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Australian STANDARD®

STANDARDS Australia

Powered industrial trucks

Part 2: Operations



AS 2359.2:2026

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Telescopic Handler Association of Australia
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Australian Standard®

Powered industrial trucks

Part 2: Operations

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How to read this Standard

This page explains the meaning of the language and structure of this Standard.

Refer to Standards Australia's Standardisation Guide 006 for more details about drafting rules.

Australian and Australian/New Zealand Standards are voluntary unless they are referenced in legislation or called up in contracts.

Requirements

To conform to a Standard, all requirements in the Standard need to be met.

A requirement is any statement in the Standard which uses the word "shall".

Recommendations, permissions and possibilities

The following words are commonly used in Standards, but statements using them do not have to be followed to conform to the Standard:

(a) "should" means that something is recommended.

(b) "may" means that something is permitted.

(c) "can" means that something is possible.

Structure of Standards

A Standard always has the following parts:

(i) The Preface states who developed the Standard, what the Standard is aiming to do, and how it relates to other documents.

(ii) The Scope states what the Standard is about, what it covers and what it does not cover.

(iii) The Normative references clause lists other documents that are referenced in the Standard as part of requirements.

(iv) The Terms and definitions clause defines important terms to help with understanding the Standard.

A Standard may also include other parts, such as the following:

(1) A normative appendix sets additional requirements that need to be conformed to.

(2) An informative appendix provides additional information or guidance. They usually do not contain requirements. If an informative appendix does contain requirements, the Standard will explain when those requirements apply.

(3) A Bibliography lists documents referenced in the Standard but not as part of requirements.

Many Standards include notes. Notes provide recommendations and/or guidance only. They never contain requirements.

Preface

This Standard was prepared by the Standards Australia Committee ME-026, Industrial Trucks, to supersede AS 2359.2—2013.

The objective of this document is to specify requirements for the operation, maintenance, repair and modification of self-propelled industrial trucks, their attachments (defined in AS ISO 5053.1) and guidance for the design of workplaces they are used.

A list of all parts in the AS 2359 series can be found in the Standards Australia online catalogue.

The major changes in this edition are as follows:

(a) New Clause 11 consolidates user (PCBU) responsibilities previously located in individual clauses.

(b) Comprehensive restructure of standard to group clauses according to the activity for clarity and ease of use.

(c) Updated guidance of emerging technologies such as assistance systems and alternative powers sources, e.g. fuel cells and lithium-ion batteries.

(d) Definitions for competent persons for particular activities, e.g. pre-start checks, inspection and maintenance.

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Introduction

Workplace design and systems of work that do not adequately address hazards of powered industrial trucks (including forklifts, tow tractors, industrial variable reach trucks such as tele-handlers, and industrial variable reach trucks for handling freight containers such as reach stackers) and human interaction are implicated in the majority of serious incidents involving these industrial trucks. Safe systems of work are designed to take account of and control risks that arise from these hazards, as they apply to each type of industrial 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 to —

(a) eliminate the need and opportunity for pedestrians to enter areas where industrial trucks are operating; and

(b) 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 document makes provision for traffic management plans (TMPs) to be implemented in workplaces to assist in this.

It is a requirement of this document 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 industrial 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.

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Powered industrial trucks

Part 2: Operations

1 Scope

This document specifies requirements, for the operation, maintenance, repair and modification of self-propelled industrial trucks (hereafter referred to as trucks) and their attachments as defined in AS ISO 5053.1, AS ISO 5053.2 and AS ISO 5053.3 and gives guidance for the design of workplaces in which they are used.

This document applies to the following:

(a) Counterbalanced lift 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) Order picking trucks with elevating operator position up to 1 200 mm.

(g) Order picking trucks with elevating operator position above 1 200 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 50 000 N.

(m) Rough-terrain counterbalanced trucks.

(n) Reach stackers.

(o) Industrial variable reach trucks.

(p) Articulated counterbalance trucks.

(q) Pedestrian propelled trucks.

(r) Driverless trucks.

NOTE 1 Dynamic stability safety guidance is included in this document; see Appendix B.

NOTE 2 The design and manufacture of trucks is covered by AS 2359.1 and AS 2359.6.

This document does not cover the following:

(i) Tow tractors with a capacity greater than 50 000 N.

(ii) Rough terrain reach stackers (container handlers).

(iii) Rough terrain variable reach trucks (rough terrain tele-handlers).

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