



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

GB/T 26949.5-2018

**Industrial trucks -- Verification of stability -- Part 5:
Single-side-loading trucks**

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Foreword

GB/T 26949 "Industrial Vehicle Stability Verification" has or plans to release the following parts.

--- Part 1. General;

---Part 2. Counterbalanced forklift;

--- Part 3. Forward and legged forklifts;

--- Part 4. Pallet stacker, double stacker and picking truck with lifting position of not more than 1200mm;

--- Part 5. Side forklifts (one side);

--- Part 7. Two-way and multi-directional operation of the forklift;

--- Part 8. Additional stability tests for stacking operations under gantry forward and load lift conditions;

---Part 9. Counterbalanced forklifts carrying freight containers of 6m and longer lengths;

--- Part 10. Additional stability tests for stacking operations under lateral load conditions of power units;

--- Part 11. Telescopic forklift;

--- Part 12. Telescopic forklifts carrying freight containers of 6m and longer lengths;

--- Part 13. Off-road forklifts with gantry;

- Part 14. Off-road telescopic forklift;
- Part 15. Counterbalanced forklifts with articulated steering;
- Part 16. Walker vehicles;
- Part 17. Cargo and personnel carriers;
- Part 20. Additional stability tests for operation under load bias conditions;
- Part 21. Picking vehicles with an operator position elevation greater than 1200 mm;
- Part 22. Three-way stacker forklifts with or without operator position;
- Part 23. Truck-carrying forklifts;
- Part 24. Off-road rotary telescopic forklift.

This part is the fifth part of GB/T 26949.

This part is drafted in accordance with the rules given in GB/T 1.1-2009.

This part replaces GB/T 26946.1-2011 "Side-type forklifts Part 1. Stability test", and GB/T 26946.1-2011

Compared to the main technical changes are as follows.

- Added "terms and definitions" (see Chapter 3);
- Revised the "test purpose" "stability test" and "the stability test of the attached forklift", part of the content was changed

Reference ISO 22915-1, the rest is adjusted to "Chapter 4 Test Conditions" and "Chapter 5 Stability Verification" (see section 4)

Chapters and Chapter 5, Chapters 3, 4 and 5 of GB/T 26946.1-2011).

This section uses the translation method equivalent to ISO 22915-5:2014 "Industrial Vehicle Stability Verification Part 5. Side Forklifts

(one side).

The documents of our country that have a consistent correspondence with the international documents referenced in this part are as follows.

- GB/T 6104.1-2018 Industrial vehicle terms and classification - Part 1. Industrial vehicle type (ISO 5053-1:2015,

IDT)

- GB/T 10827.1-2014 Safety requirements and verification of industrial vehicles - Part 1. Self-propelled industrial vehicles (except unmanned

Driving vehicles, telehandlers and carriers) (ISO 3691-1:2011, IDT)

--- GB/T 26949.1-2012 Industrial vehicle stability verification Part 1. General (ISO 22915-1:2008, IDT)

This part was proposed by the China Machinery Industry Federation.

This part is under the jurisdiction of the National Industrial Vehicle Standardization Technical Committee (SAC/TC332).

This section is responsible for drafting units. Anhui Heli Co., Ltd., Beijing Crane Transportation Machinery Design and Research Institute.

Participated in the drafting of this section. China National Accreditation Center for Conformity Assessment, Zhengzhou Jiachen Electric Co., Ltd.

1 Scope

This part of GB/T 26949 specifies the verification of side forklifts (one side) with gantry or fork that can be tilted or not tilted.

Sexual test method.

This section applies to forklift trucks with forks and/or attachments.

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.

Safety requirements and verification of industrial vehicles - Part 1. Self-propelled industrial vehicles (except for unmanned vehicles, telescopic

Forklifts and trucks) (Industrialtrucks-Safetyrequirementsandverification-Part 1. Self-propeledin-

Dustrialtrucks,otherthandrivelerlesstrucks,variable-reachtrucksandburden-carriertrucks)

ISO 5053 Industrial Vehicle Terms and Classifications
(Industrialtrucks-Terminologyandclassification)

ISO 22915-1 - Determination of stability of industrial vehicles - Part 1. General
(Industrialtrucks-Verificationofstability-Part 1.General)

3 Terms and definitions

The following terms and definitions defined by ISO 5053 and ISO 22915-1 apply to this document.

3.1

Normal working condition normal operating conditions when traveling

When the door frame or fork is tilted backwards (if it has this function), the load is retracted and is in the lower (running) position, or the load is placed in the cargo level.

On the stage.

4.1 General

See ISO 22915-1.

4.2 Position of the vehicle on the inclined platform

The articulated steering axle is represented by its centerline, as shown in Figure 1.

Description.

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

BB --- articulated steering axle.

Figure 1 Articulated steering axle and longitudinal center plane

The vehicle should be placed on a tilting platform with its MN line parallel to the tilting axis XY of the tilting platform.

Point N is the center point of the interface between the inclined platform surface and the non-jointed wheel or stabilizer floor. The M point is defined as follows.

a) For vehicles with articulated steering axle BB and hinge points approximating the longitudinal center plane of the vehicle. point M refers to the longitudinal direction of the vehicle

The projection of the intersection of the center plane AA with the axis of the articulated steering axle (see Figure 1) on the inclined platform.

b) For vehicles without articulated steering axle or with bridge locks or stabilizers. M point means tilting the platform surface with another wheel

Or the center point of the contact surface of the stabilizer base plate.

These devices should be used for testing when testing the load carrying capacity of the vehicle in relation to the use of stabilizers, bridge locks, etc. If the vehicle is at

The above device may not be used during use, and additional tests under this condition shall be performed.