

INTERNATIONAL STANDARD

**ISO
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Counterbalanced trucks handling freight containers of 6 m (20 ft) length and above — Additional stability tests

*Chariots élévateurs travaillant en porte-à-faux manutentionnant des
conteneurs pour le transport de marchandises de longueur égale ou
supérieure à 6 m (20 ft) — Essais de stabilité supplémentaires*



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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.

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.

International Standard ISO 10525 was prepared by Technical Committee ISO/TC 110, *Industrial trucks*, Subcommittee SC 2, *Safety of powered industrial trucks*.

Counterbalanced trucks handling freight containers of 6 m (20 ft) length and above — Additional stability tests

1 Scope

This International Standard specifies additional tests to verify the stability of counterbalanced lift trucks when handling freight containers of 6 m (20 ft) length and above.

This International Standard specifies tests in addition to those specified in ISO 1074.

The stability tests contained in this International Standard ensure that counterbalanced trucks handling freight containers have satisfactory stability when reasonably and appropriately used under the following conditions.

- a) The truck (travelling with the freight container at normal travelling height and stacking) is operating under conditions where the wind speed is up to 12,2 m/s (Beaufort Scale Force 6).
- b) Alternative ratings for use in higher wind speeds shall be developed by use of higher values for wind speed, v , in equations (1) and (2) in 3.5.3.
- c) The truck is travelling forward with the freight container leading, elevated so that the base is not higher than 1 m above the point of maximum depression of the seat cushion under the operator and the mast is fully tilted back.

NOTE — The elevated load permits an operator to see underneath the freight container.

Stability tests to cover conditions stated in a) or b) are applicable to all trucks.

Stability tests to cover conditions stated in c) are only applicable to a truck which will operate with a partially elevated container.

This International Standard does not apply to trucks when

- 1) handling suspended loads which may swing freely,
- 2) handling a container which has a mobile centre of gravity (see ISO 3874).

2 Normative references

The following standards contain provisions, which, through reference in this text, constitute provisions of this International Standard. At the time of publication, the editions indicated were valid. All standards are subject to revision, and parties to agreements based on this International Standard are encouraged to investigate the possibility of applying the most recent editions of the standards listed below. Members of IEC and ISO maintain registers of currently valid International Standards.