load centre of gravity,  $G$ , positioned at the standard load centre distance,  $D$  (see [C.1.3](#));
- load  $Q$  vertically lifted to the standard lift height,  $H$  (see [C.1.2](#));
- a truck equipped with a two-stage mast that has a maximum lift equal to the standard lift height.

When the truck does not utilize a two-stage mast, it should be given a rated capacity at the standard lift height as if the mast were available.



**Key**

- $D$  standard load centre distance
- $G$  load centre of gravity, positioned in the longitudinal plane of symmetry between the mast uprights
- $H$  standard lift height
- $Q$  rated load

**Figure C.1 — Rated load configuration**

##### C.1.2 Standard lift height, $H$

Standard lift height values, expressed in millimetres, are measured from the ground to the upper face of the fork blades or lifting platform, and are as follows for the trucks covered by this document:

- for pallet-stacking trucks and for counterbalanced trucks below 1 000 kg rated load,  $H = 2\,500$  mm;
- for all other types of trucks, up to and including 10 000 kg rated load,  $H = 3\,300$  mm;
- for all other types of trucks, above 10 000 kg rated load,  $H = 5\,000$  mm.

### C.1.3 Standard load centre distance, $D$

Distance  $D$ , expressed in millimetres, is measured from the centre of gravity,  $G$ , of the load measured horizontally to the front face of the fork arm shank and vertically to the upper face of the fork arm blade.

— For counterbalanced trucks, the values of  $D$  are according to [Table C.1](#).

**Table C.1**

Rated load, $Q$ kg		Standard load centre distance, $D$ mm				
		400	500	600	900	1 200
0	<1 000	X		X <sup>a</sup>		
≥1 000	<5 000		X	X <sup>b</sup>		
≥5 000	≤10 000			X	X	
>10 000	<20 000			X	X	X
≥20 000	<25 000				X	X
	≥25 000					X
<sup>a</sup> 600 mm is used in the USA. <sup>b</sup> 600 mm is used in the USA, Asia and Australia.						

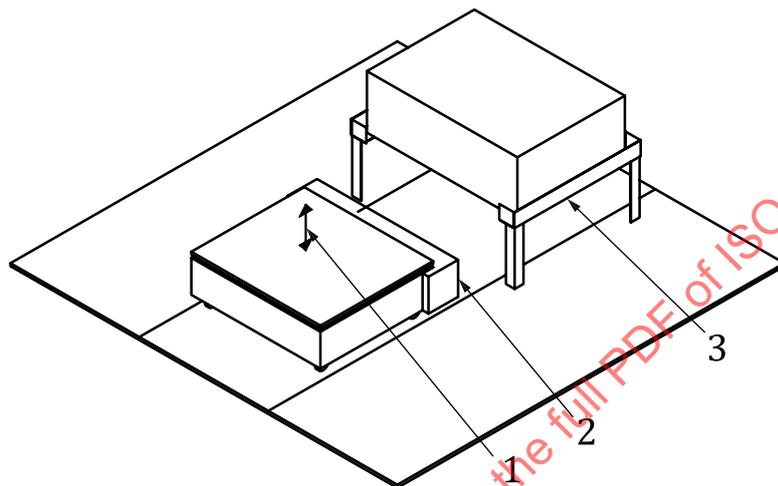
- For single side-loading trucks and lateral- and front-stacking trucks,  $D$  is as specified by the manufacturer.
- For trucks where the load centre distances differ from those specified in [Table C.1](#) for special applications, the respective rated capacity should be defined.
- For all other types of trucks, up to and including 10 000 kg rated load,  $D = 600$  mm.

NOTE Some Asian countries use a load centre distance of 500 mm for reach trucks and high-lift order-picking trucks with a rated capacity up to and including 3 000 kg.

## Annex D (informative)

### Load transfer operations

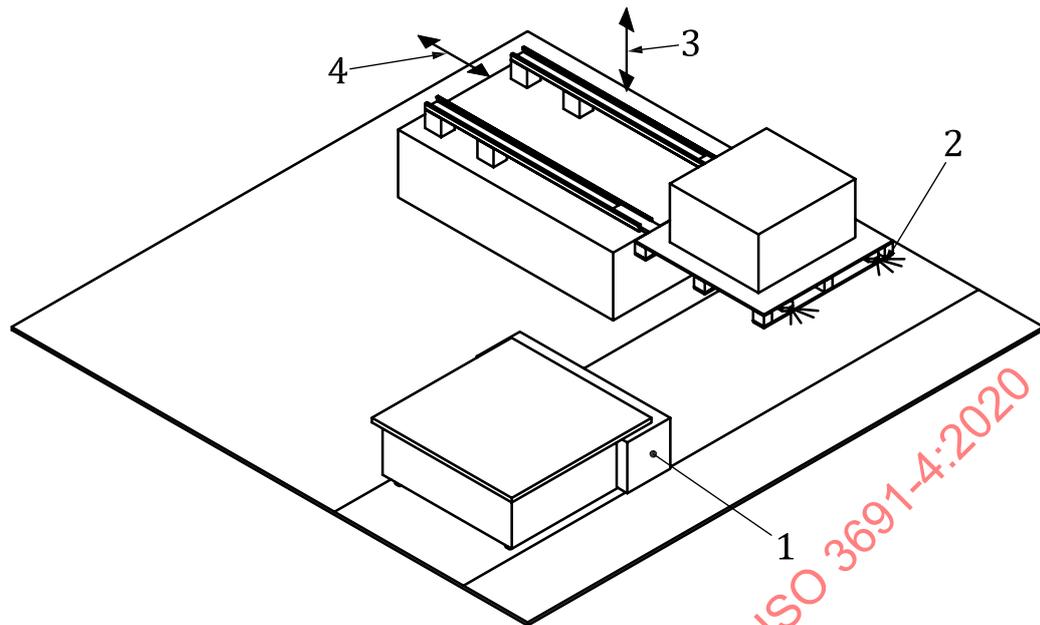
When the load transfer operations are outside a restricted or confined zone, they shall be designed to reduce the risk of persons being injured by the rigid part of the truck (e.g. chassis, forks) or its load.



#### Key

- 1 lifting table
- 2 bumper
- 3 shield/guard

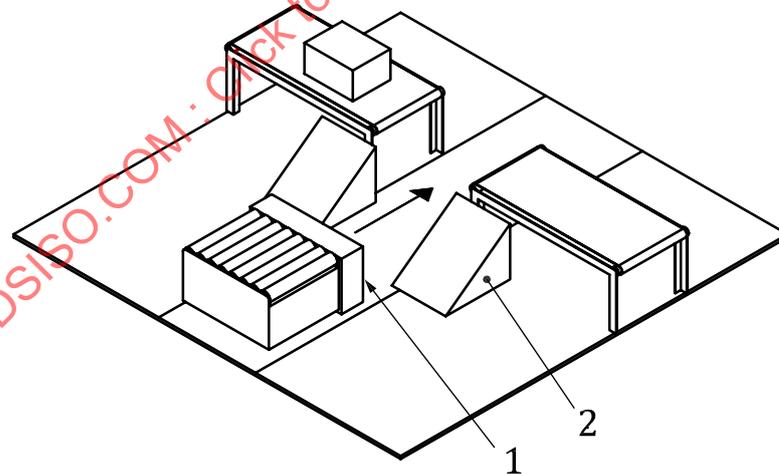
Figure D.1 — Example of transfer station: truck with embedded lifting table



**Key**

- 1 bumper
- 2 sensors
- 3 lifting mechanism
- 4 telescoping forks

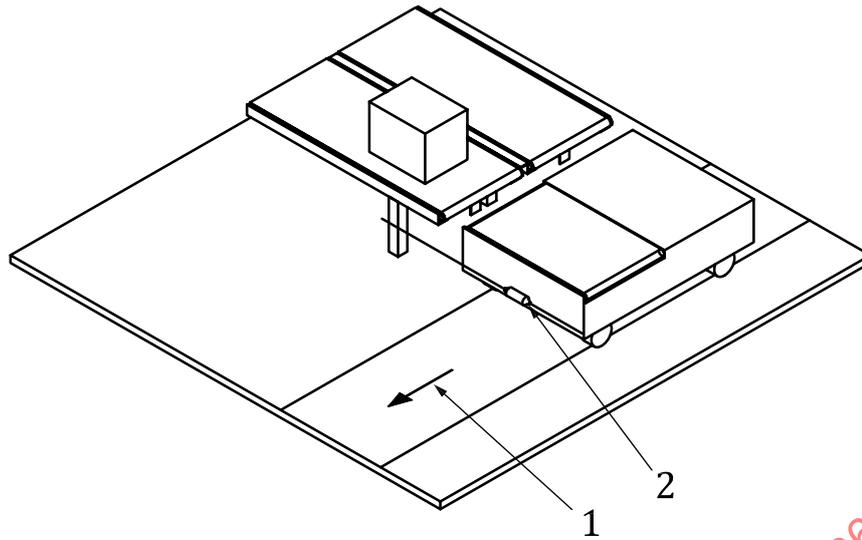
**Figure D.2 — Load transfer station interface between truck and telescopic forks**



**Key**

- 1 bumper
- 2 mechanical equipment preventing a person standing in the hazard zone near the conveyor

**Figure D.3 — Load transfer station with a truck passing through a conveyor**



**Key**

- 1 travel direction
- 2 virtual bumper (laser)

**Figure D.4 — Load transfer station with a truck travelling at the end of the conveyer**

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## Annex E (normative)

### Verification of essential health and safety requirements

Subclause	Verification type
<a href="#">4</a> Safety requirements and/or protective/risk reduction measures	
<a href="#">4.1</a> General	
<a href="#">4.1.1</a> Overall requirements	D
<a href="#">4.1.2</a> Normal climatic conditions	D
<a href="#">4.1.3</a> Electrical requirements	D, I
<a href="#">4.1.4</a> Stored energy components	D, I
<a href="#">4.1.5</a> Edges or angles	D, I
<a href="#">4.1.6</a> Guards	D, I
<a href="#">4.1.7</a> Interlocking devices for guards	D, I
<a href="#">4.1.8</a> Two hand control devices	D, I
<a href="#">4.1.9</a> Transmission parts	D, I
<a href="#">4.1.10</a> Electro-sensitive protective equipment	D, I
<a href="#">4.1.11</a> Pressure-sensitive protective devices	D, I
<a href="#">4.1.12</a> Hydraulic systems	D, I
<a href="#">4.1.13</a> Pneumatic systems	D, I
<a href="#">4.1.14</a> Avoidance of automatic restart	D, F
<a href="#">4.1.15</a> Foot protection	D
<a href="#">4.2</a> Braking system	D, C, F
<a href="#">4.3</a> Speed control	D, C, F
<a href="#">4.4</a> Automatic battery charging	D, C, F
<a href="#">4.5</a> Load handling	D, C, F
<a href="#">4.6</a> Steering	D, C, F
<a href="#">4.7</a> Stability	
<a href="#">4.7.1</a> General	D, C, F
<a href="#">4.7.2</a> Tilting platform stability test	F
<a href="#">4.7.3</a> Stability requirements for trucks not covered by <a href="#">4.7.2</a>	F
<a href="#">4.8</a> Protective devices and complementary measures	
<a href="#">4.8.1</a> Emergency stop	D, C, I
<a href="#">4.8.2</a> Detection of persons in the path	
<a href="#">4.8.2.1</a> Detection of persons in the intended path in automatic mode	
<a href="#">4.8.2.1 a)</a>	D, I
<a href="#">4.8.2.1 b)</a>	D, F
<a href="#">4.8.2.1 c)</a>	D, F
<a href="#">4.8.2.1 d)</a>	D, F
<a href="#">4.8.2.1 e)</a>	C, M, F
<a href="#">4.8.2.2</a> Measures in cases where <a href="#">4.8.2.1</a> have to be limited or deactivated	
<a href="#">4.8.2.2 a)</a>	I, M
<b>Key:</b> D: Design check; C: Calculation; I: Inspection visual/audible; M: Measurement; F: Functional test.	

Subclause	Verification type
<a href="#">4.8.2.2 b) 1)</a>	I, F
<a href="#">4.8.2.2 b) 2)</a>	D, C, F
<a href="#">4.8.2.3</a> Muting of the personnel detection means	D, C, M
<a href="#">4.8.2.4</a> Override of the personnel detection means	D, C, F
<a href="#">4.8.2.5</a> Deactivation of the personnel detection means	D, C, F
<a href="#">4.8.2.6</a> Selection of the active detection zone fields	D, C, F
<a href="#">4.9</a> Modes of operation	
<a href="#">4.9.1</a> General	D, I
<a href="#">4.9.2</a> Automatic mode	D, C, F
<a href="#">4.9.2.2</a> Automatic mode with an operator input	D, C
<a href="#">4.9.2.2 a)</a>	D, F
<a href="#">4.9.2.2 b)</a>	D, F
<a href="#">4.9.2.2 c)</a>	D, F
<a href="#">4.9.2.2 d)</a>	D, F
<a href="#">4.9.2.2 e)</a>	D, F
<a href="#">4.9.2.2 f)</a>	D, F
<a href="#">4.9.2.2 g)</a>	D, F
<a href="#">4.9.2.3</a> Automatic mode with a rider	C
<a href="#">4.9.2.3 a)</a>	D, C, I
<a href="#">4.9.2.3 b)</a>	D, F
<a href="#">4.9.2.3 c)</a>	D, F
<a href="#">4.9.2.3 d)</a>	D, I
<a href="#">4.9.2.3 e)</a>	D, F
<a href="#">4.9.2.3 f)</a>	D, F
<a href="#">4.9.2.3 g)</a>	D, F
<a href="#">4.9.2.3 h)</a>	D, F
<a href="#">4.9.2.3 i)</a>	D, M
<a href="#">4.9.3</a> Manual mode	
<a href="#">4.9.3.1</a> Manual mode with operator	
<a href="#">4.9.3.1 a)</a>	D, C, I
<a href="#">4.9.3.1 b)</a>	D, I
<a href="#">4.9.3.1 c)</a>	D, F
<a href="#">4.9.3.1 d)</a>	D, F
<a href="#">4.9.3.1 e)</a>	D, I, F
<a href="#">4.9.3.1 f)</a>	D, F
<a href="#">4.9.3.2</a> Pedestrian controlled trucks with tiller	C
<a href="#">4.9.3.2 a)</a>	D
<a href="#">4.9.3.2 b)</a>	D, I
<a href="#">4.9.3.2 c)</a>	D, F
<a href="#">4.9.3.2 d)</a>	D, F
<a href="#">4.9.4</a> Maintenance mode	C
<a href="#">4.9.4 a)</a>	D, F
<a href="#">4.9.4 b)</a>	D, I
<a href="#">4.9. c)</a>	D, F

**Key:** D: Design check; C: Calculation; I: Inspection visual/audible; M: Measurement; F: Functional test.

Subclause	Verification type
<a href="#">4.9.4 d) 1)</a>	D, I
<a href="#">4.9.4 d) 2)</a>	D, F
<a href="#">4.9.4 d) 3)</a>	D, I
<a href="#">4.9.4 e)</a>	D, I
<a href="#">4.9.4 f)</a>	D, F
<a href="#">4.9.4 g)</a>	D, F
<a href="#">4.10</a> Trucks intended to tow trailers	F
<a href="#">4.10 a)</a>	D
<a href="#">4.10 b)</a>	D, F
<a href="#">4.11</a> Safety-related parts of the control system	D, C
<a href="#">4.12</a> Electromagnetic compatibility (EMC)	F
<a href="#">4.13</a> Conveyors fitted to a truck	
<a href="#">4.13.1</a> Trucks fitted with conveyors	C
<a href="#">4.13.1 a)</a>	D, F
<a href="#">4.13.1 b)</a>	D, F
<a href="#">4.13.1 c)</a>	D, F
<a href="#">4.13.2</a> Conveyors	D, M, F
<a href="#">5</a> Verification of safety requirements and/or protective measures	
<a href="#">5.1</a> General	F
<a href="#">5.2</a> Tests for detection of persons	F
<a href="#">5.3</a> Stability tests	F
<a href="#">5.4</a> Fitness for purpose	F
<a href="#">6</a> Information for use	
<a href="#">6.1</a> General	I
<a href="#">6.2</a> Warning systems	D, C
<a href="#">6.3</a> Instruction handbook for use	
<a href="#">6.3.1</a> General	I
<a href="#">6.3.2</a> Concerning the trucks and system	I
<a href="#">6.3.2 a)</a>	I
<a href="#">6.3.2 b)</a>	I
<a href="#">6.3.2 c)</a>	I
<a href="#">6.3.2 d)</a>	I
<a href="#">6.3.2 e)</a>	I
<a href="#">6.3.2 f) 1)</a>	I
<a href="#">6.3.2 f) 2)</a>	I
<a href="#">6.3.2 f) 3)</a>	I
<a href="#">6.3.2 f) 4)</a>	I
<a href="#">6.3.2 f) 5)</a>	I
<a href="#">6.3.2 f) 6)</a>	I
<a href="#">6.3.2 f) 7)</a>	I
<a href="#">6.3.3</a> Operation of the trucks and system	I
<a href="#">6.3.3 a)</a>	I
<a href="#">6.3.3 b)</a>	I
<a href="#">6.3.3 c)</a>	I

**Key:** D: Design check; C: Calculation; I: Inspection visual/audible; M: Measurement; F: Functional test.

Subclause	Verification type
<a href="#">6.3.3 d)</a>	I
<a href="#">6.3.3 e)</a>	I
<a href="#">6.3.3 f)</a>	I
<a href="#">6.3.3 g)</a>	I
<a href="#">6.3.3 h)</a>	I
<a href="#">6.3.3 i)</a>	I
<a href="#">6.3.3 j)</a>	I
<a href="#">6.3.4</a> Routine service and maintenance of the trucks and system	
<a href="#">6.3.4 a)</a>	I
<a href="#">6.3.4 b)</a>	I
<a href="#">6.3.4 c)</a>	I
<a href="#">6.3.4 d)</a>	I
<a href="#">6.3.4 e)</a>	I
<a href="#">6.3.4 f)</a>	I
<a href="#">6.3.4 g)</a>	I
<a href="#">6.3.4 h)</a>	I
<a href="#">6.3.4 i)</a>	I
<a href="#">6.3.4 j)</a>	I
<a href="#">6.3.5</a> Operating information	I
<a href="#">6.3.6</a> Information for the application	
<a href="#">6.3.6 a)</a>	I
<a href="#">6.3.6 b)</a>	I
<a href="#">6.3.6 c)</a>	I
<a href="#">6.3.6 d)</a>	I
<a href="#">6.3.6 e)</a>	I
<a href="#">6.3.6 f)</a>	I
<a href="#">6.3.6 g)</a>	I
<a href="#">6.3.6 h)</a>	I
<a href="#">6.3.6 i)</a>	I
<a href="#">6.3.7</a> Details for floor/ground conditions	
<a href="#">6.3.7 a)</a>	I
<a href="#">6.3.7 b)</a>	I
<a href="#">6.3.7 c)</a>	I
<a href="#">6.3.7 d)</a>	I
<a href="#">6.3.7 e)</a>	I
<a href="#">6.3.7 f)</a>	I
<a href="#">6.3.7 g)</a>	I
<a href="#">6.3.7 h)</a>	I
<a href="#">6.3.7 i)</a>	I
<a href="#">6.3.8</a> Details for power sources	
<a href="#">6.3.8 a)</a>	I
<a href="#">6.3.8 b)</a>	I
<a href="#">6.3.8 c)</a>	I
<a href="#">6.3.8 d)</a>	I

**Key:** D: Design check; C: Calculation; I: Inspection visual/audible; M: Measurement; F: Functional test.

Subclause		Verification type
<a href="#">6.3.8 e)</a>		I
<a href="#">6.3.8 f)</a>		I
<a href="#">6.3.9</a>	Truck modification	I
<a href="#">6.4</a>	Minimum marking	
<a href="#">6.4.1</a>	Marking	D, I
<a href="#">6.4.2</a>	Warning signs	D, I
<a href="#">6.4.3</a>	Information plates	
<a href="#">6.4.3 a)</a>		I
<a href="#">6.4.3 b)</a>		I
<a href="#">6.4.3 c)</a>		I
<a href="#">6.4.3 d)</a>		I
<a href="#">6.4.3 e)</a>		I
<a href="#">6.4.3 f)</a>		I
<a href="#">6.4.3 g)</a>		I
<a href="#">6.4.3 h)</a>		I
<a href="#">6.4.3 i)</a>		I
<a href="#">6.4.3 j)</a>		I
<a href="#">6.4.3 k)</a>		I
<a href="#">6.4.3 l)</a>		I
<a href="#">6.4.3 m)</a>		I
<a href="#">6.4.3 n)</a>		I
<a href="#">6.4.3 o)</a>		I
<a href="#">6.5</a>	Putting into service (commissioning)	
<a href="#">Annex A</a>		
<a href="#">A.1</a>	General	I
<a href="#">A.2</a>	Zones	
<a href="#">A.2.1</a>	Operating zone	M
<a href="#">A.2.2</a>	Operating hazard zone	I, M
<a href="#">A.2.3</a>	Restricted zone	I, M
<a href="#">A.2.3.1</a>	General	I
<a href="#">A.2.3.1 a)</a>		I
<a href="#">A.2.3.1 b)</a>		I
<a href="#">A.2.3.1 c)</a>		I, M
<a href="#">A.2.3.1 d)</a>		I
<a href="#">A.2.3.2</a>	Pedestrian access	F
<a href="#">A.2.3.3</a>	Truck speed	F
<a href="#">A.2.4</a>	Confined zone	
<a href="#">A.2.4.1</a>	General	F
<a href="#">A.2.4.1 a)</a>		I
<a href="#">A.2.4.1 b)</a>		I
<a href="#">A.2.4.1 c)</a>		I
<a href="#">A.2.4.1 d)</a>		I, M
<a href="#">A.2.4.1 e)</a>		F
<a href="#">A.2.4.2</a>	Pedestrian access for authorized personnel	
<b>Key:</b> D: Design check; C: Calculation; I: Inspection visual/audible; M: Measurement; F: Functional test.		

Subclause	Verification type
<a href="#">A.2.4.3</a> Truck access to/from the confined zone	D
<a href="#">A.2.4.3 a)</a>	I
<a href="#">A.2.4.3 b)</a>	F
<a href="#">A.2.4.3 c)</a>	F
<a href="#">A.2.4.3 d)</a>	F
<a href="#">A.2.5</a> Load transfer area	I
<a href="#">Table A.1</a>	F
<a href="#">Annex C</a>	C, F
<b>Key:</b> D: Design check; C: Calculation; I: Inspection visual/audible; M: Measurement; F: Functional test.	

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Subclause in ISO 3691-1:2011	Trucks that also reference ISO 3691-1	Verification type
4	Safety requirements and/or protective/risk reduction measures	
4.1	General	
4.1.1	Overall requirements	D
4.1.2	Normal climatic conditions	D
4.1.3	Normal operating conditions	D, I, M, F
4.1.4	Electrical requirements	D, C, I, F
4.1.5	Edges or angles	D, I
4.1.6	Stored energy components	D, M, F
4.2	Starting/moving	
4.2.1	Unauthorized starting	D, F
4.2.2	Unintended movement and inadvertent activation	D, F
4.2.2.1	Parking brake	D, F
4.2.2.2	Internal-combustion-engine powered trucks	D, M, F
4.2.2.3	Travel controls	D, M, F
4.2.2.4	Powered travel movement	D, M, F
4.2.2.5	Manual gearbox and manually operated clutch pedal	D, M, F
4.2.3	Travel speed	
4.3.1	Pedestrian-controlled trucks	D, M, F
4.3.2	Stand-on trucks and pedestrian-controlled trucks with foldable platform	D, M, F
4.2.3.3	Travel with mast raised	D, M, F
4.3	Brakes	
4.3.1	General	D, M, F
4.3.2	Failure of energy supply to service brake	D, F
4.3.3	Stand-on carriers	D, M, F
4.4	Manual control actuator	
4.4.1	General	D, C, F
4.4.1.1	Consistency with truck motions	D, F, I
4.4.1.2	Multiple operators	D, C, F
4.4.1.3	Multiple operating positions	D, C, F
4.4.2	Travel and braking controls	
4.4.2.1	General	D, C, F
4.4.2.2	Sit-on trucks	D, I, F
4.4.2.3	Stand-on trucks	D, I, F
4.4.2.3 a)		D, I, F
4.4.2.3 b)		D, I, F
4.4.2.4	Pedestrian-controlled trucks	D, I, F
4.4.2.4 a)		D, I, F
4.4.2.4 b)		D, I, F
4.4.2.4 c)		D, I, F
4.4.2.4 d)		D, I, F
4.4.2.5	Differential locking	F, I
4.4.2.6	Additional operation from outside the carrier	

Subclause in ISO 3691-1:2011	Trucks that also reference ISO 3691-1	Verification type
4.4.2.6 a) 1)	General	D, I, M, F
4.4.2.6 a) 2)	General	D, I, F
4.4.2.6 b) 1)	Additional requirements for cable-connected remote control	D, I, F
4.4.2.6 b) 2)		D, I, M, F
4.4.2.6 c) 1)	Additional requirements for cableless control	D, I, F
4.4.2.6 c) 2)		D, I, F
4.4.2.6 c) 3)		D, I, F
4.4.2.6 c) 4)		D, I, F
4.4.2.6 c) 5)		D, I, F
4.4.2.6 d) 1)	Additional requirements for carriers with trailer coupling	D, I, F
4.4.2.6 d) 2)		D, I, F
4.4.2.6 d) 3)		D, I, F
4.4.2.7	Additional operation from alongside pedestrian-controlled and stand-on trucks (coasting)	
4.4.3	Steering controls	
4.4.3.1	Steering direction	D, F
4.4.3.1 a)		D, F
4.4.3.1 b)		D, F
4.4.3.1 c)		D, F
4.4.3.1 d)		D, F
4.4.3.1 e)		D, F
4.4.3.2	Failure of power supply	D, F
4.4.4	Load-handling controls	D, I, F
4.4.4.1	Controls	D, I, F
4.4.4.2	Manual-lift systems	D, I, F
4.4.5	Multi-function controls	I, M
4.4.6	Controls for automated functions	D, I, F
4.4.7	Marking	D, I
4.5	Power systems and accessories	
4.5.1	Exhaust and cooling systems	
4.5.1.1	Exhaust system	D, I, F
4.5.1.2	Cooling system	D, I, F
4.5.2	Fuel tanks	
4.5.2.1	Tank isolation	D, I, F
4.5.2.2	Fuel spillage	D, I, F
4.5.3	Access to engine and other compartments	
4.5.3.1	Engine covers	D, I, F
4.5.3.2	Unintentional closure	D, I, M, F
4.5.4	Liquefied petroleum gas (LPG) powered trucks	
4.5.4.1	Containers	
4.5.4.1 a)		D, I
4.5.4.1 b)		D, F
4.5.4.1 c)		D, I, F
4.5.4.1 d)		D, C, M, F

Subclause in ISO 3691-1:2011	Trucks that also reference ISO 3691-1	Verification type
4.5.4.1 e)		D, I
4.5.4.1 f)		D, M, I
4.5.4.1 g)		D, M, I
4.5.4.1 h)		D, C, M, F
4.5.4.1 i)		D, I
4.5.4.1 j)		D, I
4.5.4.1 k)		D, I
4.5.4.1 l)		D, I
4.5.4.1 m) 1)		D, I, F
4.5.4.1 m) 2)		D, I
4.5.4.1 m) 3)		D, I, F
4.5.4.1 n)		D, I, F
4.5.4.2	Piping	
4.5.4.2 a) 1)		D, I
4.5.4.2 a) 2)		D, I
4.5.4.2 a) 3)		D
4.5.4.2 a) 4)		D, I
4.5.4.2 b)		D, I, M
4.5.4.2 c)		D, C, F
4.5.4.2 d)		D, M, F
4.5.4.2 e)		D
4.5.4.2 f)		D
4.5.4.2 g)		D, I, M
4.5.4.3	Equipment	
4.5.4.3 a)		D, I, F
4.5.4.3 b)		D, F
4.5.4.3 c)		D, F
4.5.4.3 d)		D, I, F
4.5.4.3 e)		D, I
4.5.4.3 f)		D, I
4.5.4.3 g)		D, I
4.5.4.3 h)		D, I, F
4.5.4.4	Regional requirements	D
4.6	Systems for lifting and tilting	
4.6.1	Lift chains	D, C, I
4.6.2	Mechanical lifting systems	
4.6.2.1	General	D, C, F
4.6.2.2	Failure of lifting / lowering mechanism	D, C, F
4.6.2.3	Lowering speed	D, C, F
4.6.3	Hydraulic lifting and tilting systems	
4.6.3.1	Hydraulic lifting systems	D, I, F, M
4.6.3.2	Lowering speed limitation	D, I, F
4.6.3.3	Limitation of stroke	D, C, F
4.6.3.4	Hydraulic tilting systems	D, I, F, M

Subclause in ISO 3691-1:2011	Trucks that also reference ISO 3691-1	Verification type
4.6.3.5	Mast tilt and carriage isolation	D, C, F
4.6.4	Hydraulic systems	
4.6.4.1	Hydraulic circuits	D, C, F, M
4.6.4.2	Pressure controls	D, I, F
4.6.4.3	Failure of energy supply to hydraulic circuits	D, F
4.6.4.4	Fluid purification	D, I
4.6.5	Load-handling and -stacking attachments	
4.6.5.1	Unintentional displacement or detachment	D, I
4.6.5.2	Malfunction in the power supply system	D, I, F
4.6.5.3	Hydraulic system for attachment	D, C, F
4.6.5.4	Combined hydraulic systems	D, C, F
4.6.5.5	Attachments for lifting freight containers	D, I, F
4.6.5.6	Fork arms	
4.6.5.6.1		D, C, I
4.6.5.6.2		D, C, I
4.6.5.6.3		D, C, I
4.6.5.6.4		D, I
4.6.5.7	Fork carriers	D, I
4.7	Operator positions	
4.7.1	Dimensions	D, I
4.7.2	Operator access and egress	
4.7.2.1	General	D, C
4.7.2.2	Steps	D, M
4.7.2.3	Compartment floors	D, I
4.7.2.4	Walkways	D, C, M, F
4.7.2.5	Handholds	D, I
4.7.3	Platforms	
4.7.3.1	General	D, C, F
4.7.3.2	Platforms overhanging the truck chassis	D, C, F
4.7.3.3	Pedestrian-controlled trucks with foldable platforms	D, I
4.7.3.4	Stand-on platforms	D, C, F
4.7.3.5	Trucks with foldable platforms and foldable side guards	D, I
4.7.4 a)	Operator's seat	D, I, M
4.7.4 b)		D, C, M
4.7.4 c)		D, I, F
4.7.4 d)		D, C, M
4.7.4 e)		D, C, M
4.7.4 f)		D, I, F
4.7.4 g)		D, C, M
4.7.5	Protection from road wheels and objects thrown up by the wheels	
4.7.5.1	Ride-on trucks	D, I, F
4.7.5.2	Pedestrian-controlled trucks	D, I, M
4.7.6	Protection from burning	D, F, M
4.7.7	Protection against crushing, shearing and trapping	

Subclause in ISO 3691-1:2011	Trucks that also reference ISO 3691-1	Verification type
4.7.7.1	General	D, I, M
4.7.7.2	Minimum distances	D, I, M
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