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Rough-terrain trucks — Safety requirements and verification —

Part 2: Slewing trucks

Chariots tout-terrain — Exigences de sécurité et vérifications —

Partie 2: Chariots rotatifs

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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).

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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 4, *Rough-terrain trucks*.

ISO 10896 consists of the following parts, under the general title *Rough-terrain trucks — Safety requirements and verification*:

— *Part 1: Variable-reach trucks*

— *Part 2: Slewing trucks*

— *Part 4: Additional requirements for variable-reach trucks handling freely suspended loads*

— *Part 5: Interface between rough-terrain truck and integrated personnel work platform*

— *Part 6: Tilting operator's cabs*

— *Part 7: Longitudinal load moment systems*

Safety requirements and verification of lorry-mounted trucks is addressed by ISO 20297-1.

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Introduction

Variable-reach trucks are known by a variety of terms, including “telehandlers” and “multi-purpose handlers”.

The rough-terrain variable-reach trucks covered by this part of ISO 10896 are designed to transport loads to and place them on elevated work areas and can be driven on unimproved or disturbed terrain.

They can also be equipped with a variety of attachments (e.g. mowers, sweepers).

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Rough-terrain trucks — Safety requirements and verification —

Part 2: Slewing trucks

1 Scope

This part of ISO 10896 specifies general safety requirements for slewing rough-terrain variable-reach trucks (hereafter known as "trucks"), consisting of a lower chassis with a slewing upper structure equipped with a telescopic lifting means (pivoted boom), on which a load handling device (e.g., carriage and fork arms) is typically fitted. Fork arms and other integrated attachments are considered to be parts of the truck.

Other standards, in addition to the relevant provisions of this part of ISO 10896, can apply to the attachments.

This part of ISO 10896 is not applicable to the following:

a) rough terrain variable-reach trucks covered by ISO 10896-1 (non-slewing);

b) industrial variable-reach trucks covered by ISO 3691-2;

c) mobile cranes;

d) machines designed primarily for earth-moving, such as loaders, even if their buckets are replaced by fork arms (see ISO 20474);

e) trucks designed primarily with variable-length load suspension elements (e.g. chain, ropes) from which the load may swing freely in all directions;

NOTE Additional requirements for trucks intended for freely swinging load applications, their lifting devices and attachments, and personnel/work platform applications on trucks, are being developed by ISO/TC 110/SC4.

f) trucks designed primarily for container handling.

The significant hazards covered by this part of ISO 10896 are listed in Annex A. This part of ISO 10896 does not address hazards that can occur

— during manufacture,

— when handling suspended loads, which may swing freely,

— when lifting personnel,

— when using trucks on public roads,

— when operating in potentially explosive atmospheres, or

— with a battery, LPG or hybrid as the primary power source.

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