ASME B56.8 Interpretations

Replies to Technical Inquiries
August 1989 — September 1993

FOREWORD

This publication includes all of the written replies issued between the indicated dates by the Secretary, speaking for the ASME B56 Committee on Powered and Nonpowered Industrial Trucks, to inquiries concerning interpretations on technical aspects of ASME B56.8, Safety Standard for Personnel and Burden Carriers.

These replies are taken verbatim from the original letters except for a few typographical corrections and some minor editorial corrections made for the purpose of improved clarity. In some few instances, a review of the interpretation revealed a need for corrections of a technical nature; in these cases a corrected interpretation follows immediately after the original reply.

These interpretations were prepared in accordance with the accredited ASME procedures. ASME procedures provide for reconsideration of these interpretations when or if additional information is available which the inquirer believes might affect the interpretation. Further, persons aggrieved by this interpretation may appeal to the cognizant ASME Committee or Subcommittee. ASME does not "approve," "certify," "rate," or "endorse" any item, construction, proprietary device, or activity.

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Interpretation: 8-1

Subject: ASME/ANSI B56.8-1988

Date Issued: August 1, 1989

Question: For stand-up operation, how can the 200 pound weight on each vehicle seat be simulated?

Reply: Section 7.3.9(a)(5) of ASME/ANSI B56.8-1988 addresses sit-down carriers. Currently, there is no parallel provision for stand-up units. Therefore, the Committee cannot provide an interpretation of something that does not appear in the Standard.

Consideration of the addition of a parallel provision for stand-up units will be on the agenda for the next meeting of the B56.8 Subcommittee.

Interpretation: 8-2

Subject: ASME/ANSI B56.8-1988

Date Issued: November 15, 1989

Question: Is Section 7.2.1(d) of ASME/ANSI B56.8-1988 to be interpreted that specific type designations which conform should be listed at this location on the name plate, or is it interpreted that conformance *is required* to ANSI/NFPA 505 and either ANSI/UL 583 or ANSI/UL 558?

Reply: Section 7.2.1(d) of ASME/ANSI B56.8-1988 requires that conformance to a specific type designation (i.e., Type D, E, G, LP, DS, DY, ES, EE, EX, GS, or LPS) be shown on the name plate. Conformance is required by various government agencies and insurance companies.

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Interpretation: 8-3

Subject: ASME/ANSI B56.8-1988

Date Issued: September 19, 1991

Question (1): With regard to Section 7.2.1(a) of B56.8, would welding of a stamped number plate on all edges to the main frame be considered the same as stamped on the main frame of the carrier?

Reply (1): No. The purpose of stamping on the main frame of the carrier is to provide permanent, lifetime identification. This benefits and protects not only the manufacturer, but also the user. Metal data plates, even though secured by welding, could still conceivably be removed and therefore would not meet the intended purpose of the requirement.

Question (2): With regard to Section 7.2.4 of B56.8, would attaching of a data plate in the same area be sufficient to satisfy this requirement which reads "... shall be legibly stamped on the battery tray near the lifting means ..."?

Reply (2): No. See Reply (1).

Interpretation: 8-4

Subject: ASME/ANSI B56.8-1988

Date Issued: March 17, 1992

Question (1): With regard to para. 7.3.9(a)(5), where should the center of gravity of the test weight be located on a vehicle that uses a stand up operator?

Reply (1): Section 7.3.9(a)(5) of ASME/ANSI B56.8-1988 addresses sit-down carriers. Currently, there is no parallel provision for stand-up units. Therefore, the Committee cannot provide an interpretation of something that does not appear in the Standard.

Consideration of the addition of a parallel provision for stand-up units will be on the agenda for the next meeting of the B56.8 Subcommittee.

Question (2): Do special braking requirements exist in B56.8 for towing?

Reply (2): B56.8 addresses requirements for personnel and burden carriers only. If the intended use of a vehicle is other than for the transportation of personnel and/or burden, the standard appropriate to the use should be followed.

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