



BSI Standards Publication

## Industrial trucks — Vocabulary

---

Part 1: Types of industrial trucks

## National foreword

This British Standard is the UK implementation of ISO 5053-1:2020. It supersedes BS ISO 5053-1:2015, which is withdrawn.

The UK participation in its preparation was entrusted to Technical Committee MHE/7, Industrial trucks.

A list of organizations represented on this committee can be obtained on request to its secretary.

This publication does not purport to include all the necessary provisions of a contract. Users are responsible for its correct application.

© The British Standards Institution 2020

Published by BSI Standards Limited 2020

ISBN 978 0 580 99871 3

ICS 53.060; 01.040.53

**Compliance with a British Standard cannot confer immunity from legal obligations.**

This British Standard was published under the authority of the Standards Policy and Strategy Committee on 30 June 2020.

### Amendments/corrigenda issued since publication

| Date | Text affected |
|------|---------------|
|------|---------------|

---

---

---

**Industrial trucks — Vocabulary —**  
**Part 1:**  
**Types of industrial trucks**

**Chariots de manutention —**  
**Vocabulaire —**  
**Partie 1:**  
**Types de chariots de manutention**





**COPYRIGHT PROTECTED DOCUMENT**

© ISO 2020

All rights reserved. Unless otherwise specified, or required in the context of its implementation, no part of this publication may be reproduced or utilized otherwise in any form or by any means, electronic or mechanical, including photocopying, or posting on the internet or an intranet, without prior written permission. Permission can be requested from either ISO at the address below or ISO's member body in the country of the requester.

ISO copyright office  
CP 401 • Ch. de Blandonnet 8  
CH-1214 Vernier, Geneva  
Phone: +41 22 749 01 11  
Fax: +41 22 749 09 47  
Email: [copyright@iso.org](mailto:copyright@iso.org)  
Website: [www.iso.org](http://www.iso.org)

Published in Switzerland

# Contents

Page

|                                                                                            |           |
|--------------------------------------------------------------------------------------------|-----------|
| <b>Foreword</b> .....                                                                      | <b>iv</b> |
| <b>1 Scope</b> .....                                                                       | <b>1</b>  |
| <b>2 Normative references</b> .....                                                        | <b>1</b>  |
| <b>3 Terms and definitions</b> .....                                                       | <b>1</b>  |
| <b>Annex A (informative) List of equivalent terms in German, Chinese and Italian</b> ..... | <b>25</b> |
| <b>Annex B (informative) Classification</b> .....                                          | <b>35</b> |
| <b>Bibliography</b> .....                                                                  | <b>71</b> |

## 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.

The procedures used to develop this document and those intended for its further maintenance are described in the ISO/IEC Directives, Part 1. In particular, the different approval criteria needed for the different types of ISO documents should be noted. This document was drafted in accordance with the editorial rules of the ISO/IEC Directives, Part 2 (see [www.iso.org/directives](http://www.iso.org/directives)).

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. Details of any patent rights identified during the development of the document will be in the Introduction and/or on the ISO list of patent declarations received (see [www.iso.org/patents](http://www.iso.org/patents)).

Any trade name used in this document is information given for the convenience of users and does not constitute an endorsement.

For an explanation of the voluntary nature of standards, the meaning of ISO specific terms and expressions related to conformity assessment, as well as information about ISO's adherence to the World Trade Organization (WTO) principles in the Technical Barriers to Trade (TBT), see [www.iso.org/iso/foreword.html](http://www.iso.org/iso/foreword.html).

This document was prepared by Technical Committee ISO/TC 110, *Industrial trucks*, Subcommittee SC 1, *General terminology*.

This third edition cancels and replaces the second edition (ISO 5053-1:2015), which has been editorially revised.

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

- added additional names for some truck types;
- new layout.

A list of all parts in the ISO 5053 series can be found on the ISO website.

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](http://www.iso.org/members.html).

**NOTE** In addition to terms used in English and French, two of the three official ISO languages, this International Standard gives the equivalent terms in German, Chinese and Italian in [Annex A](#). These are published under the responsibility of the member bodies for Germany (DIN), China (SAC) and Italy (UNI). However, only the terms and definitions given in the official languages can be considered as ISO terms and definitions.

# Industrial trucks — Vocabulary —

## Part 1: Types of industrial trucks

### 1 Scope

This document establishes the vocabulary of industrial trucks.

For the purposes of this document, industrial trucks are wheeled vehicles having at least three wheels with a powered or non-powered driving mechanism — except those running on rails — which are designed either to carry, tow, push, lift, stack or tier in racks any kind of load, and which are controlled either by an operator or by driverless automation.

### 2 Normative references

There are no normative references in this document.

### 3 Terms and definitions

ISO and IEC maintain terminological databases for use in standardization at the following addresses:

- ISO Online browsing platform: available at <https://www.iso.org/obp>
- IEC Electropedia: available at <http://www.electropedia.org/>

**NOTE** Due to the variance of the individual truck types and the ongoing development of new combinations, it is not possible to illustrate all the different variations of industrial truck types. Therefore, this document defines, shows and/or describes the typical variances.

#### 3.1

##### **towing tractor**

truck travelling on the ground, fitted with coupling means and specially designed to tow vehicles travelling on the ground

Note 1 to entry: See [Figure 1](#).

Note 2 to entry: For equivalent terms in German, Chinese and Italian, see [A.1](#).

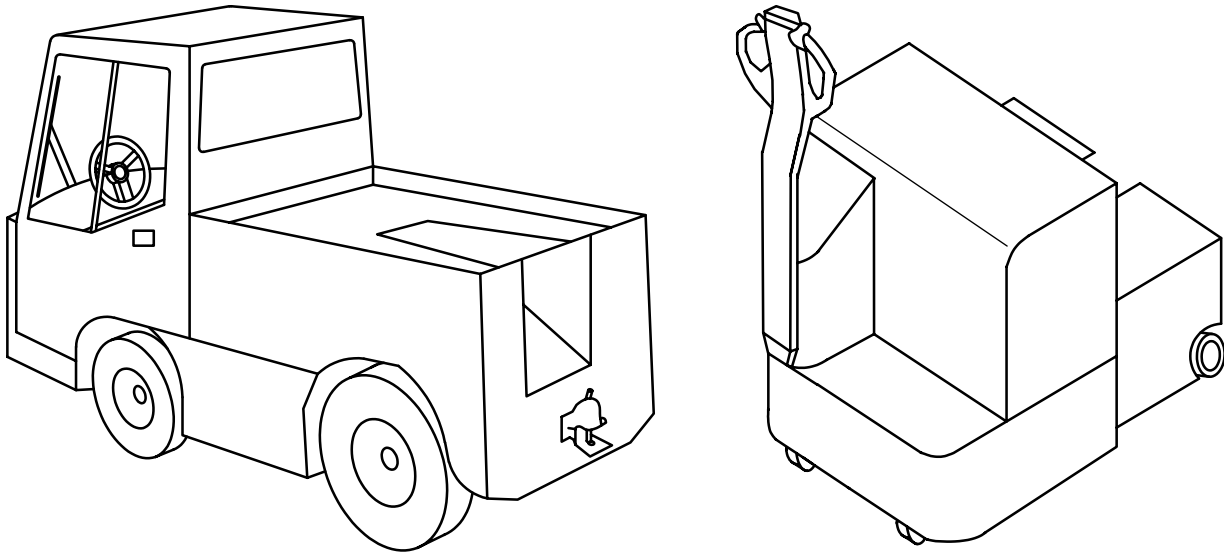


Figure 1 — Towing tractor

### 3.2

#### **pushing tractor**

tractor fitted at the front-end with a buffer plate and which can push vehicles travelling on the ground or on railway tracks

Note 1 to entry: See [Figure 2](#).

Note 2 to entry: For equivalent terms in German, Chinese and Italian, see [A.2](#).

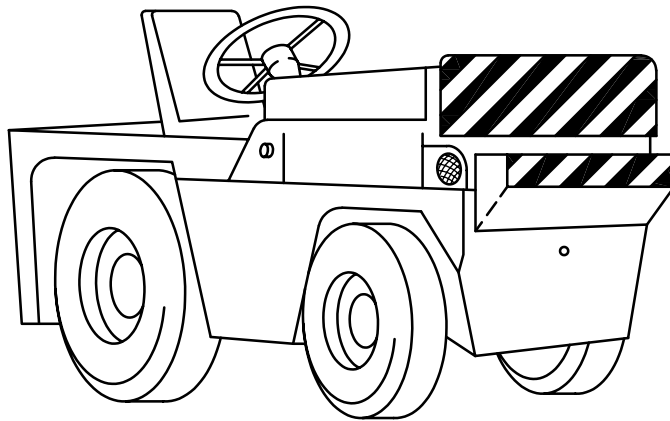


Figure 2 — Pushing tractor

### 3.3

#### **counterbalance lift truck**

stacking lift truck fitted with fork arms (or with the fork arms replaced by another device) on which the load, either palletized or not, is put in a cantilever position in relation to the front wheels and balanced by the mass of the truck

Note 1 to entry: See [Figure 3](#).

Note 2 to entry: For equivalent terms in German, Chinese and Italian, see [A.3](#).

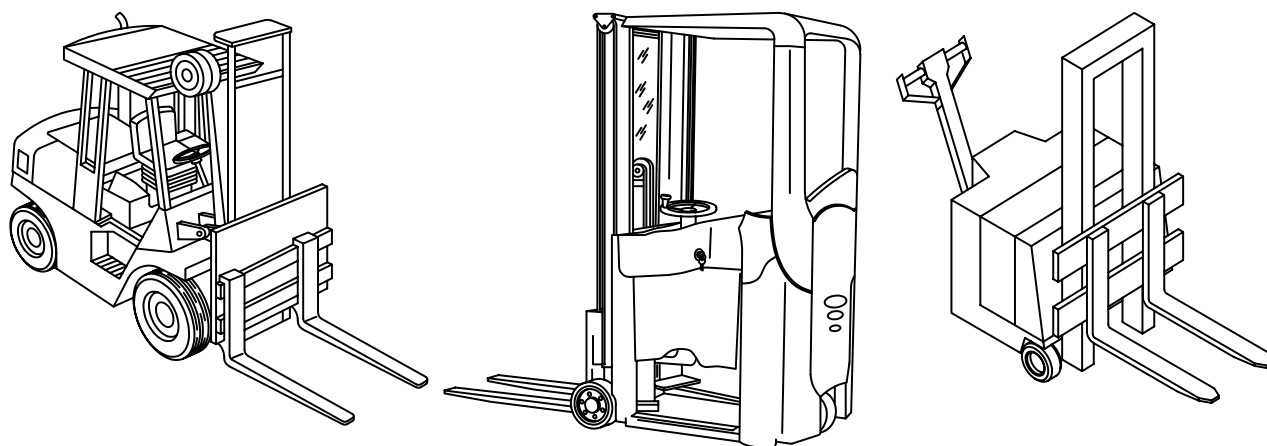


**Figure 3 — Counterbalance lift truck**

### 3.4

#### **reach truck [with retractable mast] [with fork arm carriage]**

stacking lift truck with outriggers where the load can be repositioned by moving the [retractable mast] [fork arm carriage]

Note 1 to entry: See [Figure 4](#).

Note 2 to entry: For equivalent terms in German, Chinese and Italian, see [A.4](#).

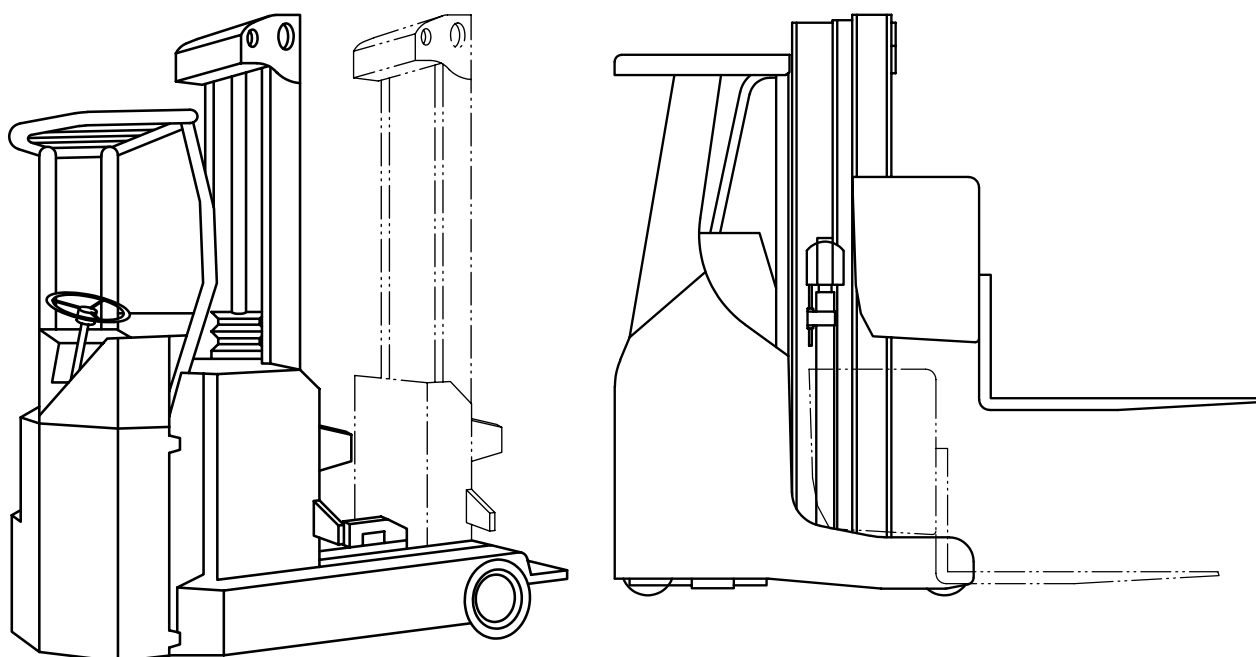


**Figure 4 — Reach truck**

### 3.5

#### **platform truck**

stacking lift truck with a load platform extending over the frame structure

Note 1 to entry: See [Figure 5](#).

Note 2 to entry: For equivalent terms in German, Chinese and Italian, see [A.5](#).

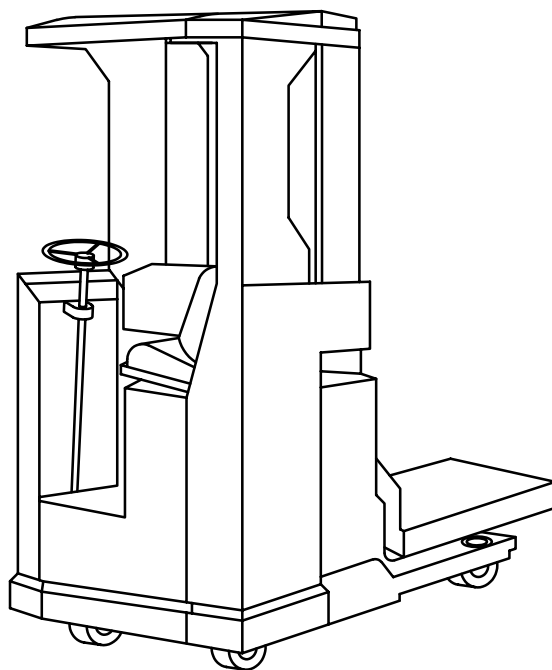


Figure 5 — Platform truck

### 3.6 side-loading truck

<one side only> lift truck with mast structure or fork arm carriage which can be extended and retracted between the axles and perpendicular to the longitudinal axis of the truck, allowing it to pick up and raise a load in a counterbalanced position in relation to one side of the truck and stack or unstack alongside the truck

Note 1 to entry: See [Figure 6](#).

Note 2 to entry: For equivalent terms in German, Chinese and Italian, see [A.6](#).

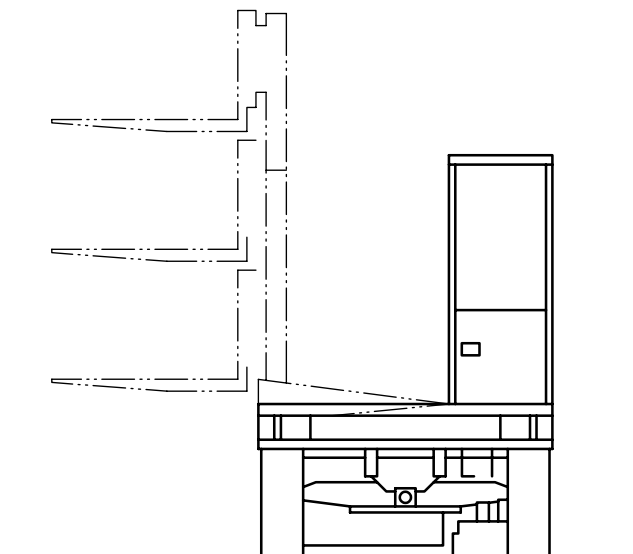


Figure 6 — Side-loading truck

**3.7****rough-terrain truck**

wheeled counterbalanced truck, intended primarily for operation on unimproved natural terrain and on the disturbed terrain of, for example, construction sites

Note 1 to entry: See [Figure 7](#).

Note 2 to entry: For equivalent terms in German, Chinese and Italian, see [A.7](#).

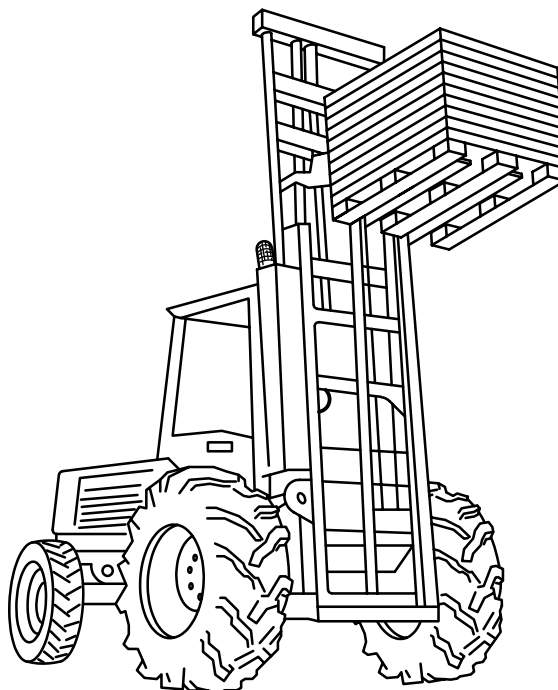


**Figure 7 — Rough-terrain truck**

**3.8****lateral-stacking truck**

<both sides> high-lift stacking truck capable of stacking and retrieving loads on both sides of the direction of travel

Note 1 to entry: See [Figure 8](#).

Note 2 to entry: For equivalent terms in German, Chinese and Italian, see [A.8](#).

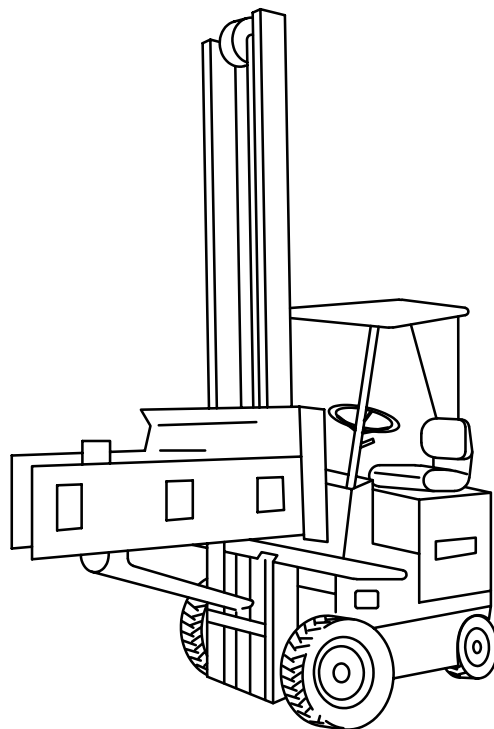


**Figure 8 — Lateral-stacking truck**

**3.9**  
**lateral- and front-stacking truck**  
turret truck  
<three sides> high-lift stacking truck capable of stacking and retrieving loads ahead and on either or both sides

Note 1 to entry: See [Figure 9](#).

Note 2 to entry: For equivalent terms in German, Chinese and Italian, see [A.9](#).

Note 3 to entry: Lateral-stacking trucks used in very narrow aisles (VNA) are guided mechanically on rails or guided inductively on a reference wire.

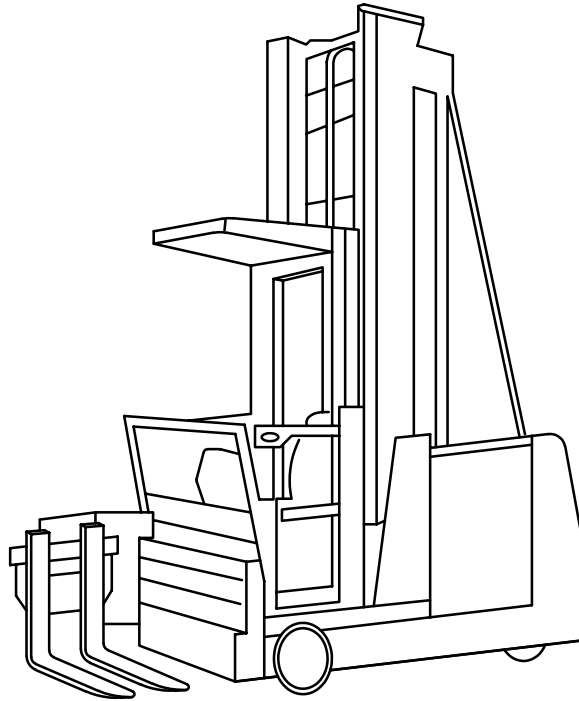


**Figure 9 — Lateral- and front-stacking truck**

### 3.10 order-picking truck

lift truck fitted with an operator's platform which can be raised with the platform or fork arms, allowing the operator to load or unload goods from racking to the load-carrying attachment

Note 1 to entry: See [Figure 10](#).

Note 2 to entry: For equivalent terms in German, Chinese and Italian, see [A.10](#).

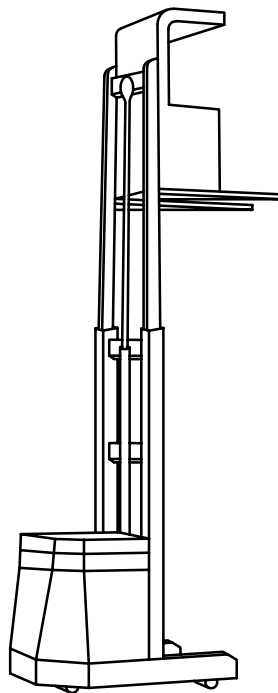


**Figure 10 — Order-picking truck**

### 3.11

#### **straddle truck**

stacking lift truck with outriggers, fitted with fork arms which are located between the outriggers and where the load centre of gravity is always within the stability polygon

Note 1 to entry: See [Figure 11](#).

Note 2 to entry: For equivalent terms in German, Chinese and Italian, see [A.11](#).

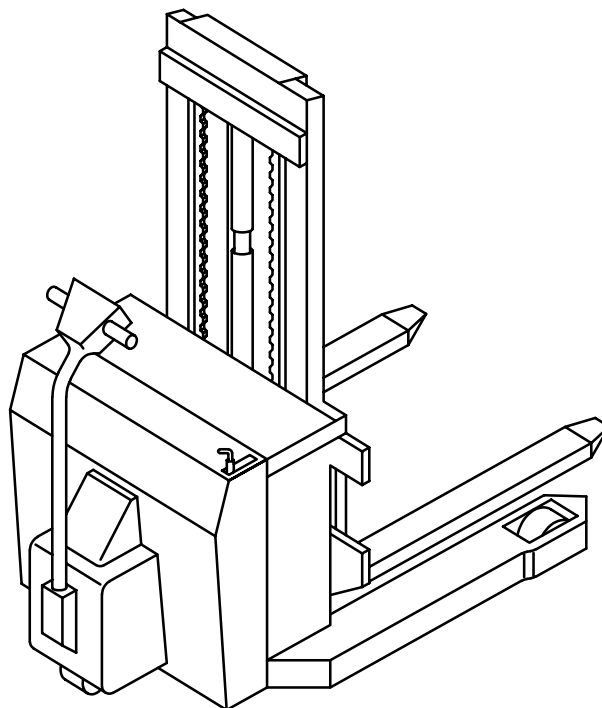


**Figure 11 — Straddle truck**

### 3.12

#### **pallet-stacking truck**

stacking lift truck where the forks extend over the frame structure

Note 1 to entry: See [Figure 12](#).

Note 2 to entry: For equivalent terms in German, Chinese and Italian, see [A.12](#).

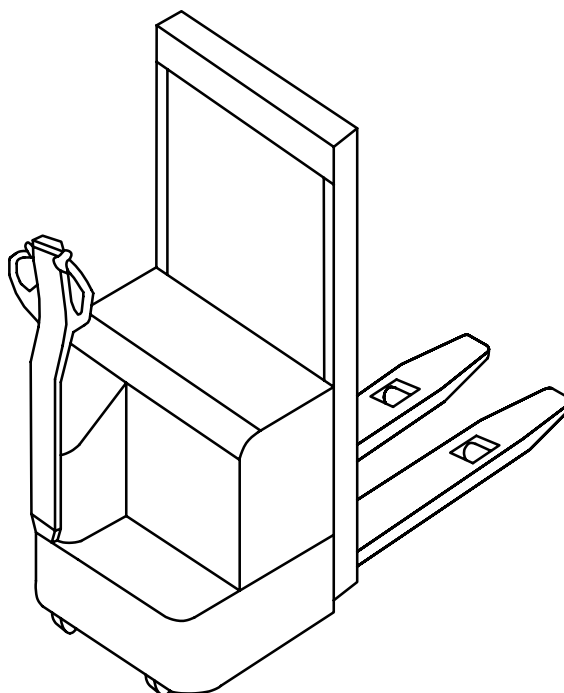


Figure 12 — Pallet-stacking truck

### 3.13

#### **pallet truck**

pedestrian-controlled or rider-controlled non-stacking lift truck fitted with forks

Note 1 to entry: See [Figure 13](#).

Note 2 to entry: For equivalent terms in German, Chinese and Italian, see [A.13](#).

Note 3 to entry: Trucks with a lift height up to 1 m for ergonomic picking of goods are pallet trucks.

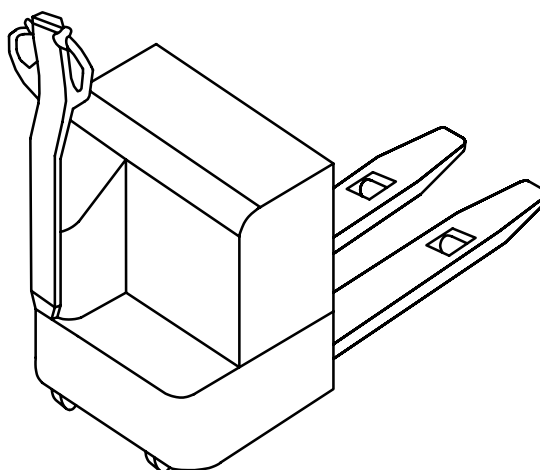


Figure 13 — Pallet truck

### 3.14

#### **platform and stillage truck**

pedestrian-controlled or rider-controlled non-stacking lift truck fitted with a load-carrying platform or structure

Note 1 to entry: See [Figure 14](#).

Note 2 to entry: For equivalent terms in German, Chinese and Italian, see [A.14](#).

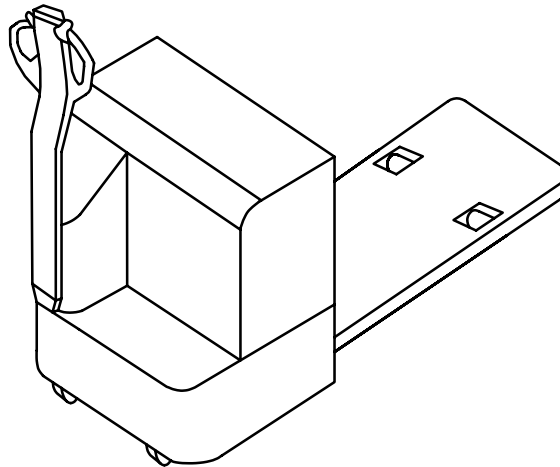


Figure 14 — Platform and stillage truck

### 3.15

#### **end-controlled pallet truck**

rider-controlled truck, non-stacking fitted with forks, with the operator located at the end opposite the load end of the truck and facing at a right angle to the path of travel

Note 1 to entry: See [Figure 15](#).

Note 2 to entry: For equivalent terms in German, Chinese and Italian, see [A.15](#).

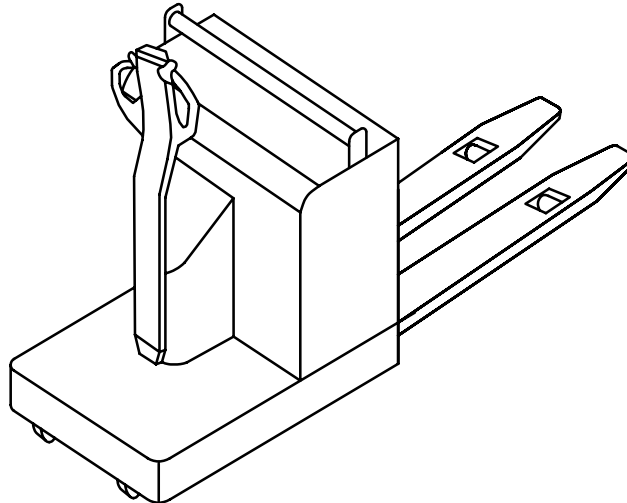


Figure 15 — End-controlled pallet truck

### 3.16

#### **centre-controlled order-picking truck pallet truck**

rider-controlled, non-stacking lift truck fitted with forks

Note 1 to entry: See [Figure 16](#).

Note 2 to entry: For equivalent terms in German, Chinese and Italian, see [A.16](#).

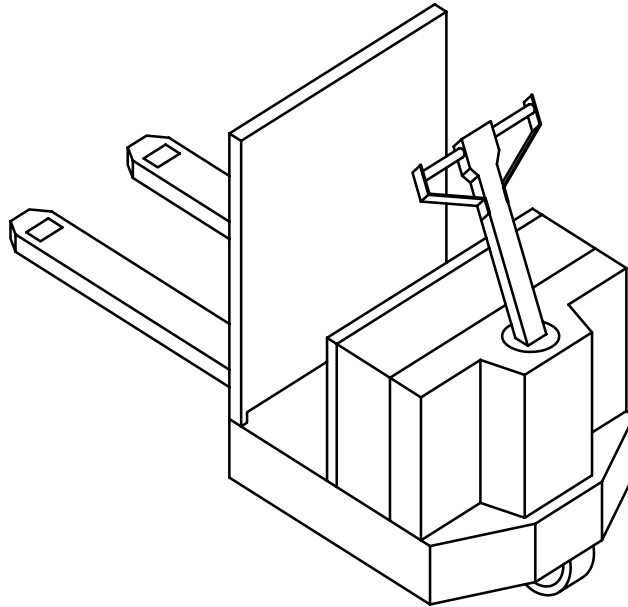


**Figure 16 — Centre-controlled order-picking truck**

### 3.17 **double-stacker**

stacking industrial truck where the forks extend over the liftable support arms, designed for transport and loading of two loads positioned on top of each other, whereby the loads are lifted and lowered independently, one on the support arms and the other on the forks

Note 1 to entry: See [Figure 17](#).

Note 2 to entry: For equivalent terms in German, Chinese and Italian, see [A.17](#).

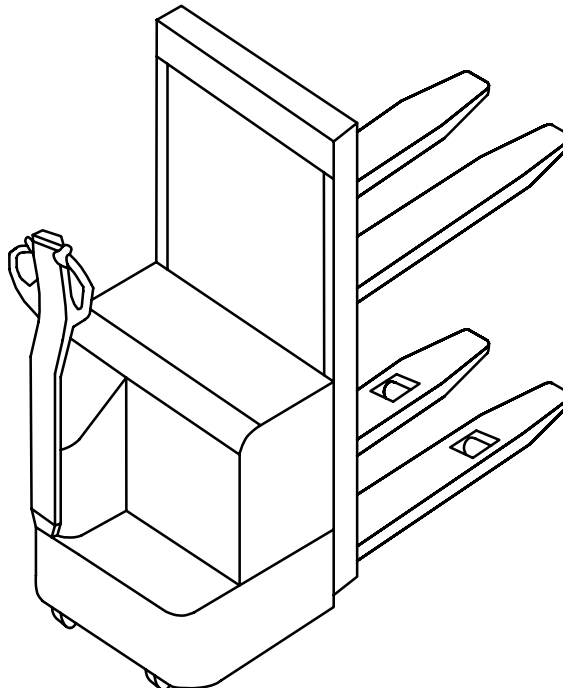


**Figure 17 — Double-stacker**

### 3.18

#### **non-stacking low-lift straddle carrier**

lift truck where the frame and lift unit straddle the load to raise and move it

Note 1 to entry: See [Figure 18](#).

Note 2 to entry: For equivalent terms in German, Chinese and Italian, see [A.18](#).

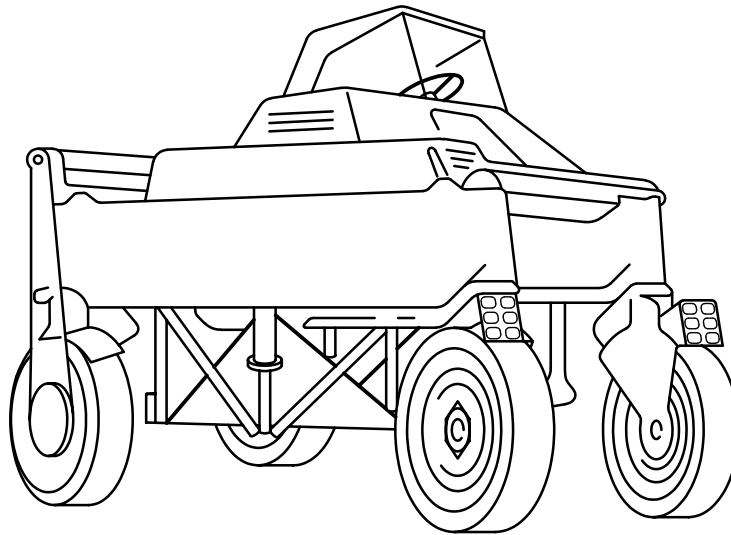


**Figure 18 — Non-stacking low-lift straddle carrier**

### 3.19

#### **stacking high-lift straddle carrier**

lift truck where the frame and lift unit straddle the load to raise, move and stack it

Note 1 to entry: See [Figure 19](#).

Note 2 to entry: For equivalent terms in German, Chinese and Italian, see [A.19](#).

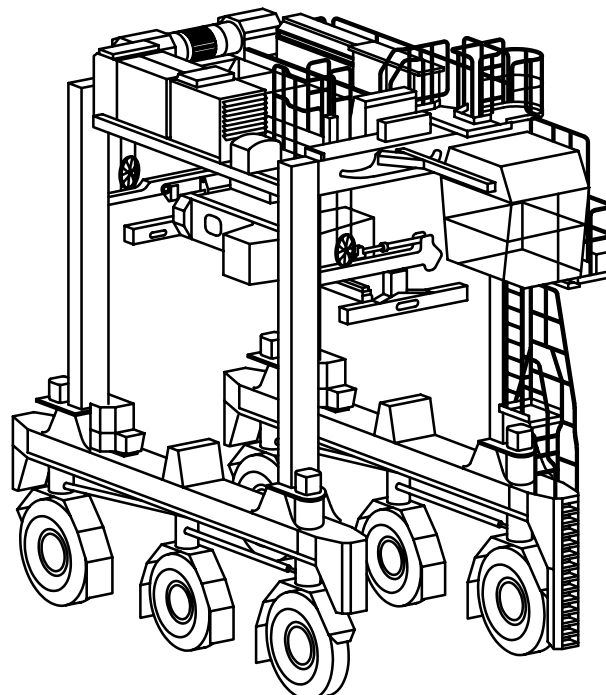


**Figure 19 — Stacking high-lift straddle carrier**

**3.20****variable-reach truck**

telescopic handler

tele-handler

lift truck fitted with one or more articulated arms, telescopic or not, non-slewing or having a slewing movement of not more than 5° either side of the longitudinal axis of the truck used for stacking loads

Note 1 to entry: See [Figure 20](#).

Note 2 to entry: For equivalent terms in German, Chinese and Italian, see [A.20](#).

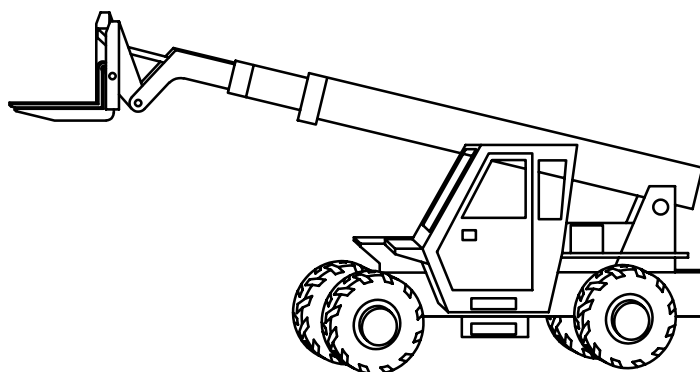


**Figure 20 — Variable-reach truck**

**3.21****rough-terrain variable-reach truck**

telescopic handler

tele-handler

variable-reach truck intended primarily for operation on unimproved natural terrain and on the disturbed terrain of, for example, construction sites

Note 1 to entry: See [Figure 21](#).

Note 2 to entry: For equivalent terms in German, Chinese and Italian, see [A.21](#).

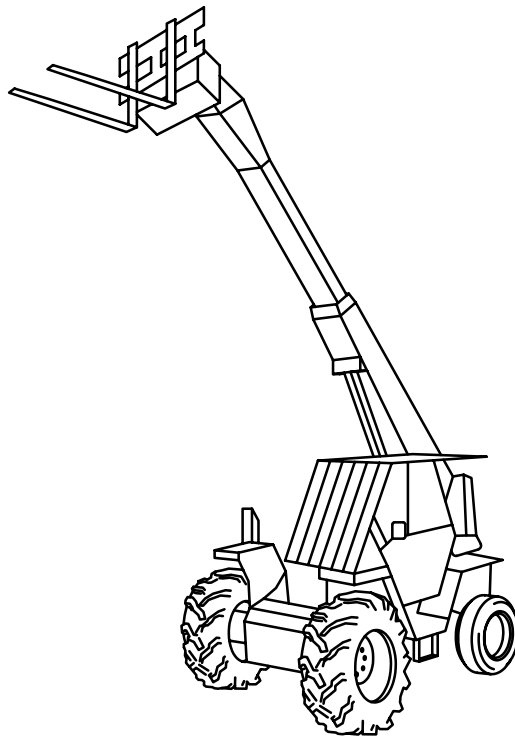


Figure 21 — Rough-terrain variable-reach truck

### 3.22

#### **slewing rough-terrain variable-reach truck**

rotating telescopic handler

rotating tele-handler

rough-terrain variable-reach truck with an upper structure which can rotate around a vertical axis of the chassis in a circular motion greater than  $5^\circ$  either side of the longitudinal axis of the truck

Note 1 to entry: See [Figure 22](#).

Note 2 to entry: For equivalent terms in German, Chinese and Italian, see [A.22](#).

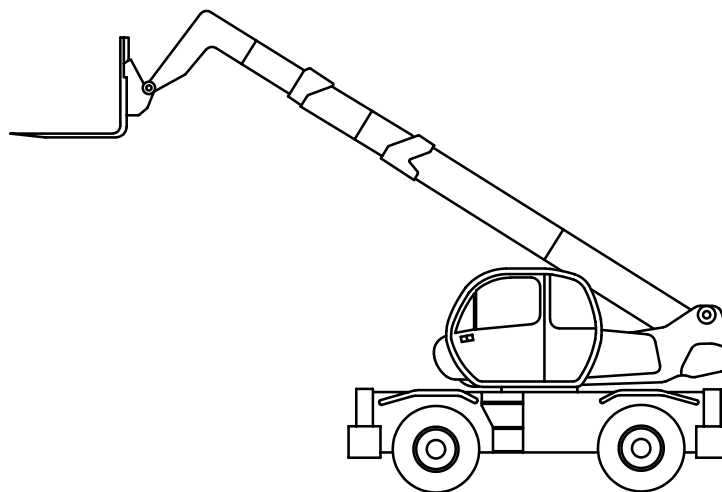
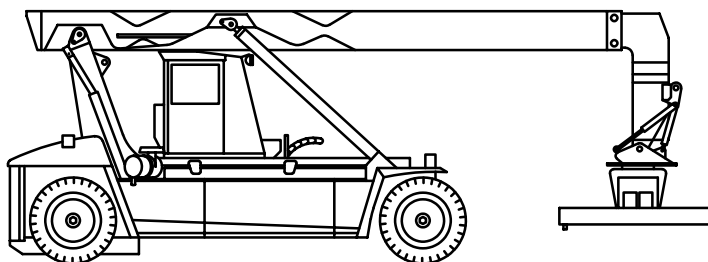


Figure 22 — Slewing rough-terrain variable-reach truck

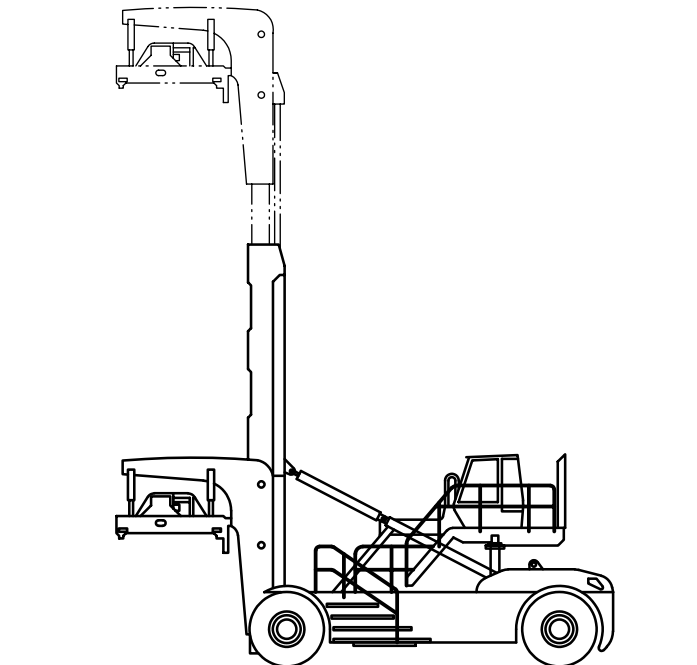
**3.23****variable-reach container handler**

reach stacker

lift truck fitted with one or more articulated arms, telescopic or not, non-slewing used for stacking containers (empty or laden)

Note 1 to entry: See [Figure 23](#).Note 2 to entry: For equivalent terms in German, Chinese and Italian, see [A.23](#).**Figure 23 — Variable-reach container handler****3.24****counterbalance container handler**

lift truck fitted with a spreader used for stacking containers (empty or laden)

Note 1 to entry: See [Figure 24](#).Note 2 to entry: For equivalent terms in German, Chinese and Italian, see [A.24](#).**Figure 24 — Counterbalance container handler****3.25****burden and personnel carrier**

mobile power-driven truck which is not self-loading, used for transporting material and/or personnel on indoor and outdoor improved surfaces, but not for use on public highways

Note 1 to entry: See [Figure 25](#).

Note 2 to entry: For equivalent terms in German, Chinese and Italian, see [A.25](#).

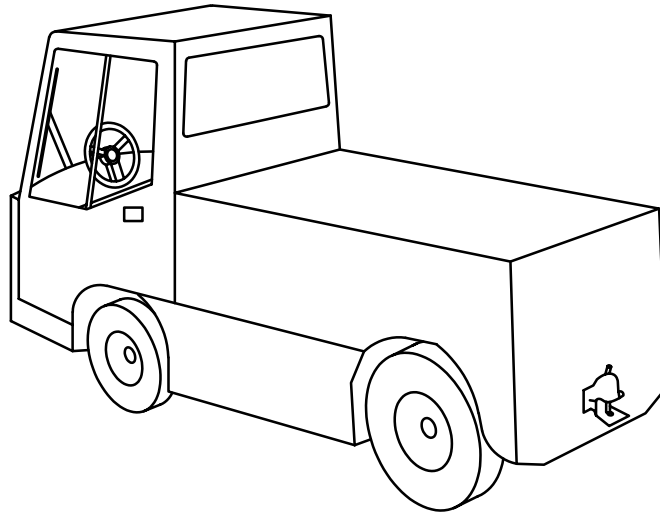


**Figure 25 — Burden and personnel carrier**

### 3.26

#### **lorry-[truck-] [trailer-] mounted truck**

wheeled, operator-controlled truck with a powered driving mechanism, designed either to carry, stack or tier in racks any kind of load, and capable of self-loading to, and self-unloading from, a carrier vehicle using its load-lifting means

Note 1 to entry: See [Figure 26](#).

Note 2 to entry: For equivalent terms in German, Chinese and Italian, see [A.26](#).

Note 3 to entry: Build variations include retractable fork arm carriage, retractable mast, and telescopic variable-reach arm.

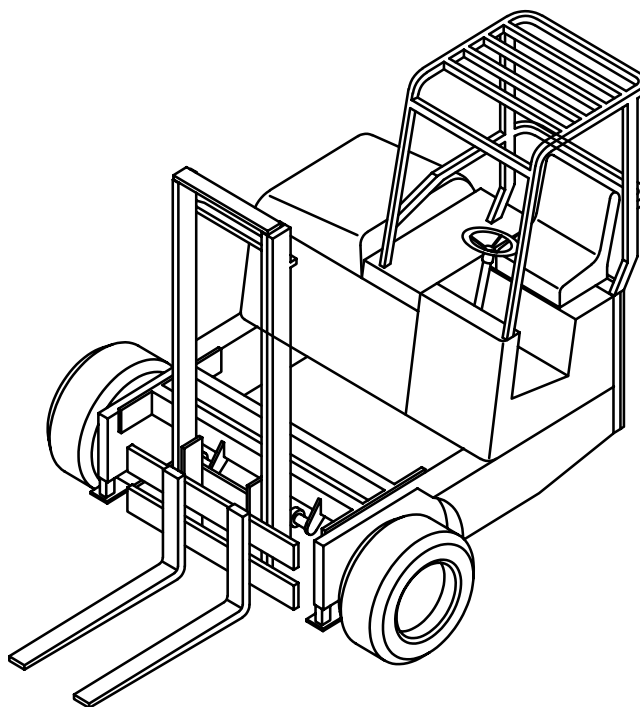


**Figure 26 — Lorry-mounted truck**

**3.27****pedestrian-propelled stacker truck**

masted stacking truck without tilt, with outriggers, equipped with fork arms that are located between the outriggers and designed to be manually pushed, pulled, and steered on a smooth, level, hard surface by a pedestrian operator

Note 1 to entry: See [Figure 27](#).

Note 2 to entry: For equivalent terms in German, Chinese and Italian, see [A.27](#).

Note 3 to entry: The load can be raised by either manual means or battery power.

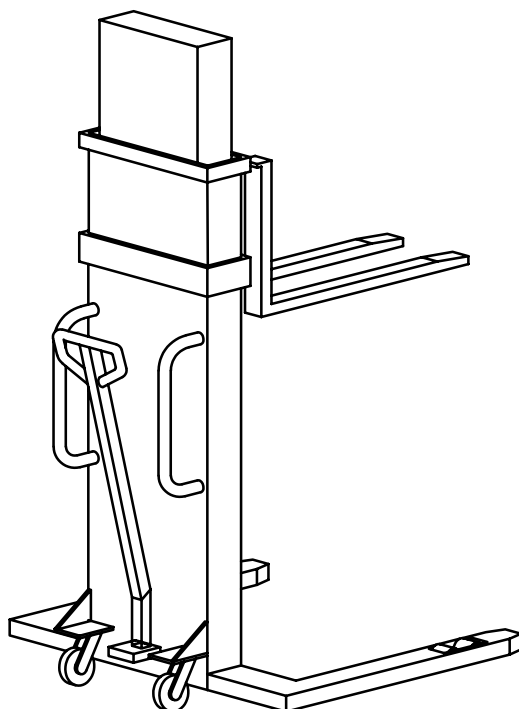


**Figure 27 — Pedestrian-propelled stacker truck**

**3.28****pedestrian-propelled pallet stacker**

stacking truck with outriggers, equipped with fork arms extended over the outriggers and designed to be manually pushed, pulled, and steered on a smooth, level, hard surface by a pedestrian operator

Note 1 to entry: See [Figure 28](#).

Note 2 to entry: For equivalent terms in German, Chinese and Italian, see [A.28](#).

Note 3 to entry: The load can be raised by either manual means or battery power.

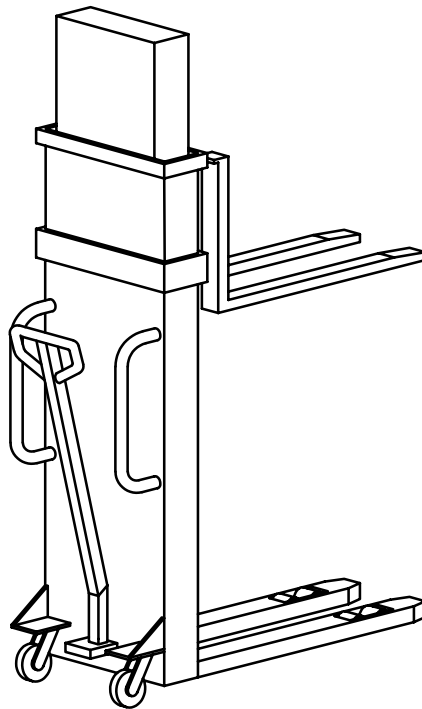


Figure 28 — Pedestrian-propelled pallet stacker

### 3.29

#### **pedestrian-propelled pallet truck**

truck with wheels supporting the lifting fork arms for handling pallets, designed to be manually pushed, pulled, and steered, on a smooth, level, hard surface by a pedestrian operator using an articulated tiller, and designed to raise a load by pumping the tiller to a height sufficient for transporting

Note 1 to entry: See [Figure 29](#).

Note 2 to entry: For equivalent terms in German, Chinese and Italian, see [A.29](#).

Note 3 to entry: The load can be raised by either manual means or battery power.

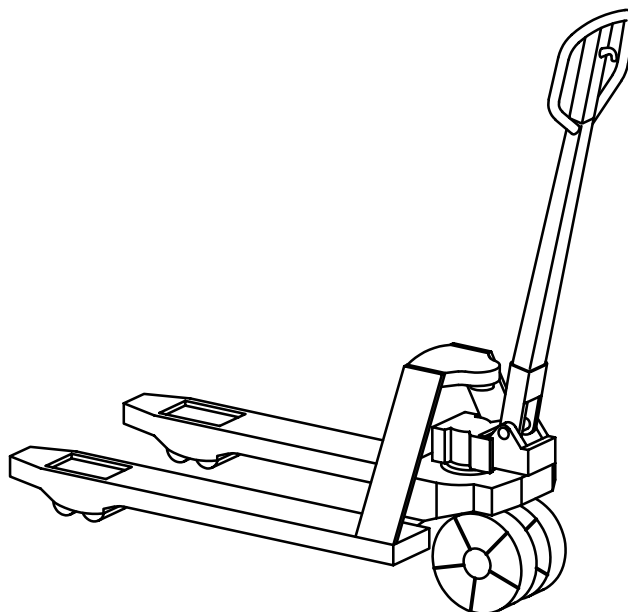


Figure 29 — Pedestrian-propelled pallet truck

**3.30****pedestrian-propelled industrial scissor-lift pallet truck**

truck without a mast, with three or more wheels and with two fork arms or a platform, with a scissor lifting mechanism, a wheel base that varies with the lift height and lateral stabilizers, operating on a smooth, level, hard surface and designed to be manually pushed, pulled, and steered by a pedestrian operator using an articulated tiller

Note 1 to entry: See [Figure 30](#).

Note 2 to entry: For equivalent terms in German, Chinese and Italian, see [A.30](#).

Note 3 to entry: The load can be raised by either manual means or battery power.

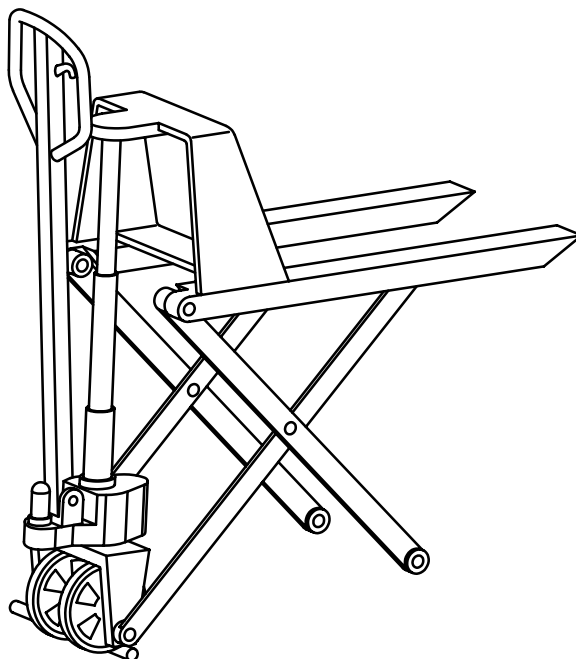


**Figure 30 — Pedestrian-propelled industrial scissor-lift pallet truck**

**3.31****towing and stacking tractor**

truck which combines towing of trailers and stacking or moving goods

Note 1 to entry: See [Figure 31](#).

Note 2 to entry: For equivalent terms in German, Chinese and Italian, see [A.31](#).

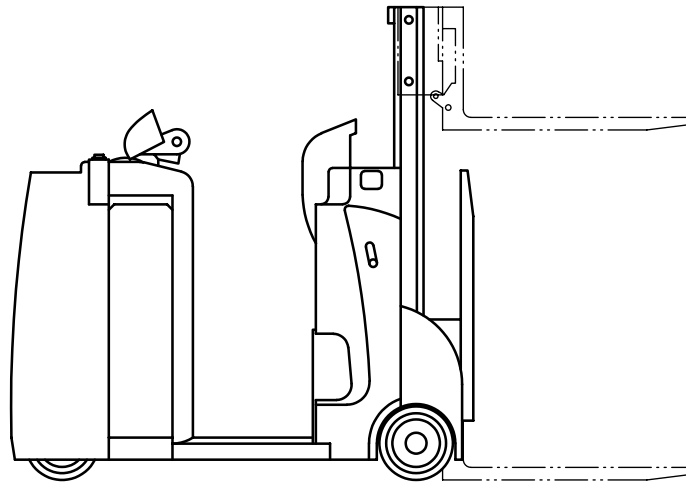


Figure 31 — Towing and stacking tractor

### 3.32 driverless truck

powered truck including any trailers, designed to travel automatically in which the safety of operation does not depend on an operator

Note 1 to entry: See [Figure 32](#).

Note 2 to entry: For equivalent terms in German, Chinese and Italian, see [A.32](#).

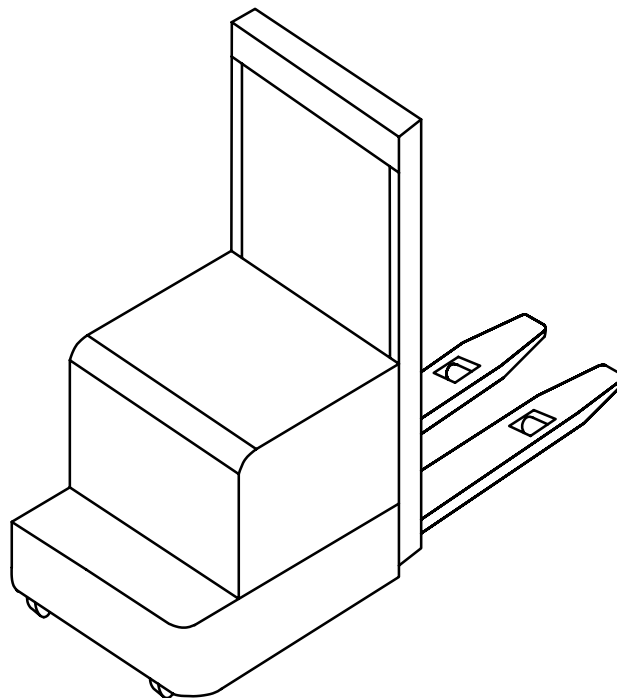


Figure 32 — Driverless truck

### 3.33 multi-directional lift truck

truck which can travel and turn in forward, backward, left, and right directions with load handling and stacking functions

Note 1 to entry: See [Figure 33](#).

Note 2 to entry: For equivalent terms in German, Chinese and Italian, see [A.33](#).

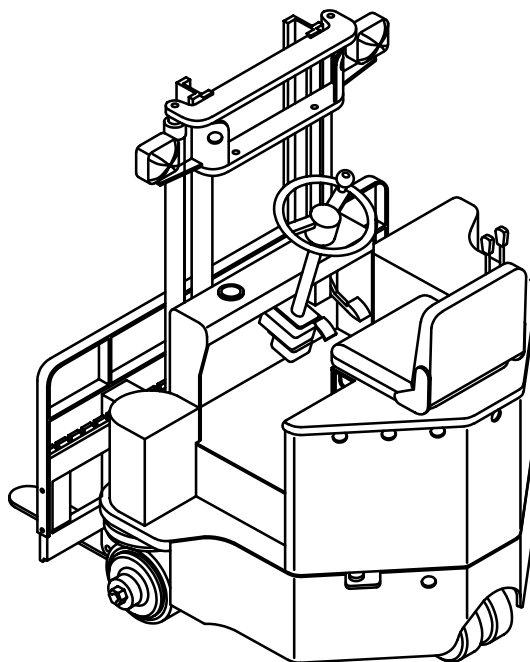


Figure 33 — Multi-directional lift truck

### 3.34

#### **articulated counterbalance lift truck**

stacking lift truck, either pedestrian-controlled or ride-on-controlled, fitted with fork arms (or other device), on which the load, palletized or not, is put into a cantilever position in relation to the front wheels; and where the front wheels, load and mast are rotated to substantially 90° in relation to the rear of the truck, thus allowing operation in narrow aisles while maintaining the general purpose ability of a counterbalance lift truck ([3.3](#))

Note 1 to entry: See [Figure 34](#).

Note 2 to entry: For equivalent terms in German, Chinese and Italian, see [A.34](#).

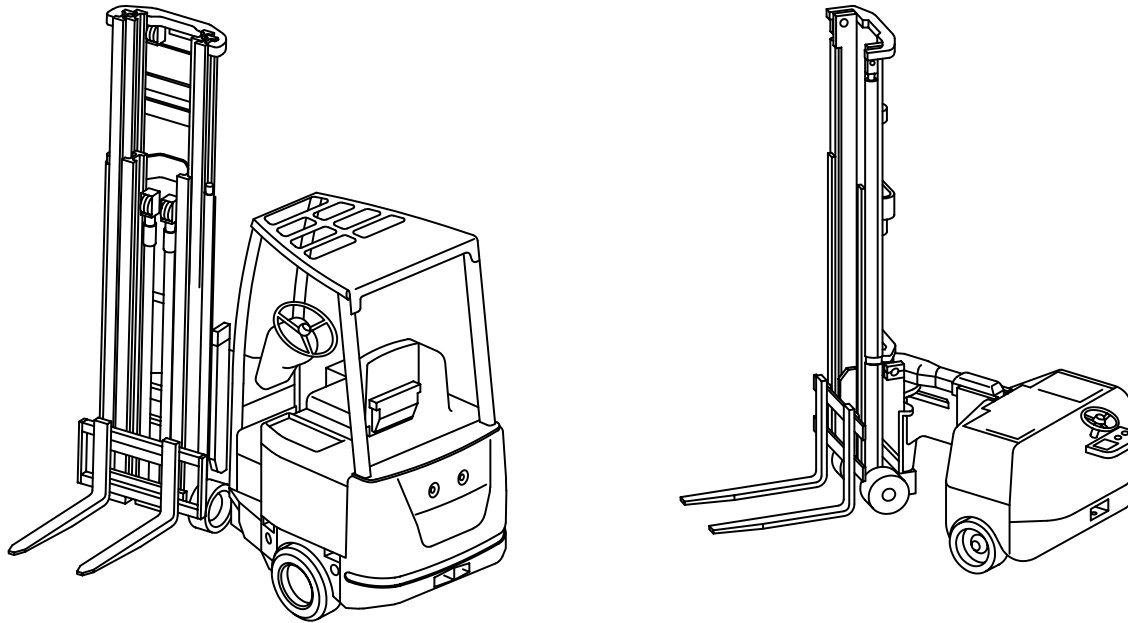


Figure 34 — Articulated counterbalance lift trucks

**3.35  
hybrid truck**

truck that uses two or more power sources meant to move the truck

Note 1 to entry: For equivalent terms in German, Chinese and Italian, see [A.35](#).

**3.36  
uni-directional travel**

movement in either direction on a path parallel with the longitudinal axis

Note 1 to entry: For equivalent terms in German, Chinese and Italian, see [A.36](#).

**3.37  
bi-directional travel**

movement in either direction on a path parallel with the longitudinal axis or perpendicular to this axis

Note 1 to entry: For equivalent terms in German, Chinese and Italian, see [A.37](#).

**3.38  
multi-directional travel**

movement in any direction relative to longitudinal axis

Note 1 to entry: For equivalent terms in German, Chinese and Italian, see [A.38](#).

**3.39  
guided travel**

movement on a path defined by external means

Note 1 to entry: For equivalent terms in German, Chinese and Italian, see [A.39](#).

**3.40  
dual-purpose travel**

movement in any direction and optional guided travel

Note 1 to entry: For equivalent terms in German, Chinese and Italian, see [A.40](#).

# Sommaire

Page

|                                                                                                  |           |
|--------------------------------------------------------------------------------------------------|-----------|
| <b>Avant-propos</b> .....                                                                        | <b>iv</b> |
| <b>1     Domaine d'application</b> .....                                                         | <b>1</b>  |
| <b>2     Références normatives</b> .....                                                         | <b>1</b>  |
| <b>3     Termes et définitions</b> .....                                                         | <b>1</b>  |
| <b>Annexe A (informative) Liste des termes équivalents en allemand, chinois et italien</b> ..... | <b>25</b> |
| <b>Annexe B (informative) Classification</b> .....                                               | <b>35</b> |
| <b>Bibliographie</b> .....                                                                       | <b>71</b> |

## Avant-propos

L'ISO (Organisation internationale de normalisation) est une fédération mondiale d'organismes nationaux de normalisation (comités membres de l'ISO). L'élaboration des Normes internationales est en général confiée aux comités techniques de l'ISO. Chaque comité membre intéressé par une étude a le droit de faire partie du comité technique créé à cet effet. Les organisations internationales, gouvernementales et non gouvernementales, en liaison avec l'ISO participent également aux travaux. L'ISO collabore étroitement avec la Commission électrotechnique internationale (IEC) en ce qui concerne la normalisation électrotechnique.

Les procédures utilisées pour élaborer le présent document et celles destinées à sa mise à jour sont décrites dans les Directives ISO/IEC, Partie 1. Il convient, en particulier de prendre note des différents critères d'approbation requis pour les différents types de documents ISO. Le présent document a été rédigé conformément aux règles de rédaction données dans les Directives ISO/IEC, Partie 2 (voir [www.iso.org/directives](http://www.iso.org/directives)).

L'attention est attirée sur le fait que certains des éléments du présent document peuvent faire l'objet de droits de propriété intellectuelle ou de droits analogues. L'ISO ne saurait être tenue pour responsable de ne pas avoir identifié de tels droits de propriété et averti de leur existence. Les détails concernant les références aux droits de propriété intellectuelle ou autres droits analogues identifiés lors de l'élaboration du document sont indiqués dans l'Introduction et/ou dans la liste des déclarations de brevets reçues par l'ISO (voir [www.iso.org/brevets](http://www.iso.org/brevets)).

Les appellations commerciales éventuellement mentionnées dans le présent document sont données pour information, par souci de commodité, à l'intention des utilisateurs et ne sauraient constituer un engagement.

Pour une explication de la nature volontaire des normes, la signification des termes et expressions spécifiques de l'ISO liés à l'évaluation de la conformité, ou pour toute information au sujet de l'adhésion de l'ISO aux principes de l'Organisation mondiale du commerce (OMC) concernant les obstacles techniques au commerce (OTC), voir le lien suivant: [www.iso.org/iso/fr/avant-propos.html](http://www.iso.org/iso/fr/avant-propos.html).

Le présent document a été élaboré par le Comité Technique l'ISO/TC 110, *Chariots de manutention*, Sous-comité SC 1, *Terminologie générale*.

Cette troisième édition annule et remplace la deuxième édition (ISO ISO 5053-1:2015), qui a fait l'objet d'une révision technique.

Les principales modifications par rapport à l'édition précédente sont les suivantes:

- ajout de noms supplémentaires pour certains types de chariots;
- nouvelle présentation.

Une liste de toutes les parties de la série ISO 5053 se trouve sur le site Web de l'ISO.

Il convient que tout retour d'information ou questions sur le présent document soit adressé à l'organisme national de normalisation de l'utilisateur. Une liste complète de ces organismes peut être consultée à l'adresse [www.iso.org/members.html](http://www.iso.org/members.html).

**NOTE** En complément des termes utilisés en anglais et en français, deux des trois langues officielles de l'ISO, la présente Norme internationale donne les termes équivalents en allemand, chinois et italien dans l'[Annexe A](#). Ceux-ci sont publiés sous la responsabilité des comités membres de l'Allemagne (DIN), de la Chine (SAC) et de l'Italie (UNI). Toutefois, seuls les termes et les définitions donnés dans les langues officielles peuvent être considérés comme des termes et définitions ISO.

# Chariots de manutention — Vocabulaire —

## Partie 1: Types de chariots de manutention

### 1 Domaine d'application

Le présent document établit le vocabulaire des chariots de manutention.

Pour les besoins du présent document, les chariots de manutention sont des véhicules à roues ayant au moins trois roues avec un mécanisme d'entraînement motorisé ou non — excepté ceux fonctionnant sur des rails — qui sont conçus soit pour porter, tirer, pousser, lever, empiler ou disposer dans les rayons tout type de charge et qui sont commandés soit par un opérateur, soit par un automate sans conducteur.

### 2 Références normatives

Le présent document ne contient aucune référence normative.

### 3 Termes et définitions

L'ISO et l'IEC tiennent à jour des bases de données terminologiques destinées à être utilisées en normalisation, consultables aux adresses suivantes:

- ISO Online browsing platform: disponible à l'adresse <https://www.iso.org/obp>
- IEC Electropedia: disponible à l'adresse <http://www.electropedia.org/>

**NOTE** En raison des différences entre les types de chariots particuliers et du développement actuel de nouvelles combinaisons, il n'est pas possible d'illustrer toutes les variantes de types de chariots de manutention. Par conséquent, le présent document définit, illustre et/ou décrit les variantes types.

#### 3.1

##### **tracteur**

chariot roulant au sol, muni d'un système d'attelage et conçu spécialement pour tirer des véhicules roulant au sol

Note 1 à l'article: Voir la [Figure 1](#).

Note 2 à l'article: Pour les termes équivalents en allemand, chinois et italien, voir [A.1](#).