

Australian Standard[®]

Powered industrial trucks

Part 2: Operations



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The following are represented on Committee ME-026:

- Australian Industrial Truck Association
 - Australian Industry Group
 - Construction and Mining Equipment Industry Group
 - Hire and Rental Industry Association of Australia
 - Safety Institute of Australia
 - WorkSafe Victoria
 - WorkCover New South Wales
-

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Australian Standard[®]

Powered industrial trucks

Part 2: Operations

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PREFACE

This Standard was prepared by the Standards Australia Committee ME-026, Industrial Trucks, to supersede AS 2359.2—1985, *Industrial trucks (known as the SAA Industrial Truck Code)*, Part 2: *Operation*.

This Standard is Part 2 of the AS 2359 series, *Powered industrial trucks*. The series comprises the following Standards:

AS

2359	Powered industrial trucks
2359.1	Part 1: General requirements
2359.2	Part 2: Operation (this Standard)
2359.3	Part 3: Counterbalanced fork-lift trucks—Stability tests
2359.4	Part 4: Reach and straddle fork-lift trucks—Stability tests
2359.5	Part 5: Symbols for operator controls and other displays
2359.6	Part 6: Safety requirements and verification—Self-propelled industrial trucks, other than driverless trucks, variable-reach trucks and burden-carrier trucks
2359.7	Part 7: Terminology
2359.8	Part 8: Pallet stackers and high-lift platform trucks—Stability tests
2359.9	Part 9: Overhead guards—Specification and testing (ISO 6055:2004, MOD)
2359.10	Part 10: Fork-lift trucks—Hook-on type fork arms—Vocabulary
2359.11	Part 11: Fork-lift trucks—Hook-on type fork arms and fork carriers—Mounting dimensions
2359.12	Part 12: Hazardous areas
2359.13	Part 13: Brake performance and component strength
2359.14	Part 14: Fork arms—Technical characteristics and testing
2359.15	Part 15: Fork-arm extensions and telescopic fork arms—Technical characteristics and strength requirements
2359.16	Part 16: Safety signs and hazard pictorials—General principles
2359.17	Part 17: Stability tests for rough terrain trucks (ISO 8379:1998, MOD)
2359.18	Part 18: Stability tests for industrial variable-reach trucks
2359.19	Part 19: Additional stability tests for industrial variable-reach trucks handling freight containers of length 6 m and above

Principal changes from the 1985 edition are as follows:

- (a) Requirements for rough terrain trucks and turret type high-lift trucks are now included.
- (b) Requirements and guidance on the provision of site traffic management plans (TMPs) are now given.
- (c) More definitive requirements and guidance on freight container handling are now included.
- (d) Control and measurement of noise is now specified.

The term ‘informative’ has been used in this Standard to define the application of the appendix to which it applies. An ‘informative’ appendix is only for information and guidance.

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FOREWORD

Workplace design and systems of work that do not adequately address limitations in both the industrial truck (forklifts, tow tractors, industrial variable reach trucks (tele-handlers) and industrial variable reach trucks for handling freight containers (reach stackers)) and human behaviour are implicated in the majority of serious incidents involving these trucks. Safe systems of work are designed to take account of and control risks that arise from these limitations as they apply to each type of truck and the attachments used with it. The difficulty people working in surrounding areas might have in recognizing risks associated with trucks, and any inherent design limitations in established workplaces are also taken into account. Controls need to apply a hierarchy of elimination, substitution, and engineering controls and avoid reliance solely on administrative procedures.

Workplaces should be designed—

- (a) to eliminate the need and opportunity for pedestrians to enter areas where industrial trucks are operating; and
- (b) to prevent industrial trucks from entering pedestrian work areas or areas where the industrial trucks cannot be safely used within the limitations stipulated by the manufacturer, importer or supplier. This Standard makes provision for traffic management plans (TMPs) to be implemented in workplaces to assist in this.

It is a requirement of this Standard that industrial trucks be operated at all times in a safe manner, by trained and authorized operators. Local regulatory authorities need to be consulted for any specific requirements concerning certificates of competency (licences) for the operators of the trucks. Persons supervising truck operations are proficient in the required safe systems of work and any limitations to operating safety stipulated by the manufacturer, importer or supplier of the industrial truck.

The selection of a suitable industrial truck is based on the individual merits of each application, e.g. low level order picker, narrow aisle reach truck, counterbalanced internal combustion engine truck, etc. The selection is made in close consultation with the supplier to ensure that any limitations stipulated by the manufacturer are not exceeded.

STANDARDS AUSTRALIA

Australian Standard
Powered industrial trucks**Part 2: Operations**

SECTION 1 SCOPE AND GENERAL

1.1 SCOPE

This Standard specifies requirements, for the operation, maintenance, repair and modification of self-propelled industrial trucks (hereafter also referred to as trucks) and their attachments as defined in AS 2359.7 and gives guidance for the design of workplaces in which they are used. This Standard applies to the following:

- (a) Industrial counterbalanced trucks.
- (b) Reach trucks with retractable mast or retractable fork arm carriage.
- (c) Straddle trucks.
- (d) Pallet-stacking trucks.
- (e) High-lift platform trucks.
- (f) Trucks with elevating operator position up to 1200 mm.
- (g) Trucks with elevating operator position above 1200 mm.
- (h) Side-loading trucks (one side only).
- (i) Lateral-stacking trucks (both sides), and lateral- and front-stacking trucks (turret).
- (j) Powered pallet trucks.
- (k) Four way directional and multi directional trucks.
- (l) Tractors with a drawbar pull up to and including 20 000 N.
- (m) Rough-terrain counterbalanced trucks.
- (n) Reach stackers.
- (o) Industrial variable reach trucks.
- (p) Articulated counterbalance trucks.

NOTES:

- 1 Dynamic stability safety requirements are included in this Standard.
- 2 The design and manufacture of trucks is covered by AS 2359.1 and AS 2359.6.
- 3 This Standard does not cover the following:
 - (a) Tow tractors with a capacity greater than 20 kN.
 - (b) Manually propelled trucks.
 - (c) Rough terrain reach stackers (container handlers).
 - (d) Rough terrain variable reach trucks (rough terrain tele-handlers).

1.2 OBJECTIVE

The objective of this Standard is to provide an authoritative source of fundamental principles and requirements for application to the safe use of trucks by responsible and competent persons and organizations.

1.3 INNOVATION

It is not intended that the Standard impose unnecessary restrictions on the use of new or unusual methods provided that its essential safety requirements are met.

1.4 REFERENCED DOCUMENTS

The following Standards are referred to in this Standard:

AS

1055	Acoustics—Description and measurement of environmental noise
1055.2	Part 2: Application to specific situations
1318	Use of colour for the marking of physical hazards and the identification of certain equipment in industry (known as the SAA Industrial Safety Colour Code)
1319	Safety signs for the occupational environment
1657	Fixed platforms, walkways, stairways and ladders—Design, construction and installation
1735	Lifts, escalators and moving walks
1735.1	Part 1: General requirements
1735.2	Part 2: Passenger and goods lifts—Electric
1735.3	Part 3: Passenger and goods lifts—Electrohydraulic
2359	Powered industrial trucks
2359.1	Part 1: General requirements
2359.6	Part 6: Safety requirements and verification—Self-propelled industrial trucks, other than driverless trucks, variable-reach trucks and burden-carrier trucks
2359.7	Part 7: Terminology
2359.9	Part 9: Overhead guards—Specification and testing (ISO 6055:2004, MOD)
2359.12	Part 12: Hazardous areas
2359.13	Part 13: Brake performance and component strength
2359.19	Part 19: Additional stability tests for industrial variable-reach trucks handling freight containers of length 6 m and above
2402	Traction batteries—Lead acid
2402.1.2	Part 1.2: Vented cells—Installation and usage
2402.2.2	Part 2.2: Valve-regulated cells—Installation and usage
2550	Cranes, hoists and winches
2550.1	Part 1: Safe use—General requirements
2746	Working areas for gas-fuelled vehicles
3713	Acoustics—Industrial trucks—Noise measurement
4564	Specification for general purpose natural gas
4983	Gas fuel systems for forklifts and industrial engines

AS/NZS	
1269	Occupational noise management
1269.1	Part 1: Measurement and assessment of noise emission and exposure
1269.2	Part 2: Noise control management
1596	The storage and handling of LP Gas
1680	Interior lighting
1680.2.4	Part 2.4: Industrial tasks and processes
1891	Industrial fall-arrest systems and devices
1891.4	Part 4: Selection, use and maintenance
60079	Explosive atmospheres
60079.10.1	Part 10.1: Classification of areas—Explosive gas atmospheres
ISO	
10525	Counterbalanced trucks handling freight containers of 6 m (20 ft) length and above—Additional stability tests

1.5 DEFINITIONS

For the purpose of this Standard, the definitions given in AS 2359.1, AS 2359.6, AS 2359.7 and the following apply:

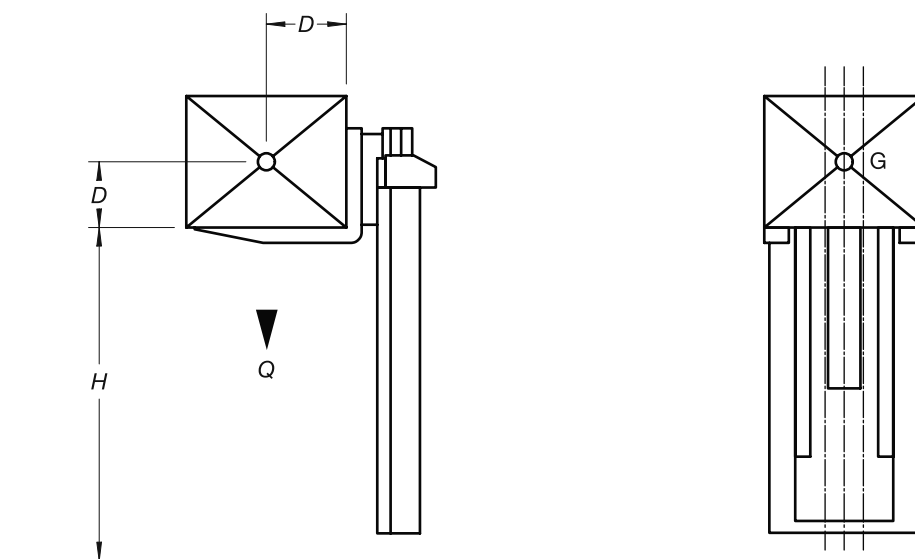
NOTE: A glossary of terms additional to the following is given at Appendix C.

1.5.1 60J-line

The pronounced line above the tyre supplier name on the side of the tyre to indicate the maximum wear limit on resilient (puncture proof) or pneumatic tyres.

1.5.2 Actual capacity (Q) (see Figure 1)

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



NOTE: The actual capacity depends on the configuration of the truck in terms of such variables as the type and lift height of the mast fitted, the actual load centre and any attachments that may be fitted. The actual capacity defines the load handling ability of the particular truck as equipped.

FIGURE 1 LOAD CONFIGURATION

1.5.3 Alternative capacity

A designated capacity of a truck other than its actual capacity, e.g. its capacity at a specified lower lift height, alternative load centre distance or load position.

1.5.4 Bridgeplate

A portable device for spanning the gap between two rail cars or between a loading dock or loading platform and any rail or road vehicle.

1.5.5 Carriage (fork carrier)

A support structure for fork arms or attachments, generally roller-mounted and travelling vertically up the mast.

1.5.6 Competent person

A person who has acquired through training, qualification, experience or a combination of these, the knowledge and skill enabling that person to correctly perform the required task(s).

1.5.7 Container yard

Premises where the primary activity is the moving or storage of freight containers.

1.5.8 Dock leveller

A portable or fixed device for spanning a gap where there may be a difference in level.

1.5.9 Emergency electrical disconnect

An emergency switch for interrupting the electric supply to a truck motor. It may be a battery connector used as an emergency switch.

1.5.10 Freight container

Standard dimensioned and corner structured steel container used to transport goods. These units have a standardized corner pocket which spreader twistlocks can lock into for the purposes of lifting and lowering.

1.5.11 Gradient (slope)

The tangent of the angle between the surface and the horizontal, usually expressed as a percentage. For example, an increase in height of 20 mm over a 1000 mm (1 metre) distance is a slope of 20/1000, i.e. 2%.

1.5.12 Hard, flat, level surface

A surface that is plane to within 5 mm per metre, with grade in any direction not exceeding 2% and able to support the wheel loading of the heaviest truck and load likely to use it without noticeable deflection.

1.5.13 Hierarchy of (risk) control

A series of risk mitigation strategies offering progressively greater levels of risk control.

1.5.14 High lift truck

Truck having a lift height greater than 1800 mm.

1.5.15 Induction training

The initial training of an operator or the introduction of an operator to a new item of plant.

1.5.16 Landed

Condition in which the spreader is sitting directly on the freight container, causing the landing pins to be pushed up and thus ready for twistlock activation.

1.5.17 Landing lights

Indicator lights on the spreader or the truck, or both, to indicate the status of the active systems during the landing of the spreader on a freight container.

1.5.18 Latched

Condition where the spreader twistlocks have turned to the locked position. Normally, this would be into the corner pockets of a freight container.

1.5.19 Lateral levelling

The changing of the lateral relationship between the truck lifting mechanism and the load axle. It is generally used to adjust the mast to the vertical when the truck is standing sideways on a slope.

1.5.20 Lift height (H) (see Figure 1)

The vertical distance from ground level to the intersection of the front face of the fork shank and the upper surface of the fork blade.

1.5.21 Load backrest

That portion of the carriage and the fork arm shank that support the load when it is tilted rearward or upward.

1.5.22 Load backrest extension

A device extending vertically from the carriage frame (load backrest) to support that portion of the load above the load backrest when it is tilted rearward or upward.

1.5.23 Load centre of gravity (G) (see Figure 1)

The point corresponding to the load centre of gravity in a cubic homogeneous load.

1.5.24 Load-centre distance (D) (see Figure 1)

The horizontal distance from the intersection of the horizontal load-carrying surfaces and vertical load-engaging faces of the fork arm shank (or equivalent load-positioning structure) to the load centre of gravity.

1.5.25 Low level order picker

Truck which allows the operator to be elevated to a height of no more than 1200 mm.

1.5.26 LP Gas, CNG

Automotive fuel gases meeting the requirements of AS 4564.

1.5.27 Manufacturer

The manufacturer of a truck or attachment, or their representative.

1.5.28 Mast

The support member providing the guideways that permit vertical movement of the carriage.

1.5.29 Model operating procedures

A set of documented operating procedures designed to reflect the minimum acceptable industry standard and to serve as a model for organizations when formulating their own practices.

1.5.30 Narrow aisle lift truck

An electric lift truck that can operate in aisles smaller than counterbalance trucks, typically 2400 mm to 3100 mm clear.

1.5.31 Operator

The authorized person under whose physical control a truck is being operated, i.e. the driver.

1.5.32 Out-of-service

The condition that applies to a truck when it is not in operation due to maintenance or repairs.

1.5.33 Overhead guard

A structural framework or cabin fitted to a truck to provide overhead protection for the operator from falling objects.

1.5.34 Owner

The company, organization or person that owns a truck.

1.5.35 Parking brake

A brake that prevents a stationary truck from movement when it is parked.

1.5.36 Reach

The range of substantially horizontal movement of a variable reach boom, mast, carriage, or telescopic fork arm relative to the truck or a term relating to a truck having variable reach capability.

1.5.37 Refrigerated container (reefer)

A freight container used to transport cold goods which has a refrigeration unit mounted at one end.

1.5.38 Shall

Indicates that a statement is mandatory.

1.5.39 Should

Indicates a recommendation.

1.5.40 Spreader

An attachment usually connected to a truck or crane for lifting freight containers, using twistlocks to lock onto the freight container. Spreader attachments may be either a fixed size or variable width. Their width is usually expressed in imperial measure as feet. Typical widths are 6.1 m (20 feet) to 12.2 m (40 feet), though USA road and train freight container spreaders can be up to 16.2 m (53 feet).

1.5.41 Stabilizers

Retractable and extendable mechanical supports used to improve stability of a stationary truck.

1.5.42 Structural capacity

The maximum load that a truck, fork arm or other attachment is designed to handle. Also known as specified capacity.

1.5.43 Supplementary platform

A load carrying platform accessible from the operator's platform, designed for mounting on the elevating device of a high lift order picking truck. This platform may be removable.

1.5.44 Supplier

Person or organization that sells, hires or leases trucks or attachments.

1.5.45 Total (travel) restraint

The control on a person's movement by means of a connection to an anchorage in such a way that it will physically prevent the person from reaching any position at which there is a risk of a fall, either over an edge or through a surface.

1.5.46 Truck

Industrial truck as defined in AS 2359.7.

NOTE: To distinguish a road registered, cargo carrying truck from a truck, the term 'road truck' has been used where appropriate.

1.5.47 Twistlocks

Corner connection devices on a spreader which lock into a freight container corner pockets to securely connect the freight container to the spreader for lifting and lowering.

1.5.48 Unattended truck

A truck is unattended when the operator is more than 8 m from the truck which remains in their view, or whenever the operator leaves the truck and it is not in their view.

1.5.49 User

The company, organization, hiree or person that has possession of a truck and is responsible for its operation.

1.5.50 Variable reach boom

A load-carrying member which may be extended and retracted in a substantially longitudinal direction. These are also known as tele-handler and, reach stackers.

1.5.51 Very narrow aisle lift truck (VNA)

Trucks that typically operate in clear aisles of 1525 mm to 2100 mm.

1.5.52 Work platform

A platform that is designed for mounting on a high-lift truck or other elevating device to provide for one or more persons to be elevated to do work at height.

SECTION 2 RULES FOR OPERATION

2.1 QUALIFICATIONS OF OPERATORS

Operators of trucks shall have the following qualifications and requirements:

- (a) Sufficient knowledge of this Standard to allow implementation of the requirements relevant to their operation.
- (b) Absence of any medical condition that could impair the safe operation of a truck or endanger the safety of others.
- (c) Training in the operation of each type of truck that they are required to operate, and any attachments that will be used with it (see Clause 2.2).
- (d) Sufficient skills and knowledge in the safe operation of the relevant type of truck.
- (e) A high risk work licence or any other licensing requirements of the relevant authorities where required.
- (f) Be sufficiently fluent in the use of the English language for basic safety related communication.

2.2 TRAINING OF OPERATORS

2.2.1 Training requirements

Operators shall be instructed on the following for each type of truck prior to its use:

- (a) User's policies for safe systems of work.
- (b) The work safety practices and procedures the operator is required to observe.
- (c) Operating conditions in all areas of operation including any special or hazardous conditions.
- (d) Basic information on the particular truck, such as its safety features, capacity, stability and limitations, and the attachments and components to be used with it.
- (e) Operator control positions and functions.
- (f) Operator responsibilities for servicing, maintenance and repair.
- (g) Working within a traffic management plan (TMP), see Clause 3.6.
- (h) Weights of generic standard loads.
- (i) Battery charging or refuelling procedure including orientation of a removable LP Gas cylinder where fitted.
- (j) Personal protective equipment.
- (k) Access and egress to and from the operator's compartment.

NOTES:

- 1 The operator should also have supervised practice on a remote operating course designed to simulate actual working conditions, and this should be followed by oral, written and operational performance tests.
- 2 On-the-job evaluation and ongoing refresher training should occur at regular intervals as determined by the user. The frequency of on-the-job evaluation and ongoing refresher training will depend upon the nature of operations, number and type of trucks in use and their design and safety features, design of workplace, local hazards in the working environment, risk control measures in place, and incident history. The frequency should not exceed 5 years.
- 3 Codes of Practice and other guidance material should also be considered when developing user policies.

2.2.2 Training records

Users shall maintain records of operator training including induction training. Records shall include the following:

- (a) Detailed contents of training.
- (b) Dates and duration of training.
- (c) Trainer name and organization.
- (d) Assessor name and number if applicable.
- (e) Copies of the certificates of competency (licences) where applicable.

2.3 AUTHORIZATION OF OPERATORS

2.3.1 General

Only persons who are qualified in accordance with Clause 2.1 and who meet the training requirements of Clause 2.2 shall be authorized to operate trucks. A record of authorized operators shall be kept and a system implemented to limit truck usage to authorized operators only. These may include authorization certificates, electronic databases, fleet management systems, pin codes and swipe cards. Special attention shall be given to ensuring the level of competency of the operator of container handling and other specialized lift trucks. Prior to authorizing a person they shall be provided, an induction on that type of truck or attachment(s) if they have not previously operated that model or attachment, e.g. operator controls.

2.3.2 Record of authorization

Operators shall be provided with a record of authorization as follows:

- (a) Contents, i.e. authorization to include the following information in a legible manner:
 - (i) Operator's name.
 - (ii) Types of trucks and attachments which the operator is authorized to use including any limitations applying within any type, e.g. actual capacity.
 - (iii) Name of user.
 - (iv) Date of authorization.
 - (v) Any conditions or restrictions applying to the authorization.
- (b) Document availability.

Whenever operating or in control of a truck the operator should either carry the authorization on their person or display it on the truck or make it available on demand.

2.4 OPERATING PROCEDURES

Users of trucks shall have safe systems of work in place. Sections 3, 4 and 5 provide model operating procedures that shall be incorporated into their safe systems of work, as follows:

- (a) Section 3 for operating procedures.
- (b) Section 4 for particular trucks.
- (c) Section 5 covering site conditions.

2.5 LIFTING OF TRUCKS

Any lifting (slinging) of trucks shall be in accordance with the recommendations of the manufacturer. Where provided, lifting points for slinging shall be used.

A truck shall not be lifted with another truck unless authorized by the manufacturer or in accordance with the operator manual.

2.6 FUEL HANDLING AND STORAGE

Personnel involved in fuel handling and storage shall be authorized and suitably trained. Personnel shall observe manual handling and personal protective equipment practices where applicable.

Procedures for fuel handling are given in Clause 3.16.

2.7 BATTERY HANDLING AND CHARGING

Battery handling and charging shall comply with the requirements of AS 2402.1.2 and AS 2402.2.2.

SECTION 3 MODEL OPERATING PROCEDURES

3.1 GENERAL

The following model procedures comprise checks and rules for the user (including supervisory staff) and the operator on practices that are necessary for the safe operation of trucks.

NOTE: Users should consider these and the contents of the manufacturer's instructions when developing their procedures.

3.2 PRE-OPERATING CHECK

The user of a truck shall ensure that each operator has an understanding of the lifting capacities of the truck and any attachments that are to be used with it, and that the truck is capable of safely lifting all loads that will be required of it.

Pre-operating checks are aimed at ensuring a truck is in a fit condition to be used. The intent of this Section is that the following inspections be carried out by the operator, or by a competent person(s). Prior to use, if the operator does not perform these checks the operator shall sight evidence that the checks have been performed. Confine testing to an authorized area where safe conditions exist and there are no personnel in the vicinity.

Prior to the commencement of each working day or shift the following inspections shall be performed and a record shall be kept of these checks:

- (a) That nameplates and markings are legible.
- (b) That any attachments that are to be used are approved for use with that truck and are identified on the truck.
- (c) That the condition and mounting of any attachments fitted is satisfactory.
- (d) That lift and tilt systems including security systems, hoses, chains, cable and limit switches are serviceable.
- (e) That the brakes, steering, controls, lights and warning devices operate effectively.
- (f) That safety systems are operating effectively.
- (g) That controls are clearly labelled and functioning.
- (h) That the wear condition of each wheel and tyre, and inflation pressure of pneumatic tyres if fitted are within acceptable limits.
- (i) That fluid levels, e.g. engine oil, brake fluid, hydraulic oil and coolant, are correct.
- (j) The operator restraint (seatbelt) is in good condition.
- (k) That fork arms (tyes) including their mounting are not unacceptably distorted or damaged.
- (l) That seat(s) are secured and in good order.
- (m) That bonnet, hood and battery retainers are in place.
- (n) That battery cables and plug are not damaged.
- (o) That any screens or mirrors used for vision are clean and not damaged.
- (p) That the orientation of the gas cylinder is correct.
- (q) That the securing of the gas cylinder and hose as well as the condition of the cylinder, hose and coupling are satisfactory.
- (r) That any special features or options on the truck are performing satisfactorily.

NOTE: All operator manuals should remain with the truck.

3.3 GENERAL RULES FOR OPERATORS

When operating a truck, the operator shall observe the following general rules:

- (a) Operator's restraints, e.g. seatbelts, shall be used while operating a sit-down counter balanced truck. If a seatbelt is fitted to any other type of truck the seatbelt shall be used.
- (b) Mobile phones shall not be used while the truck is in motion.
NOTE: Operating procedures should be developed for suitable electronic devices, e.g. two-way radios, scanners, touch screens, warehousing terminals, which can be used for communication with the operator while the truck is in motion.
- (c) The operator shall not operate a truck when their performance is adversely affected, e.g. by being under the influence of drugs, including alcohol, or suffering from fatigue, injury or illness.
- (d) In the event of a fault being revealed or if the truck becomes unsafe in any way the operator shall—
 - (i) report the matter immediately to the user or supervisor; and
 - (ii) if the fault or condition is immediately dangerous, discontinue use of the truck until it is rectified. The truck shall be tagged 'out-of-service' and isolated.
- (e) A truck shall not be operated with a leak in the fuel system.
- (f) The operator of a truck powered by an electric motor shall know the location of the emergency electrical disconnect and how to operate it.
- (g) Any site hazards identified during operations including pallet racking and structures shall be reported to the user or supervisor and recorded for repair or removal if necessary.
- (h) All incidents of which the operator is aware, including near misses, involving personnel, buildings, structures, pallet racking, or other equipment and stock shall be reported to the user or supervisor, and recorded if necessary.
- (i) No portion of the body shall be allowed between the uprights of the mast. The operator shall remain within the outline of any ride-on truck whilst travelling.
- (j) Internal combustion engines shall not be allowed to be idled unnecessarily in enclosed or semi-enclosed areas, as this may result in an accumulation of fumes and gases.
NOTE: Use of an internal combustion engine type truck in poorly ventilated areas should be restricted. Where such trucks are used, emissions should be tuned and maintained, and the time frame of operation limited. Where practical, battery electric trucks are the preferred option.
- (k) A safe clearance shall be maintained from overhead installations, such as electrical systems, pipes and sprinkler systems.
- (l) A truck shall not be used for any purpose for which it is not designed or equipped.
- (m) Only loads which are safely arranged and which are within the actual capacity of the truck and or attachment combination shall be carried on a truck.
NOTE: Unevenly distributed loads should have the heavy end against the carriage.
- (n) Supplementary counterweights or additional personnel shall not be used to increase the load capacity of any truck.
- (o) Care shall be taken when securing, manipulating, positioning and transporting a load particularly when attachments are being used.