



# FINAL DRAFT

## Technical Specification

### ISO/DTS 3691-8

## Industrial trucks — Safety requirements and verification —

Part 8:

## Regional requirements for countries outside the European Community

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

*Partie 8: Exigences régionales pour les pays en dehors de la  
Communauté européenne*

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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.

The procedures used to develop this document and those intended for its further maintenance are described in the ISO/IEC Directives, Part 1. In particular, the different approval criteria needed for the different types of ISO document should be noted. This document was drafted in accordance with the editorial rules of the ISO/IEC Directives, Part 2 (see [www.iso.org/directives](http://www.iso.org/directives)).

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

This third edition cancels and replaces the second edition (ISO/TS 3691-8:2019), which has been technically revised.

The main changes compared to the previous edition are as follows:

- changes to the Australian requirements in relation to electric counterbalance trucks travelling with elevated forks, operator restraints, platforms equipped with anchorage point(s) for fall protection, low level order-pickers, platforms with reference to AS 5144.3 and freight container handling;
- changes to the North American requirements in relation to brakes, visibility and guarding for platforms;
- requirements for Canada added in relation to electrical, brakes, operation alongside pedestrian and stand-on trucks, fork arms, operator restraint, electromagnetic compatibility (EMC), visibility overhead guard and user responsibility;
- standard load centre distance D table added;
- North America split into Canada and the United States of America for clarification;
- throughout the document it was clarified which countries are addressed.

A list of all parts in the ISO 3691 series can be found on the ISO website.

Any feedback or questions on this document should be directed to the user's national standards body. A complete listing of these bodies can be found at [www.iso.org/members.html](http://www.iso.org/members.html).

## Introduction

The ISO 3691 series has been developed to provide globally relevant International Standards for industrial trucks. This goal was achieved with most of the issues. Where divergent regional requirements remain, these are addressed by this document.

The EN 16307 series addresses legal requirements related to European Directives that are not accepted worldwide. This document addresses requirements related to regulations and standards in force in Australia, Canada, Japan, South Africa and the United States of America that are not applicable elsewhere.

This document does not repeat all the technical rules that are state-of-the-art and applicable to the material used to construct the industrial truck. For these, see ISO 12100.

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