AS ISO 22915.13:2015
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Australian STANDARD

Industrial trucks—Verification of stability

Part 13: Rough-terrain trucks with mast

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- Australian Industrial Truck Association
- Australian Industry Group
- Construction and Mining Equipment Industry Group
- Hire and Rental Industry Association of Australia
- Safety Institute of Australia
- WorkCover New South Wales
- WorkSafe Victoria

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PREFACE

This Standard was prepared by the Standards Australia Committee ME-026, Industrial Trucks, to supersede AS 2359.17, *Powered industrial trucks*, Part 17: *Stability tests for rough terrain trucks (ISO 8379:1998, MOD)*.

The objective of this Standard is to provide designers and manufacturers of rough terrain trucks with a mast, the test criteria when conducting stability tests. It is to be used in conjunction with AS ISO 22915.1, *Industrial trucks—Verification of stability*, Part 1: *General*.

This Standard is identical with, and has been reproduced from ISO 22915-13:2012, *Industrial trucks—Verification of stability*, Part 13: *Rough-terrain trucks with mast*.

The first edition of ISO 22915-13, together with ISO 22915-14, cancels and replaces ISO 8379:1998, of which it constitutes a technical revision.

ISO 22915-13:2012 has issued a Technical Corrigendum 1 (ISO 22915-13:2012/Cor. 1:2013). This corrigendum states the following.

> Page 5 Replace the first page of table 1 with the following, thereby correcting the indication of the position of the mast for Test 3 and 5 to full reward.

As this Standard is reproduced from an International Standard, the following applies:

(a) In the source text 'this part of ISO 22915' should read 'Australian Standard'.

(b) A full point substitutes for a comma when referring to a decimal marker.

References to International Standards should be replaced by references to Australian or Australian/New Zealand Standards, as follows:

Reference to International Standard		*Australian Standard*	
ISO		AS	
		2359	Powered industrial trucks
5053	Powered industrial trucks—Terminology	2359.7	Part 7: Terminology
		AS ISO	
22915	Industrial trucks—Verification of stability	22915	Industrial trucks—Verification of stability
22915-1	Part 1: General	22915.1	Part 1: General

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AUSTRALIAN STANDARD

Industrial trucks—Verification of stability

Part 13:
Rough-terrain trucks with mast

1 Scope

This part of ISO 22915 specifies the tests for verifying the stability of rough-terrain counterbalanced trucks with mast, equipped with fork arms or with load handling attachments with a rated load up to and including 10 000 kg. It is not applicable to those trucks designed for handling freight containers.

2 Normative references

The following referenced documents are indispensable for the application of this document. For dated references, only the edition cited applies. For undated references, the latest edition of the referenced document (including any amendments) applies.

ISO 5053, *Powered industrial trucks — Terminology*

ISO 22915-1, *Industrial trucks — Verification of stability — Part 1: General*

3 Terms and definitions

For the purpose of this document the terms and definitions given in ISO 5053 and ISO 22915-1 apply.

4 Test conditions

4.1 General

See ISO 22915-1.

4.2 Position of truck on the tilt table

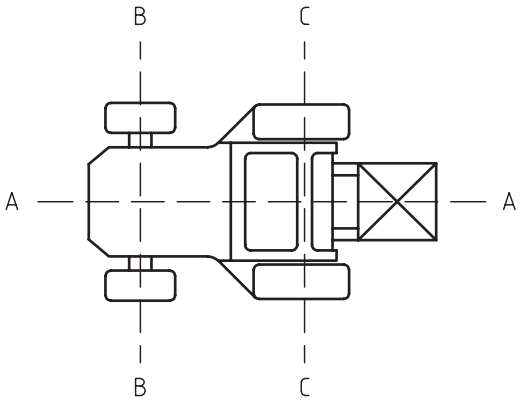
4.2.1 Load and drive/steer axles

The load and drive/steer axles are defined by Figure 1.

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Key

A–A longitudinal centre plane of the truck
B–B steer axle (can also be drive axle on 4-wheel-drive trucks)
C–C load axle (can also be steer axle on 4-wheel steer trucks)

Figure 1 — Load axle and drive/steer axle

4.2.2 Stabilizers/axle locking

Stabilizers or axle locking, if fitted, shall only be used for Tests 1 and 3.

4.2.3 Tests 1 and 2

The truck shall be positioned on the tilt table so that its load axle, C–C, is parallel to the tilt axis, X–Y, of the tilt table. See Table 1.

4.2.4 Tests 3, 4 and 5

The truck shall be positioned on the tilt table in a turning position with line M–N parallel to the tilt axis X–Y of the tilt table. See Table 1.

As shown in Table 1, the steered wheel nearest to the tilt axis shall be parallel to X–Y. Point M is defined as follows.

a) For trucks with an articulating steer axle, point M shall be the projection on the tilt table of the intersection of the longitudinal centre plane, A–A, of the truck with the axis of this axle (see Table 1).

b) For trucks with an articulating chassis, point M shall be the projection on the tilt table of the intersection of the longitudinal centre plane, J–J, of the rear chassis module and the axis of the rear axle when fully articulated (see Table 1).

c) For trucks with axle locking, point M shall be the centre point of the area of contact between the tilt table and the rear wheel nearest to the tilt axis, X–Y, of the tilt table (see Table 1).

As shown in Table 1, Point N is defined as the centre point of the area of contact between the tilt table surface and the load wheel (or the stabilizer pad, if fitted) nearest to the tilt axis, X–Y, of the tilt table.

4.3 Datum point positions

Test 1 shall be conducted with the horizontal position of the load datum point, E, unchanged when elevated from its lowered position as shown in Figure 2.

With the prescribed test load, set the mast vertical and then elevate to approximately 500 mm above the tilt table. With the shank of the front face of the fork arm set vertical, establish point E, as shown in Figure 2 a), on the fork arms or fork carrier having a fixed relationship to the centre of gravity of the test load. E shall be used to provide a reference datum point, F, on the tilt table. When the mast is elevated, a new point, F_1, on the tilt

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