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Third edition
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Powered industrial trucks and tractors — Brake performance and component strength

*Chariots de manutention et tracteurs industriels automoteurs —
Performance de freinage et résistance des éléments de frein*



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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.

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

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.

This third edition cancels and replaces the second edition (ISO 6292:2008), which has been technically revised.

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

- the definition for drawbar drag has been added as [3.13](#);
- [Subclause 4.7](#) (previously 4.8) has been technically revised;
- for service brake systems, the heat fade test is now compulsory in all test methods.
- the scope has been extended to industrial tractors with 66 750 N drawbar pull.

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Introduction

Industrial trucks, generally referred to as trucks, can satisfy the braking system requirements of this document by complying with either the stopping distance requirements or the drawbar drag requirements. Based on the requirements for brakes of rubber-tyred earthmoving machinery (ISO 3450), the stopping distance as a measurement value has been established. The brake performance is limited by consideration of the load. For further reference as to how the measurement of stopping distance and measurement of brake reaction time were derived, see ISO/TR 29944.