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**Industrial trucks — Verification of  
stability —**

**Part 8:  
Additional stability test for trucks  
operating in the special condition of  
stacking with mast tilted forward and  
load elevated**

*Chariots de manutention — Vérification de la stabilité —*

*Partie 8: Essai de stabilité supplémentaire pour les chariots  
travaillant dans des conditions de gerbage spéciales avec le mât  
incliné en avant et la charge élevée*

ISO 22915-8:2018

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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](http://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](http://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 [www.iso.org/iso/foreword.html](http://www.iso.org/iso/foreword.html).

This second edition cancels and replaces the first edition (ISO 22915-8:2008), of which it constitutes a minor revision. The changes compared to the previous edition are as follows:

- in [Clause 1](#), removed reference to ISO 5053;
- in [Clause 1](#), added references to ISO 5053-1, ISO 22915-13 and ISO 22915-15;
- in [Clause 2](#), removed ISO 5053, *Powered industrial — Terminology*;
- in [Clause 2](#), added ISO 5053-1, *Industrial Trucks — Terminology and Classification — Part 1: Types of industrial Trucks*, ISO 22915-13, *Industrial trucks — Verification of stability — Part 13: Rough-terrain trucks with mast*, and ISO 22915-15, *Industrial trucks — Verification of stability — Part 15: Counterbalanced trucks with articulated steering*.

A list of all parts in the ISO 22915 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](http://www.iso.org/members.html).

## Introduction

An important step forward in the work on the ISO 22915 series was the agreement to put in place a new structure. The stability tests are presented in the form of a basic part describing and defining stability tests in general, together with separate parts that each gives specific stability test criteria and requirements for a different truck type.

From the very beginning, the task of the Working Group involved was to establish the new structure and revise existing standards to create a series of International Standards complying with the major legislative regulations in the world such as those in force in the EU, USA, Japan and Australia.

For several problem areas compromises were needed and will be needed in the future. In order to ensure that these International Standards are actively used in the ISO member countries worldwide, it will be necessary that they replace existing national standards.

Only in this way will there be the guarantee that products in accordance with these International Standards can be shipped worldwide, freely and without any technical barriers to trade.

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