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

**Part 1:**

**Self-propelled industrial trucks, other  
than driverless trucks, variable-reach  
trucks and burden-carrier trucks**

*Chariots de manutention — Exigences de sécurité et vérification —*

*Partie 1: Chariots de manutention automoteurs, autres que les chariots  
sans conducteur, les chariots à portée variable et les chariots  
transporteurs de charges*



Reference number  
ISO 3691-1:2011(E)



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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.

International Standards are drafted in accordance with the rules given in the ISO/IEC Directives, Part 2.

The main task of technical committees is to prepare International Standards. Draft International Standards adopted by the technical committees are circulated to the member bodies for voting. Publication as an International Standard requires approval by at least 75 % of the member bodies casting a vote.

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.

ISO 3691-1 was prepared by Technical Committee ISO/TC 110, *Industrial trucks*, Subcommittee SC 2, *Safety of powered industrial trucks*.

This first edition of ISO 3691-1, together with ISO 3691-2, ISO 3691-3, ISO 3691-4, ISO 3691-5, ISO 3691-6, ISO/TS 3691-7 and ISO/TS 3691-8, cancels and replaces ISO 3691:1980, of which it constitutes a technical revision. It also incorporates the Amendment ISO 3691:1980/Amd 1:1983.

ISO 3691 consists of the following parts, under the general title *Industrial trucks — Safety requirements and verification*:

- *Part 1: Self-propelled industrial trucks, other than driverless trucks, variable-reach trucks and burden-carrier trucks*
- *Part 2: Self-propelled variable-reach trucks*
- *Part 3: Additional requirements for trucks with elevating operator position and trucks specifically designed to travel with elevated loads*
- *Part 4: Driverless industrial trucks and their systems*
- *Part 5: Pedestrian-propelled trucks*
- *Part 6: Burden and personnel carriers*
- *Part 7: Regional requirements for countries within the European Community* [Technical Specification]
- *Part 8: Regional requirements for countries outside the European Community* [Technical Specification]

## Introduction

### General

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

The machines 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.

The ISO 3691 series of standards covers safety requirements and their verification for industrial trucks as defined in ISO 5053.

### 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 kinds of trucks (see Foreword) and on the other side independent standards to cover the respective specific functions of industrial trucks, e.g. visibility, noise, vibration, 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 will have to identify the hazards that apply to his product and carry out a risk assessment. The manufacturer will then need 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 could also arise from foreseeable abnormal situations.

In selecting the most appropriate methods, the manufacturer will need 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 instructions will need to draw the user's attention to ways shown by experience in which the machinery ought not be used.

This part of ISO 3691 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. Reference will also need to be made to ISO 12100.

### **Legislative situation/Vienna Agreement**

From the very beginning, the task of the working group was to revise ISO 3691:1980 and establish worldwide basic standards to comply 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 with most of the issues. For several potential problem areas compromises were needed and will be needed in the future. Where divergent regional requirements remain, these are addressed by ISO/TS 3691-7:2011 and ISO/TS 3691-8.

In order to ensure that the revised International Standard will be actively used in the ISO member countries, worldwide, procedures will be necessary to replace the existing national standards and technical regulations by the revised International Standard. In the European Community, ISO and the European Committee for Standardization (CEN) agreed on technical co-operation under the Vienna Agreement, with the aim of replacing European Standards (EN) by International Standards. Other countries are asked to make similar agreements to ensure that their national standards and technical regulations are replaced by this International Standard.

Only by these actions will there be the guarantee that products in accordance with International Standards can be shipped worldwide freely without any technical barriers.

# Industrial trucks — Safety requirements and verification —

## Part 1:

## Self-propelled industrial trucks, other than driverless trucks, variable-reach trucks and burden-carrier trucks

### 1 Scope

This part of ISO 3691 gives safety requirements and the means for their verification for the following types of self-propelled industrial trucks (hereafter referred to as *trucks*), as defined in ISO 5053:

- 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 1 200 mm;
- g) side-loading trucks (one side only);
- h) lateral-stacking trucks (both sides), and lateral- and front-stacking trucks;
- i) pallet trucks;
- j) bidirectional and multidirectional trucks;
- k) tractors with a drawbar pull up to and including 20 000 N;
- l) rough-terrain counterbalanced trucks;
- m) industrial trucks powered by battery, diesel, gasoline or LPG (liquefied petroleum gas).

NOTE 1 Trucks powered by CNG (compressed natural gas) are not dealt with. It is intended that CNG and other power sources be addressed in future revisions of this part of ISO 3691.

For trucks with an elevating operator position of more than 1 200 mm and/or trucks designed to travel with an elevated load of more than 1 200 mm, this part of ISO 3691 is intended to be used in conjunction with ISO 3691-3.

NOTE 2 ISO 3691-3 is not applicable to counterbalanced fork lift trucks or trucks intended for container handling.

NOTE 3 Some low-level order pickers with an elevating operator's position up to and including 1 200 mm lift height can be equipped with an additional lifting device to lift the load to a maximum lift height of 1 800 mm.