
**Industrial trucks — Inspection and
repair of fork arms in service on fork-
lift trucks**

*Chariots de manutention — Contrôle et réparation des bras de
fourche en service sur les chariots élévateurs à fourche*



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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.

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).

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).

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.

This document was prepared by Technical Committee ISO/TC 110, *Industrial trucks*, Subcommittee SC 2, *Safety of industrial trucks*.

This second edition cancels and replaces the first edition (ISO 5057:1993), which has been technically revised.

The main changes are as follows:

- additional inspection requirements;
- testing requirements aligned with ISO 2330;
- informative guidance on maximum inspection intervals.

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.

Industrial trucks — Inspection and repair of fork arms in service on fork-lift trucks

1 Scope

This document specifies methods for inspection and repair of solid-section fork arms in use on all types of fork-lift trucks.

2 Normative references

The following documents are referred to in the text in such a way that some or all of their content constitutes requirements 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 2330, *Fork-lift trucks — Fork arms — Technical characteristics and testing*

ISO 2331, *Fork lift trucks — Hook-on type fork arms — Vocabulary*

3 Terms and definitions

For the purposes of this document, the terms and definitions given in ISO 2331 and the following apply.

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

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

3.1

competent person

person who has acquired, through training, qualification, experience or a combination of these, the knowledge and skill enabling that person to correctly perform the required tasks

4 Inspection intervals

Fork arms in service shall be inspected in accordance with [Clause 5](#) at intervals of not more than 12 months and whenever any defect or permanent deformation is detected. The maximum interval between inspections shall be decreased due to intensity of use, or the use environment, as determined by the competent person.

The competent person is empowered and required to determine a re-inspection interval.

NOTE Guidance on the maximum inspection interval dependent on use is given in [Annex A](#). It does not enforce reduced intervals.

5 Inspection

5.1 General

The inspection of a fork arm shall be carried out by a competent person with the aim of detecting any damage, failure, impending failure or deformation, etc. Any fork arm which shows such a defect, which may impair safe use, shall be withdrawn from service, and not be returned to service unless it has been satisfactorily repaired and tested in accordance with [6.2](#) if applicable.