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**NATIONAL STANDARD OF THE  
PEOPLE'S REPUBLIC OF CHINA**

**GB/T 26561-2011**

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**Counterbalanced trucks handling freight containers of 6m  
length and above -- Additional stability tests**  
**(English Translation)**

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### Foreword

This standard is identical with ISO 10525:1997 "Handling 6m and above the length of the cargo container forklift trucks Additional stability Test "(in English).

This standard is equivalent to translate ISO 10525:1997.

For ease of use, this standard made the following editorial changes.

- a) "this International Standard" be replaced by "this standard";
- b) Remove the preface international standards;
- c) on the ISO 10525:1997 international standard referenced, there is tantamount to the adoption of a standard for the use of the standard in place of the corresponding country International standards, has not been adopted as the standard of a direct reference to international standards.

The standard proposed by China Machinery Industry Federation.

This standard by the National Standardization Technical Committee Vehicle (SAC/TC332) centralized.

This standard was drafted. Anhui Heli Co., Ltd., Beijing Materials Handling Design and Research Institute.

### 1 Scope

This standard specifies the additional test verification and handling more than 6m length cargo container counterbalanced forklift stability.

This standard specifies the additional tests listed content 5141 GB/T outside.

Stability tests specified in this standard ensures that handling freight containers counterbalanced forklift rational and appropriate use under the following conditions Having sufficient stability.

Under a) does not exceed the truck in wind speed 12.2m/s (Beaufort grade 6) conditions jobs (running at a predetermined height with freight collection Packing and stacking operation);

b) wind speed exceeds 12.2m/s when the wind shall formula (1) in 3.5.3, and (2) substituting the value to calculate wind speed  $v$ ;

c) the truck forward run, pre-shipping containers and play rise to its maximum compression point higher than the bottom surface of the driver's seat and not on the distance at 1m, mast fully backward.

**Note:** The load lifting, the driver should be able to see the front of the cargo container below.

Meet the above a) or b stability test) are applicable to all conditions of the truck.

Comply with the above stability test c), the condition applies only to part of the runtime container needed lift truck.

This standard does not apply to the truck under the following conditions of use.

--- Handling can swing freely suspended loads;

--- There Container Handling (see GB/T 17382) can move the center of gravity.

## 2 Normative references

The following documents contain provisions which, through reference in this standard and become the standard terms. For dated references, subsequent Amendments (not including errata content) or revisions do not apply to this standard, however, encourage the parties to the agreement are based on research Whether the latest versions of these documents. For undated reference documents, the latest versions apply to this standard.

GB/T 5141 counterbalanced forklift stability test (GB/T 5141-2005, ISO 1074:1991, IDT)  
GB/T 17382 Series 1 freight container handling and bolted (GB/T 17382-2008, ISO 3874:1997, IDT) ISO 1496-2 Series 1 freight containers - Specification and testing - Part 2. Thermal containers ISO 3691-1 industrial vehicles - Safety requirements and verification - Part 1. In addition to unmanned vehicles and the outer telescopic for Trucks Self-propelled industrial vehicles

## 3 Test requirements

Stability of the truck should be used to verify the following method to verify, either method is acceptable verification program.

### **3.1.1 Tilt platform**

You should be able to use one side of the tilt test platform.

Will be placed on the initial test truck is horizontal platform, and then press each location given in Table 3 were tested sequentially. For fork each vehicle position, the platform shall be tilted slowly and smoothly to the slope as defined in Table 3.