

---

---

**Industrial trucks — Verification of  
stability —**

Part 5:  
**Single-side-loading trucks**

*Chariots de manutention — Vérification de la stabilité —  
Partie 5: Chariots à chargement latéral*



This document is a preview generated by EMS



**COPYRIGHT PROTECTED DOCUMENT**

© ISO 2014

All rights reserved. Unless otherwise specified, 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  
Case postale 56 • CH-1211 Geneva 20  
Tel. + 41 22 749 01 11  
Fax + 41 22 749 09 47  
E-mail [copyright@iso.org](mailto:copyright@iso.org)  
Web [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>4 Test conditions</b> .....                   | <b>1</b>  |
| 4.1 General.....                                 | 1         |
| 4.2 Position of the truck on the tilt table..... | 1         |
| 4.3 Position of the load datum point.....        | 2         |
| <b>5 Verification of stability</b> .....         | <b>4</b>  |
| <b>6 Marking</b> .....                           | <b>9</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 on the meaning of ISO specific terms and expressions related to conformity assessment, as well as information about ISO's adherence to the WTO principles in the Technical Barriers to Trade (TBT) see the following URL: Foreword - Supplementary information

The committee responsible for this document is ISO/TC 110, *Industrial trucks*, Subcommittee SC 2, *Safety of powered industrial trucks*.

This first edition cancels and replaces the first edition (ISO 13563-1:2001), of which it constitutes a minor revision.

ISO 22915 consists of the following parts, under the general title *Industrial trucks — Verification of stability*:

- *Part 1: General*
- *Part 2: Counterbalanced trucks with mast*
- *Part 3: Reach and straddle trucks*
- *Part 4: Pallet stackers, double stackers and order-picking trucks with operator position elevating up to and including 1 200 mm lift height*
- *Part 5: Single-side-loading trucks*
- *Part 7: Bidirectional and multidirectional trucks*
- *Part 8: Additional stability test for trucks operating in the special condition of stacking with mast tilted forward and load elevated*
- *Part 9: Counterbalanced trucks with mast handling freight containers of 6 m (20 ft) length and longer*
- *Part 10: Additional stability test for trucks operating in the special condition of stacking with load laterally displaced by powered devices*
- *Part 11: Industrial variable-reach trucks*
- *Part 12: Industrial variable-reach trucks handling freight containers of 6 m (20 ft) length and longer*
- *Part 13: Rough-terrain trucks with mast*

- *Part 14: Rough-terrain variable-reach trucks*
- *Part 15: Counterbalanced trucks with articulated steering*
- *Part 16: Pedestrian-propelled trucks*
- *Part 20: Additional stability test for trucks operating in the special condition of offset load, offset by utilization*
- *Part 21: Order-picking trucks with operator position elevating above 1 200 mm*
- *Part 22: Lateral- and front- stacking trucks with and without elevating operator position*

The following parts are under preparation:

- *Part 24: Slewing variable-reach trucks*

Industrial and RTT lorry-mounted trucks are to form the subject of a future part 23.



# Industrial trucks — Verification of stability —

## Part 5: Single-side-loading trucks

### 1 Scope

This part of ISO 22915 specifies the tests to verify the stability of single-side-loading trucks with tiltable or non-tiltable mast or fork arms. It is applicable to trucks fitted with fork arms and/or attachments.

### 2 Normative references

The following documents, in whole or in part, are normatively referenced in this document and are indispensable for its application. For dated references, only the edition cited applies. For undated references, the latest edition of the referenced document (including any amendments) applies.

ISO 3691-1, *Industrial trucks — Safety requirements and verification — Part 1: Self-propelled industrial trucks, other than driverless trucks, variable-reach trucks and burden-carrier trucks*

ISO 22915-1, *Industrial trucks — Verification of stability — Part 1: General*

ISO 5053, *Powered industrial trucks — Terminology*

### 3 Terms and definitions

For the purpose of this document, the terms and definitions given in ISO 5053 and ISO 22915-1 and the following apply.

#### 3.1

##### **normal operating conditions when travelling**

travelling with the mast or fork arms tilted backwards if capable and the load retracted and in the lowered (travelling) position or resting on the load carrying deck

### 4 Test conditions

#### 4.1 General

See ISO 22915-1.

#### 4.2 Position of the truck on the tilt table

The indication of the articulating steer axle is the centre line of the axle. The allocation of the indication is defined in [Figure 1](#).