AS 4024.1201—2006

Australian Standard™

Safety of machinery

Part 1201: General principles—Basic terminology and methodology

This Australian Standard was prepared by Committee SF-041, General Principles for the Guarding of Machinery. It was approved on behalf of the Council of Standards Australia on 3 April 2006.
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The following are represented on Committee SF-041:

Australian Chamber of Commerce and Industry
Australian Electrical and Electronic Manufacturers Association
Department for Administration and Information Services, SA
Department of Consumer and Employment Protection, WorkSafe Division, WA
Department of Primary Industries, Mine Safety, NSW
Engineers Australia
Federal Chamber of Automotive Industries
Human Factors and Ergonomics Society of Australia
Institution of Instrumentation, Control and Automation Australia
National Electrical and Communications Association
National Safety Council of Australia
Office of the Australian Safety and Compensation Council
Safety Institute of Australia
The University of Melbourne
Tractor and Machinery Association of Australia
Victorian WorkCover Authority

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PREFACE

This Standard was prepared by the Standards Australia Committee SF-041, General Principles for the Guarding of Machinery as a revision, in part, of AS 4024.1, *Safeguarding of machinery*, Part 1: *General principles*.

During its work, the Committee considered a number of Standards originating within the European Community in the field of safety of machinery. Many of these European Standards are being adopted virtually unchanged as International Standards by the International Organization for Standardization (ISO) and the Committee has agreed to continue to use material emanating from both CEN and ISO in this new edition. This action will maintain consistency with previous editions of AS 4024.1 and other machine-specific Australian Standards.

This edition has been published as a series of Parts rather than the single Standard previously published as AS 4024.1. In doing this, the Committee has cleared the way for simple revisions in the future. When a new edition of a relevant Standard becomes available at the international level, it will be adopted and published within the framework of AS 4024 with a minimum delay, so ensuring continued international alignment.

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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1 SCOPE

This Standard defines the basic terminology and methodology used in achieving safety of machinery.

The provisions stated in this Standard are intended for the designer.

This Standard does not deal with injury or damage to domestic animals, property or the environment.

2 OBJECTIVE

The objective of this Standard is to enable designers, manufacturers, suppliers, employers and users of machinery to minimize risks to the health and safety of employees and others working with or otherwise near machinery by providing terminology and methodology for their use.

3 REFERENCED DOCUMENTS

The following documents are referred to in this Standard:

AS		
4024	Safety of machinery	
4024.1202	Part 1202:	General principles—Technical principles
4024.1301	Part 1301:	Risk assessment—Principles for risk assessment
4024.1602	Part 1602:	Design of controls, interlocks and guarding—Interlocking devices associated with guards—Principles for design and selection
4024.1604	Part 1604:	Design of controls, interlocks and guarding—Emergency stop—Principles for design
60204	Safety of machinery—Electrical equipment of machines	
60204.1	Part 1:	General requirements (IEC 60204-1, Ed.5 (FDIS) MOD)

4 DEFINITIONS

For the purposes of this Standard, the following definitions apply.

4.1 Common cause failures

Failures of different items, resulting from a single event, where these failures are not consequences of each other.

NOTE: Common cause failures should not be confused with common mode failures.

4.2 Common mode failures

Failures of items characterized by the same fault mode.

NOTE: Common mode failures should not be confused with common cause failures, as the common mode failures may result from different causes.