BS ISO 6292:2020

BSI Standards Publication

Powered industrial trucks and tractors — Brake performance and component strength

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National foreword

This British Standard is the UK implementation of ISO 6292:2020. It supersedes BS ISO 6292:2008, which is withdrawn.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.

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Foreword

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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).

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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.

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