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

GB/T 26949.14-2016

**Industrial trucks -- Verification of stability -- Part 14:
Rough-terrain variable-reach trucks**

工业车辆 稳定性验证

(English Translation)

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1 Scope

This part of GB/T 26949 provides for the verification of the stability of off-road telescopic forklift trucks with forks, with or without load handling attachments.

Sexual test method.

This section does not apply to vehicles designed to carry freight containers, lift personnel or suspended cargo.

2 Normative references

The following documents are indispensable for the application of this document. For dated references, only dated versions apply to this article.

Pieces. For undated references, the latest edition (including all amendments) applies to this document.

ISO 22915-1 Industrial vehicle stability verification Part 1. General
(Industrialtrucks-Verificationofstability-
Part 1.General)

3 Terms and definitions

The terms and definitions defined in ISO 22915-1 apply to this document.

4.1 General

See ISO 22915-1.

4.2.1 Load bridge and steering axle

Figure 1 defines the load bridge and steering axle of the vehicle.

Description.

AA---the longitudinal center plane of the vehicle;

BB --- steering axle;

CC --- load bridge.

Note: The load bridge of a 4-wheel steering vehicle is also a steering axle.

Figure 1 Load bridge and steering bridge

4.2.2 Test 1 and Test 2

The vehicle should be placed on a tilting platform with its load-bearing bridge CC parallel to the tilting axis XY of the tilting platform, see Table 1.

4.2.3 Test 3, Test 4 and Test 5

The vehicle should be placed on the inclined platform in a turned state such that the MN line is parallel to the tilt axis XY of the tilting platform, see Table 1.

For vehicles with articulated steering axles, the wheels on the steering axle near the XY side of the tilt axis should be parallel to XY, see Table 1.

The definition of point M is as follows.

a) For vehicles with articulated steering axles. point M is the intersection of the longitudinal center plane AA of the vehicle and the axis of the steering axle.

The projection on the stage, see Table 1;

b) For vehicles with articulated frame. point M is the longitudinal center plane JJ and rear axle of the rear frame when the vehicle is turned to the extreme position

The projection of the intersection of the axes on the inclined platform, see Table 1;

c) For vehicles with axle locking devices. point M is the contact surface of the rear wheel closest to the tilt axis XY on the inclined platform

Center point, see Table 1.

As shown in Table 1, point N is defined as the contact of the load wheel (or stabilizer, if fitted) closest to the tilt axis XY on the inclined platform.

The center point.

4.3 Test load

When conducting tests 1 and 3, the boom with the test load should be in a lifting and extending group that is most detrimental to vehicle stability.

In the state, the fork is parallel to the inclined platform, and this state remains unchanged during the test.

The center of mass of the test load (according to ISO 22915-1) shall be located in the longitudinal center plane of the vehicle, using the lateral slope correction device

Except for this case, it is test 3.

See Table 1.

4.4 lifting height

Carry out the simulation running test, that is, when the test 2 and the test 4, the fork is fully inclined backward, and the measurement is started from the root of the fork, and the upper surface of the fork should be lie in.

--- For vehicles with a rated lifting capacity of not more than 10t, it should be higher than the inclined platform 300mm;

--- For vehicles with a rated lifting capacity greater than 10t, it should be 500mm higher than the inclined platform.

When conducting test 5, the boom should be at the maximum angle and in the maximum or minimum overhang condition, and the fork should be horizontal.

See Table 1.

4.5 Lateral test procedure

For vehicles with operator-selectable stabilizers and/or axle locks, Test 1 and Test 3 shall be in the stabilizer/

The axle locking device is in working and non-operating state.

For vehicles with operator-selectable stabilizers or frame leveling devices, the maximum lateral slope correction shall be

7% (4°). The correction of the lateral slope can only be carried out by means of an operator-operable stabilizer or a lateral leveling device.

For other tests, lateral slope correction should not be used.

5 stability verification

The stability of the vehicle should be verified according to Table 1.

6 mark

Additional lifting weight as determined by the stability test, including for vehicles with stabilizers and/or chassis levels (see 4.5),

Indicated in the load diagram (see Appendix A).

Appendix A (informative appendix)

Load curve example

See Figure A.1.

Non-angle value units are meters

Figure A.1 Example of load curve

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