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First edition
2008-06-15

Industrial trucks — Verification of stability —

Part 8:

Additional stability test for trucks operating in the special condition of stacking with mast tilted forward and load elevated

Chariots de manutention — Vérification de la stabilité —

Partie 8: Essai de stabilité supplémentaire pour les chariots travaillant dans des conditions de gerbage spéciales avec le mât incliné en avant et la charge surélevée



Reference number
ISO 22915-8:2008(E)

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Published in Switzerland

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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.

International Standards are drafted in accordance with the rules given in the ISO/IEC Directives, Part 2.

The main task of technical committees is to prepare International Standards. Draft International Standards adopted by the technical committees are circulated to the member bodies for voting. Publication as an International Standard requires approval by at least 75 % of the member bodies casting a vote.

Attention is drawn to the possibility that some of the elements of this document may be the subject of patent rights. ISO shall not be held responsible for identifying any or all such patent rights.

ISO 22915-8 was prepared by Technical Committee ISO/TC 110, *Industrial trucks*, Subcommittee SC 2, *Safety of powered industrial trucks*.

This first edition of ISO 22915-8 cancels and replaces ISO 5767:1992, of which it constitutes a technical revision.

ISO 22915 consists of the following parts, under the general title *Industrial trucks — Verification of stability*:

- *Part 1: General*
- *Part 2: Counterbalanced trucks with mast*
- *Part 3: Reach and straddle trucks*
- *Part 4: Pallet stackers, double stackers and order-picking trucks up to and including 1 200 mm lift height*
- *Part 7: Bidirectional and multidirectional trucks*
- *Part 8: Additional stability test for trucks operating in the special condition of stacking with mast tilted forward and load elevated*
- *Part 10: Additional stability test for trucks operating in the special condition of stacking with load laterally displaced by powered devices*
- *Part 20: Additional stability test for trucks operating in the special condition of offset load, offset by utilization*
- *Part 21: Order-picking trucks with operator position elevating above 1 200 mm*

The following parts are under preparation:

- *Part 5: Single side loading trucks*
- *Part 9: Counterbalanced trucks with mast handling freight containers of 6 m (20 ft) length and longer*
- *Part 11: Variable reach trucks*

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- *Part 12: Variable reach trucks handling freight containers of 6 m (20 ft) length and longer*
- *Part 14: Rough-terrain variable reach trucks*
- *Part 15: Counterbalanced trucks with articulated steering*
- *Part 16: Pedestrian-propelled trucks*
- *Part 17: Burden and personnel carriers*

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Introduction

An important step forward in work on the ISO 22915 series was the agreement to put in place a new structure. The stability tests are presented in the form of a basic part describing and defining stability tests in general, together with separate parts that each give specific stability test criteria and requirements for a different truck type.

From the very beginning, the task of the Working Group involved was to establish the new structure and revise existing standards to create a series of International Standards complying with the major legislative regulations in the world such as those in force in the EU, USA, Japan and Australia.

For several problem areas compromises were needed and will be needed in the future. In order to ensure that these International Standards are actively used in the ISO member countries worldwide, it will be necessary that they replace existing national standards.

Only in this way will there will be the guarantee that products in accordance with these International Standards can be shipped worldwide, freely and without any technical barriers to trade.