
औद्योगिक ट्रकों के संचालन क्षेत्रों के सुरक्षा
पहलू — पारिभाषिक शब्दावली
(पहला पुनरीक्षण)

**Safety Aspects Concerning
Operating Areas of Industrial
Trucks — Glossary of Terms**

(*First Revision*)

ICS 53.060

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FOREWORD

This Indian Standard (First Revision) was adopted by the Bureau of Indian Standards, after the draft finalized by the Transport Tractors, Trailers and Industrial Trucks Sectional Committee and had been approved by the Transport Engineering Division Council.

This standard was first published in 1975. In this first revision following changes have been incorporated:

- a) ICS No. have been updated; and
- b) Other editorial changes have been done to bring the standard in the latest style and format of Indian Standards.

The industrial trucks are being exclusively used in the field of materials handling. This standard has been prepared to define various terms concerning operating areas keeping in view the safety aspects.

To achieve international coordination on the subject this standard has been based on Doc: ISO/TC 110 (SC1-2) 333 Safety aspects concerning operating areas, issued by the International Organization for Standardization.

The composition of the Committee responsible for formulation of this standard is given in [Annex A](#).

*Indian Standard*SAFETY ASPECTS CONCERNING OPERATING AREAS OF
INDUSTRIAL TRUCKS — GLOSSARY OF TERMS*(First Revision)***1 SCOPE**

This standard defines the terms relating to safety aspects concerning operating areas of industrial trucks.

2 REFERENCES

This standard contains no cross reference.

3 TERMINOLOGY

For the purpose of this standard, the following terms and definitions shall apply.

3.1 Working Areas — Areas where the truck performs loading, unloading, stacking, unstacking, tiering (in racks), untiring and associated operations.

3.1.1 Handling at Ground Level — All loading and unloading operations which do not need a lift height higher than the lift just necessary to allow travelling.

3.1.2 Handling above Ground Level — All loading, unloading, stacking, unstacking, tiering and untiering operations involving a vertical displacement higher than the lift just sufficient for travelling.

3.2 Travel Paths — Areas reserved specifically for travelling between working areas defined by visual or physical limits.

3.2.1 Tracks — Travel paths situated outside buildings.

3.2.2 Aisles — Travel paths situated inside buildings.

3.2.3 Ramps

3.2.3.1 Non-powered — Inclined travel paths giving access to a higher or lower level which do not incorporate any mechanical means for assisting the ascent or descent of a truck.

3.2.3.2 Powered — Inclined travel paths giving access to a higher or lower level which incorporate any mechanical means for assisting the ascent or descent of a truck.

3.2.4 Dimensions

3.2.4.1 Free width — The width measured at the narrowest place of the path.

3.2.4.2 Free height — The clear height measured at the lowest obstacle above the path.

3.2.5 Limits of Travel Path — Visual and physical indications of the confines of the travel path.

3.2.5.1 Marking and signals

3.2.5.1.1 Marking — Visual indications of the lateral limits of travel paths or vertical limit of obstacles, by distinctive colours or materials.

3.2.5.1.2 Signals — Visual or audible warning of the existence of an obstacle or hazard on the travel path.

3.2.5.2 Barriers — Physical impediments to the passage of trucks or personnel.

3.2.5.2.1 Permanent barriers — Barriers which are structurally secured in position:

- a) Fixed — Permanent barriers which do not incorporate any means of passage; and
- b) Opening — Permanent barriers which incorporate any means of passage such as a gate or elevating section.

3.2.5.2.2 Portable barriers — Temporary free-standing barriers.

3.2.6 Doors

3.2.6.1 Power operated — Doors operated by means of electrical, hydraulic or pneumatic power.

3.2.6.1.1 Manual control — Power operated doors responding to manual operation of a control.

3.2.6.1.2 Automatic control — Power operated doors responding to the proximity of a truck.

3.2.6.2 Flexible — Doors constructed of a material allowing of opening or deformation by a traversing truck.

3.2.6.2.1 *Hinged* — Flexible doors suspended on hinges.

3.2.6.2.2 *Suspended strip* — Flexible doors constructed of strips of material suspended from the upper beam.

3.2.7 *Bridge Plates and Dockboards* — Rigid moveable bearing plates ensuring continuity of a travel path between two operating areas (for example, between a platform and vehicle) or allowing passage over an obstacle.

ANNEX A

(Foreword)

COMMITTEE COMPOSITION

Transport Tractors, Trailers and Industrial Trucks Sectional Committee, TED 22

<i>Organization</i>	<i>Representative(s)</i>
Automotive Research Association of India, Pune	SHRI A. AKBAR BADUSHA (<i>Chairperson</i>)
Action Construction Equipment Limited, Palwal	SHRI CHETAN GOLE SHRI INDERPAL SINGH BENIWAL (<i>Alternate</i>)
All India Motor Transport Congress, New Delhi	SHRI NAVEEN GUPTA SHRI S. K. MITTAL (<i>Alternate</i>)
Ashok Leyland Limited, Chennai	SHRI PRASANNA VENKATESH SHRI FAUSTINO V. (<i>Alternate</i>)
Automotive Component Manufactures Association of India, New Delhi	SHRI SANJAY TANK MS. SEEMA BABAL (<i>Alternate</i>)
Automotive Research Association of India, Pune	SHRI P. D. BETGERI SHRI TUSHARKUMAR R. KAMBLE (<i>Alternate</i>) SHRI V. P. RAWAL
BEML Limited, Bangalore	SHRI RAMESH RAJU SHRI SETHU MADHAVAN (<i>Alternate</i>)
Brakes India Limited, Chennai	SHRI B. RUBAN DEVA PRASATH SHRI G. DEVENDRAN (<i>Alternate</i>)
Central Institute of Road Transport, Pune	SHRI S. N. DHOLE SHRI S. N. GUTTE (<i>Alternate</i>) SHRI S. R. SONAWANE
Directorate General Factory Advice Service and Labour Institutes, Mumbai	SHRI H. CHATTOPADHAYAYA
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<i>Organization</i>	<i>Representative(s)</i>
Machine and Mill Stores Corporation Private Limited, Howrah	SHRI DIPAK GHOSH SHRI SUBHAMGHOSH (<i>Alternate</i>)
Mahindra Trucks and Bus Division, Pune	SHRI V G KULKARNI SHRI AMIT PATIL (<i>Alternate</i>)
Ministry of Heavy Industries and Public Enterprises, Department of Heavy Industry, New Delhi	SHRI B K MISHRA SHRI R. K. JAISWAL (<i>Alternate</i>)
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Tata Motors Limited, Pune	SHRI RAHUL MOHANRAO PATHAK SHRI SUNIL AGARWAL (<i>Alternate I</i>) SHRI M. HARRISH (<i>Alternate II</i>)
TRATEC Engineering Pvt Ltd, New Delhi	SHRI KAMAL KHOSLA SHRI C. RAJASEKHAR (<i>Alternate</i>)
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