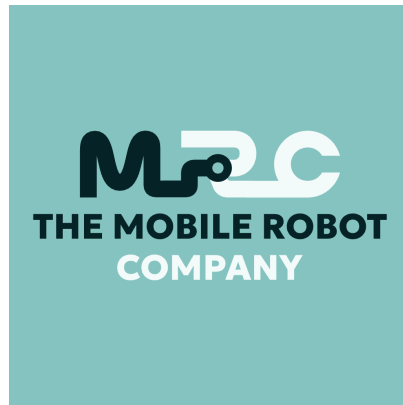




The Mobile Robot Company

Knowledge Center — Human Responsibilities · 2026-08-04

<https://info.mobilerobot.com/safety-compliance/safety-overview/human-responsibilities>

Human Responsibilities

The J1600 automates repetitive travel, not judgment. This page describes the operator's share of safe operation: the decisions and actions that stay with a person in the [human-in-the-loop](https://info.mobilerobot.com/documentation/concepts/human-in-the-loop-automation/) design.

The division of work

Human operator	J1600
Judge load stability, pallet condition, congestion, urgency, and exceptions	Build and update a 3D map and navigate to saved points
Pick pallets and perform manual height handling up to 1.6 m	Carry up to 1,600 kg along repetitive routes
Select the destination and what happens after delivery	Avoid obstacles and apply speed-dependent safety fields
Confirm entry into autonomous mode	Drop at floor level, then return, park, continue, or wait
Override or resume manual control at any time	Repeat stored tasks consistently

Before starting an autonomous task

- **Pick up the pallet manually.** [Pallet pickup is always a manual operation](https://info.mobilerobot.com/applications/scenarios/manual-pickup-and-autonomous-delivery/) (<https://info.mobilerobot.com/applications/scenarios/manual-pickup-and-autonomous-delivery/>). Use your own judgment on pallet condition, load stability, fork placement, and approach.
- **Check the load.** The operator judges whether a pallet or open-base carrier is stable and within the supported envelope. No [blanket approval](https://info.mobilerobot.com/safety-compliance/safe-deployment/approved-loads-and-pallets/) (<https://info.mobilerobot.com/safety-compliance/safe-deployment/approved-loads-and-pallets/>) exists for every carrier or for hazardous materials.
- **Judge the environment.** The vehicle only [enters autonomous mode](https://info.mobilerobot.com/documentation/user-guides/autonomous-operation/) (<https://info.mobilerobot.com/documentation/user-guides/autonomous-operation/>) when the operator

judges the environment ready. Autonomous driving requires level floors — automatic gradeability is 0 percent, so dock plates and slopes remain [manual work](https://info.mobilerobot.com/documentation/user-guides/manual-operation/) (<https://info.mobilerobot.com/documentation/user-guides/manual-operation/>).

- **Confirm the mode change.** The robot asks for confirmation before [entering automatic mode](https://info.mobilerobot.com/safety-compliance/safety-overview/manual-and-autonomous-mode-safety/) (<https://info.mobilerobot.com/safety-compliance/safety-overview/manual-and-autonomous-mode-safety/>). Confirm with the physical start/resume button, then step away when the interface instructs you to.

During autonomous operation

The vehicle drives itself, but a person remains in charge of [exceptions](https://info.mobilerobot.com/applications/scenarios/handling-exceptions-and-irregular-loads/) (<https://info.mobilerobot.com/applications/scenarios/handling-exceptions-and-irregular-loads/>):

- Take over immediately by grabbing or moving the tiller, or stop the vehicle with any emergency-stop control. See [Emergency stops and manual takeover](https://info.mobilerobot.com/safety-compliance/safety-overview/emergency-stops-and-manual-takeover/) (<https://info.mobilerobot.com/safety-compliance/safety-overview/emergency-stops-and-manual-takeover/>).
- Reprioritize when circumstances change — for example, when a production line urgently needs material.

Situations that stay human

The design deliberately keeps the following in human hands, because context and improvisation matter:

1. Spotting damaged pallets — a broken bottom board or protruding nail — before they become a hazard or a jam.
2. Judging a [top-heavy, leaning, or poorly stacked load](https://info.mobilerobot.com/applications/use-cases/sensitive-or-unstable-loads/) (<https://info.mobilerobot.com/applications/use-cases/sensitive-or-unstable-loads/>) before lifting it.
3. Seeing and tucking away a loose shrink-wrap tail before it snags a rack or doorframe.
4. Finding a pallet that is not exactly at its recorded position.
5. Catching leaks or crushed corners before goods reach a customer or production line.
6. Handling steep dock plates, bumps, and misalignment when entering a truck or trailer.
7. Improvising a safe route through a [crowded or cluttered receiving area](https://info.mobilerobot.com/applications/scenarios/operation-in-crowded-environments/) (<https://info.mobilerobot.com/applications/scenarios/operation-in-crowded-environments/>).

8. Responding immediately to urgent reprioritization.
9. [Teaching new routes](https://info.mobilerobot.com/documentation/concepts/teach-and-rep-eat/) (<https://info.mobilerobot.com/documentation/concepts/teach-and-rep-eat/>), by driving to a point and saving it, instead of calling in an automation expert.

Responsibility is a complement, not the whole system

Human control is not the vehicle's only safety mechanism. Independent controllers, certified components, two safety LiDAR scanners, emergency stops, and a 360-degree protective field operate regardless of the operator. Human takeover complements the [safety architecture](https://info.mobilerobot.com/safety-compliance/safety-overview/safety-architecture/) (<https://info.mobilerobot.com/safety-compliance/safety-overview/safety-architecture/>); it does not replace it. See [How J1600 safety works](https://info.mobilerobot.com/safety-compliance/safety-overview/how-j1600-safety-works/) (<https://info.mobilerobot.com/safety-compliance/safety-overview/how-j1600-safety-works/>) for the full picture.