

**Interpretation: 8-1**

Subject: ASME/ANSI B56.8-1998

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 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 B56.8-1998

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.

**Interpretation: 8-3**

Subject: ASME/ANSI B56.8-1998

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 not 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.

**Interpretation: 8-5**

Subject: ASME/ANSI B56.8-1993

Date Issued: September 4, 2001

Question: Does the ASME/ANSI B56.8 safety standard allow a hip restraint (which meets the plan view requirement) to, also, be classified as a handhold? In other words, is a combination handhold/hip restraint acceptable for use in a personnel and burden carrier?

Reply: Hip restraints can be an acceptable handhold.

**Interpretation: 8-6**

Subject: ITSDF B56.8-2006, Section 1, Scope; Section 9.4, Stability Tests

Date Issued: August 31, 2006

Question (1): Does ANSI/ITSDF B56.8-2006 apply to 6 wheel ATV's that have a maximum speed in excess of 25 mph?

Answer (1): No. The scope states that the standard applies to "...powered personnel and burden carriers having three or more wheels, a maximum speed not exceeding 40 km/h (25 mph)..." This standard, like all of the standards in the B56 series, applies to industrial trucks, not consumer products such as ATVs. Additionally, the standard does not apply to powered personnel or burden carriers that have a maximum speed exceeding 25 mph.

Question (2): When were the stability tests in today's standard 9.4 changed from the 1993 stability test standard in 7.3.9?

Answer (2): The stability tests in ANSI/ITSDF B56.8-2006 will apply to trucks manufactured after 10 May 2007. As of today's date, 31 August 2006, the stability tests in the 1993 version of the standard are in effect. As noted in the Foreword, the requirements for trucks, which include stability, become effective one year after the date of issuance of the standard. ANSI/ITSDF B56.8-2006 was issued on 10 May 2006.

**Interpretation: 8-7**

Subject: ANSI/ITSDF B56.8-2006, Section 9.4.1 (d) General Test Conditions and Requirements

Date Issued: August 4, 2006

Question (1): With regard to the statement in Section 9.4.1(d), "The minimum height of the center of gravity for each test load shall be determined from Figure 3", does that mean if a carrier has a designed center of gravity lower than specified by the payload/bed area criteria of Figure 3, then for purposes of the test the center of gravity must be raised above its designed, actual center of gravity?

Answer (1): The center of gravity of the test load is based on a height determined by Figure 3. The carrier's center of gravity does not enter into this test.

Question (2): If the answer to question 1 is yes, what purpose is served by requiring the raising of the carrier's designed, actual center of gravity?

Answer (2): The stability test in question is a validation of a personnel and burden carrier's resistance to overturning under rigidly controlled static conditions that include consideration for dynamic factors encountered in normal application and operation. Using a center of gravity payload height from Figure 3 is used to account for dynamic factors.

**Interpretation: 8-8**

Subject: ANSI/ITSDF B56.8-2011, 9.6.5(b)(2) Parking Brake

Date Issued: March 30, 2018

Question (1): The standard states “The test carrier shall be positioned on an incline.....” What is the process for getting the carriers on an incline? Are they driven onto an incline and the parking brake set or are they parked on a tilting table with the parking brake set and tilted to a 15% incline?

For vehicles with drum brakes, the act of engaging the park brake after the vehicle is stopped on an incline energizing drum brakes. This is done before the park brake system is engaged. Different test results could be obtained if one would drive the vehicle onto a flat surface, set the park brake, then tilt the surface to the prescribed incline.

Answer (1): The process for getting the carriers onto an inclined plane having a 15% grade is not specified by ANSI/ITSDF B56.8-2011. Engineering judgement should be used to decide what process creates the most severe conditions and that process should be used.