ASME B56.9 Interpretations

Replies to Technical Inquiries
1990–1991

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 of technical aspects of ASME B56.9, Safety Standard for Operator Controlled Industrial Tow Tractors.

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 an 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.

Copyright ASME International
Provided by IHS under license with ASME
No reproduction or networking permitted without license from IHS
Not for Resale

ASME B56.9 92 ■ 0759670 0500630 9 ■

Interpretation: 9-2

Subject: ASME/ANSI B56.9-1987

Date Issued: April 29, 1991

Question (1): With regard to para. 7.11.7, do both the positive and negative battery leads need to be disconnected?

Reply (1): Paragraph 7.11.7 reads: ''Means readily accessible to the operator in the normal operating position shall be provided to shut off all power to the tow tractor.''

The intent of this paragraph is to provide the operator with an emergency means to disconnect all power in the event of a fault or malfunction of the tow tractor. Many manufacturers accomplish this with a battery connector, often in conjunction with a handle, which disconnects both the positive and negative leads. This ensures that ''all'' power to the tow tractor is shut off.

Question (2): Can a solenoid be used as the disconnect?

Reply (2): The system design must ensure that ''all'' power can be shut off in an emergency situation. The design must guarantee all power is disconnected to the tractor or truck.

Copyright ASME International
Provided by IHS under license with ASME
No reproduction or networking permitted without license from IHS
Not for Resale