TC 110

INTERNATIONAL STANDARD 5767

INTERNATIONAL ORGANIZATION FOR STANDARDIZATION•МЕЖДУНАРОДНАЯ ОРГАНИЗАЦИЯ ПО СТАНДАРТИЗАЦИИ•ORGANISATION INTERNATIONALE DE NORMALISATION

Industrial trucks operating in special condition of stacking with mast tilted forward — Stability tests

Chariots travaillant dans des conditions spéciales, avec mât incliné en avant — Essais de stabilité

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FOREWORD

ISO (the International Organization for Standardization) is a worldwide federation of national standards institutes (ISO member bodies). The work of developing International Standards is carried out through ISO technical committees. Every member body interested in a subject for which a technical committee has been set up 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.

Draft International Standards adopted by the technical committees are circulated to the member bodies for approval before their acceptance as International Standards by the ISO Council.

International Standard ISO 5767 was developed by Technical Committee ISO/TC 110, *Industrial trucks*, and was circulated to the member bodies in July 1977.

It has been approved by the member bodies of the following countries :

Australia	Germany	Romania
Austria	India	South Africa, Rep. of
Belgium	Italy	Spain
Bulgaria	Japan	Sweden
Chile	Korea, Rep. of	Switzerland
Czechoslovakia	Mexico	United Kingdom
Denmark	Netherlands	U.S.A.
Finland	New Zealand	U.S.S.R.
France	Poland	Yugoslavia

No member body expressed disapproval of the document.

Printed in Switzerland

Industrial trucks operating in special condition of stacking with mast tilted forward — Stability tests

1 SCOPE

This International Standard specifies special tests for the verification of stability of trucks stacking with the mast tilted forward.

2 FIELD OF APPLICATION

This International Standard applies to the following trucks operating in the special applications where increased stability is required to permit stacking with the mast tilted forward.

a) Counterbalanced fork lift trucks with tilting masts, up to and including 10 000 kg (20 000 lb) manufacturer's rated capacity.

b) Reach (retractable mast or forks) and straddle fork lift trucks with tilting masts, up to and including 5 000 kg (10 000 lb) manufacturer's rated capacity.

c) Pallet stackers and high lift platform trucks, with tilting masts, up to and including 5 000 kg (10 000 lb) manufacturer's rated capacity.

3 REFERENCES

ISO 1074, *Counterbalanced lift trucks — Stability — Basic tests.*

ISO 3184, *Reach and straddle fork lift trucks — Stability tests.*

ISO 5766, *Pallet stackers and high lift platform trucks — Stability tests.*

4 CONDITIONS OF VALIDITY

4.1 The tests specified in this International Standard are intended to verify that the truck type under consideration has satisfactory stability under the special applications where increased stability is required for trucks stacking with the mast tilted forward.

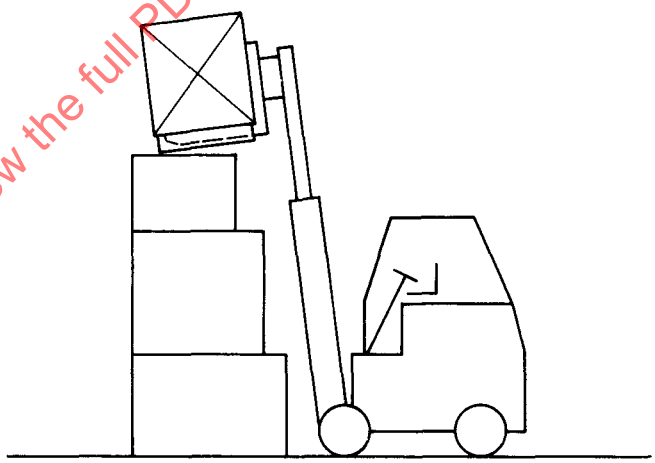
The tests specified are in addition to the stability tests applicable to the respective types of truck under normal operating conditions.

4.2 The special capacity, as determined by this test, and the angle of forward tilt shall be indicated on the truck capacity plate.

5 STABILITY TESTS

5.1 General

For the specific purpose of rating a fork truck intended for stacking (depositing or withdrawing the load) on level ground with the mast tilted forward and the load in elevated position (see figure), the following special test shall apply.



FIGURE

5.2 Conditions for carrying out the test

5.2.1 *Position of truck on test platform*

Counterbalanced fork lift trucks shall be positioned and located on the test platform as for test No. 1 of ISO 1074.

Reach and straddle fork lift trucks, pedestrian and rider controlled, shall be positioned and located on the test platform as for test No. 1 of ISO 3184.

Pallet stackers and high lift platform trucks, pedestrian and rider controlled, shall be positioned and located on the test platform as for test No. 1 of ISO 5766.

5.2.2 *Test load*

The test load shall be such that it simulates an unrestrained homogeneous cube, whose side is equal to twice the load centre distance D, and the mass of which is that which the truck is able to carry under the special conditions of the test.