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~~Secretariat: AFNOR AFNOR~~

~~Industrial trucks — Lorry-mounted trucks — Part 2: Safe use requirements~~

~~Chariots de manutention — Chariots embarqués sur porteur routier — Partie 2: Exigences pour l'utilisation en toute sécurité~~

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Industrial trucks — Lorry-mounted trucks — Part 2: Safe use requirements
Chariots de manutention — Chariots embarqués sur porteur routier — Partie 2:
Exigences pour l'utilisation en toute sécurité

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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).

Attention is drawn to the possibility that some of the elements of this document may be the subject of patent rights. ISO shall not be held responsible for identifying any or all such patent rights. Details of any patent rights identified during the development of the document will be in the Introduction and/or on the ISO list of patent declarations received (see www.iso.org/patents).

Any trade name used in this document is information given for the convenience of users and does not constitute an endorsement.

For an explanation of the voluntary nature of standards, the meaning of ISO specific terms and expressions related to conformity assessment, as well as information about ISO's adherence to the World Trade Organization (WTO) principles in the Technical Barriers to Trade (TBT), see the following URL: www.iso.org/iso/foreword.html.

This document was prepared by Technical Committee ISO/TC 110, *Industrial trucks*, Subcommittee SC 4, *Rough-terrain trucks*.

A list of all parts in the ISO 20297 series can be found on the ISO website.

Any feedback or questions on this document should be directed to the user's national standards body. A complete listing of these bodies can be found at www.iso.org/members.html.

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Introduction

Lorry-mounted trucks are known by a variety of terms, including for example "vehicle-mounted trucks", "piggyback trucks".

Lorry-mounted trucks can also be equipped with a variety of attachments.

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Industrial trucks — Lorry-mounted trucks — Part 2: Safe use requirements

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Industrial trucks — Lorry-mounted trucks — Part 2: Safe use requirements

1 Scope

This document specifies requirements for the application, inspection, training, maintenance, repair and safe operation (hereafter referred to collectively as the 'safe use') of industrial and rough-terrain lorry-mounted trucks (hereafter referred to as 'trucks') which have design features that allow them to be mounted for transport on a carrier vehicle.

This document is intended to achieve the following:

- the prevention of personal injuries, property damage and accidents;
- the establishment of criteria for inspection, maintenance and operation;
- the establishment of operator training requirements.

NOTE National or local requirements can apply.

2 Normative references

The following documents are referred to in the text in such a way that some or all of their content constitutes requirements of this document. For dated references, only the edition cited applies. For undated references, the latest edition of the referenced document (including any amendments) applies.

ISO 5057, *Industrial trucks — Inspection and repair of fork arms in service on fork-lift trucks*

ISO 20297-1:2017, *Industrial trucks — Lorry-mounted trucks — Part 1: Safety requirements and verification*

ISO 23676, *Rough-terrain trucks — Operator training — Content and methods*

3 Terms and definitions

For the purposes of this document, the following terms and definitions apply.

ISO and IEC maintain [terminological terminology](#) databases for use in standardization at the following addresses:

- ISO Online browsing platform: available at <https://www.iso.org/obp>
- IEC Electropedia: available at <https://www.electropedia.org/>
- ISO Online browsing platform: available at <https://www.iso.org/obp>

3.1 authorized person

person approved or assigned to perform a specific task or tasks at a specific location or locations at a worksite

[SOURCE: ISO 11525-1:2020, 3.1]

3.2

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user
person or entity responsible for assigning an *operator* (3.3) to operate a truck and specifying the tasks to be performed

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[SOURCE: ISO 11525-1:2020, 3.2]

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3.3 operator

person who controls the *operation* (3.8) of the truck

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[SOURCE: ISO 11525-1:2020, 3.3]

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3.4 competent person

person who has acquired, through training, qualification, experience or a combination of these, the knowledge and skill enabling that person to correctly perform the required tasks

[SOURCE: ISO 11525-1:2020, 3.4]

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3.5 responsible entity

person or entity with responsibility for the design, specification, procurement, fabrication, manufacture, assembly, provision of information and testing of a truck

[SOURCE: ISO 11525-1:2020, 3.5]

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3.6 maintenance

act of upkeep, including inspection, lubrication, cleaning, adjustment, and scheduled parts replacement

[SOURCE: ISO 11525-1:2020, 3.6]

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3.7 modification

change to the truck that affects its *operation* (3.8), *stability* (3.9), *actual capacity* (3.15) or safety

[SOURCE: ISO 11525-1:2020, 3.7, modified to add — The term "capacity" has been replaced by "actual capacity (3.15)"]

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3.8 operation

performance of functions of a truck within the scope of its specifications and in accordance with the manufacturer's instructions and work rules

[SOURCE: ISO 11525-1:2020, 3.8]

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3.9 stability

ability of the truck to withstand conditions that would cause it to overturn

Note 1 to entry: Conditions that can affect stability include ground and floor conditions, gradient, speed, and loading (trucks equipped with attachments behave as partially loaded trucks even when operated without a load on the attachment), dynamic and static forces, and incorrect tyre inflation and incorrect tyre type.