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

GB/T 26949.24-2023

**Industrial trucks - Verification of stability - Part 24: Slewing
variable-reach rough-terrain trucks**

工业车辆 稳定性验证 第24部分：越野型回转伸缩臂式叉车
(English Translation)

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Foreword

This document complies with the provisions of GB/T 1.1-2020 "Standardization Work Guidelines Part 1: Structure and Drafting Rules of Standardization Documents" Drafting.

This document is Part 24 of GB/T 26949 "Industrial Vehicle Stability Verification". GB/T 26949 has released the following part.

---Part 1: General provisions;

---Part 2: Counterbalanced forklift;

---Part 3: Reach and insert-leg forklifts;

---Part 4: Pallet stackers, double-layer stackers and picking trucks with a lifting height of the operator's position not greater than 1200mm;

---Part 5: Side-mounted forklift (single side);

---Part 7: Two-way and multi-way operating forklifts 1);

---Part 8: Additional stability test for stacking operations under mast forward tilt and load lifting conditions;

---Part 9: Counterbalanced forklifts for handling freight containers with a length of 6m and above;

- Part 10: Additional stability test for stacking operations under sideways load conditions from the power unit;
- Part 11: Telescopic forklift;
- Part 12: Telescopic forklifts for handling freight containers with a length of 6m and above;
- Part 13: Off-road forklifts with mast;
- Part 14: Off-road telescopic forklift;
- Part 15: Counterbalanced forklifts with articulated steering;
- Part 16: Pedestrian vehicles;
- Part 17: Tractors, cargo and personnel carriers;
- Part 20: Additional stability tests for operations under load offset conditions;
- Part 21: Picking vehicles with operator position lifting height greater than 1200mm;
- Part 22: Three-way stacker forklift with or without lifting operator position;
- Part 24: Off-road slewing telescopic forklifts.

This document is equivalent to ISO 22915-24:2015 "Industrial Vehicle Stability Verification Part 24: Off-Road Slewing Telescopic Forklift".

Please note that some content in this document may be subject to patents. The publisher of this document assumes no responsibility for identifying patents.

Introduction

Stability is one of the important indicators for assessing the safety of industrial vehicles. Our country produces more than one million industrial vehicles of various types every year.

Therefore, it is very necessary to standardize the stability verification of various types of industrial vehicles. At the same time, all parts of ISO 22915 are adopted equally.

It is of great importance to the integrity of my country's industrial vehicle standard system, ensuring work safety, and realizing the integration of my country's industrial vehicle products with international standards.

meaning.

GB/T 26949 "Industrial Vehicle Stability Verification" aims to establish the stability and verification of industrial vehicles defined by ISO 5053-1 method. GB/T 26949 is intended to consist of the following parts.

- Part 1: General provisions;
- Part 2: Counterbalanced forklift;

- Part 3: Reach and insert-leg forklifts;
- Part 4: Pallet stackers, double-layer stackers and picking trucks with a lifting height of the operator's position not greater than 1200mm;
- Part 5: Side-mounted forklift (single side);
- Part 7: Bi-directional and multi-directional operation of forklifts;
- Part 8: Additional stability test for stacking operations under mast forward tilt and load lifting conditions;
- Part 9: Counterbalanced forklifts for handling freight containers with a length of 6m and above;
- Part 10: Additional stability test for stacking operations under sideways load conditions from the power unit;
- Part 11: Telescopic forklift;
- Part 12: Telescopic forklifts for handling freight containers with a length of 6m and above;
- Part 13: Off-road forklifts with mast;
- Part 14: Off-road telescopic forklift;
- Part 15: Counterbalanced forklifts with articulated steering;
- Part 16: Pedestrian vehicles;
- Part 17: Tractors, cargo and personnel carriers;
- Part 20: Additional stability tests for operations under load offset conditions;
- Part 21: Picking vehicles with operator position lifting height greater than 1200mm;
- Part 22: Three-way stacker forklifts with or without lifting operator position;
- Part 23: Truck-portable forklifts;
- Part 24: Off-road slewing telescopic forklifts.

This document only involves the stability test of off-road slewing telescopic forklifts.

Industrial vehicle stability verification Part 24: Off-road slewing telescopic forklifts

1 Scope

This document and ISO 22915-1 provide for the verification of off-road slewing telescopic forklifts equipped with forks and with or without load handling attachments.

(hereinafter referred to as "vehicle") stability test method.

This document does not apply to vehicles equipped with.

---Integrated and non-integrated personnel work platforms;

---track;

---Device for working on tracks.

2 Normative reference documents

The contents of the following documents constitute essential provisions of this document through normative references in the text. Among them, the dated quotations for undated referenced documents, only the version corresponding to that date applies to this document; for undated referenced documents, the latest version (including all amendments) applies to this document.

ISO 5053-1 Industrial Trucks Terminology Part 1: Industrial Truck Types
(Industrialtrucks-Vocabulary-Part 1.

Note: GB/T 6104.1-2018 Industrial vehicle terminology and classification Part 1: Industrial vehicle types (ISO 5053-1:2015, IDT) ISO 10896-2 Safety requirements and verification for rough-terrain trucks Part 2: Rough-terraintrucks-Safety Note. GB/T 35205.2-2023 Safety requirements and verification for off-road forklifts Part 2: Rotary forklifts (ISO 10896-2:2016, IDT) ty-Part 1: General) Note. GB/T 26949.1-2020 Industrial vehicle stability verification Part 1: General principles (ISO 22915-1:2016, IDT)

3 Terms and definitions

The following terms and definitions as defined in ISO 5053-1, ISO 10896-2 and ISO 22915-1 apply to this document.

Vertical plane AA passing through the longitudinal centerline of the lower chassis.

Note: See Figure 2~Figure 5.

A vertical plane passing through the longitudinal centerline of the superstructure.

Note: See Figure 1.