

ISO/TC 110/SC 5

Secretariat: SAC

Voting begins on:
2020-03-07

Voting terminates on:
2020-05-02

Energy efficiency of industrial trucks — Test methods —

Part 2: Operator controlled self propelled trucks, towing and burden carrier trucks

Efficacité énergétique des chariots de manutention — Méthodes d'essai —

Partie 2: Chariots automoteurs commandés par l'opérateur, tracteurs et chariots transporteurs de charge

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Reference number
ISO/FDIS 23308-2:2020(E)

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Published in Switzerland

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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 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.

This document was prepared by Technical Committee ISO/TC 110, *Industrial trucks*, Subcommittee SC 5, *Sustainability*.

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.

This document is intended to be used in conjunction with ISO 23308-1.

A list of all parts in the ISO 23308 series can be found on the ISO website.

Introduction

The ISO 23308 series deals with the energy efficiency of industrial trucks including batteries and battery chargers.

ISO 23308-1 contains the procedures to determine the efficiency of trucks, traction batteries and battery chargers. The other parts provide a specific test cycle for different truck types.

NOTE The test cycles are based on the VDI 2198 guideline. This guideline is widely accepted by industry and is used to measure the energy consumption of electric industrial trucks and internal combustion (IC) industrial trucks. The guideline has been in place since 1996 and it is used broadly. This approach allows the evaluation of the energy efficiency of trucks by comparison.

The content of this document is of relevance for the following stakeholder groups:

- machine manufacturers (small, medium and large enterprises);
- market surveillance authorities;
- machine users (small, medium and large enterprises);
- service providers, e.g. for consulting activities.

The stakeholder groups above have been given the opportunity to participate at the drafting process of this document. The machines concerned are indicated in the Scope of this document.

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Energy efficiency of industrial trucks — Test methods —

Part 2:

Operator controlled self propelled trucks, towing and burden carrier trucks

1 Scope

This document specifies the method of energy consumption measurement for the following types of industrial trucks as defined in ISO 5053-1:

- counterbalance lift truck;
- articulated counterbalance lift truck;
- reach truck (with retractable mast or fork arm carriage);
- straddle truck;
- pallet-stacking truck;
- pallet truck;
- platform and stillage truck;
- pallet truck end controlled;
- order-picking truck;
- centre-controlled order-picking truck;
- towing, pushing tractor and burden carrier;
- towing and stacking tractor;
- side-loading truck (one side only);
- lateral-stacking truck (both sides);
- lateral-stacking truck (three sides);
- multi-directional lift truck.

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 23308-1:—¹⁾, *Energy efficiency of Industrial trucks — Test methods — Part 1: General*

ISO 3691-1:2011, *Industrial trucks — Safety requirements and verification — Part 1: Self-propelled industrial trucks, other than driverless trucks, variable-reach trucks and burden-carrier trucks*

1) Under preparation. (Stage at the time of publication: ISO/FDIS 23308-1.)

3 Terms and definitions

For the purposes of this document, the terms and definitions given in ISO 5053-1 and ISO 23308-1 apply.

ISO and IEC maintain terminological databases for use in standardization at the following addresses:

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

4 Test conditions

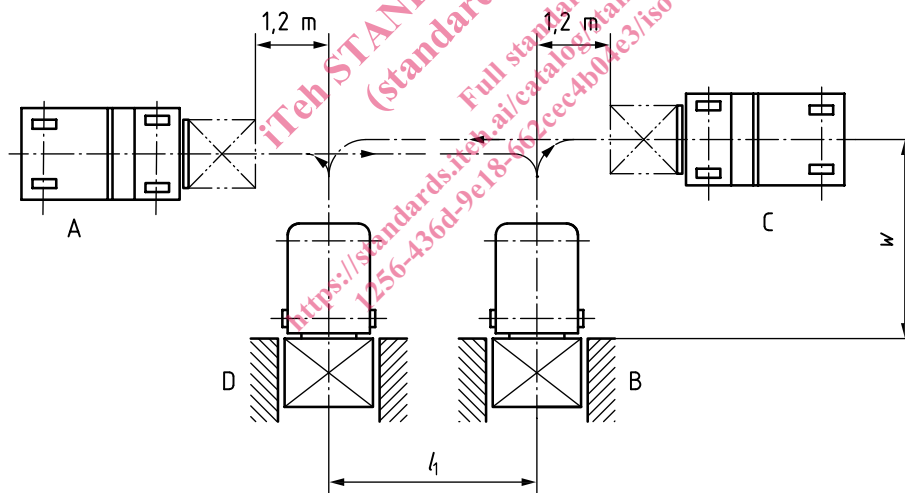
The test conditions are given in ISO 23308-1:—, Clause 4.

5 Measurement procedure

5.1 General

ISO 23308-1 applies together with 5.2, 5.3 and 5.4, which describe specific information for the respective truck type.

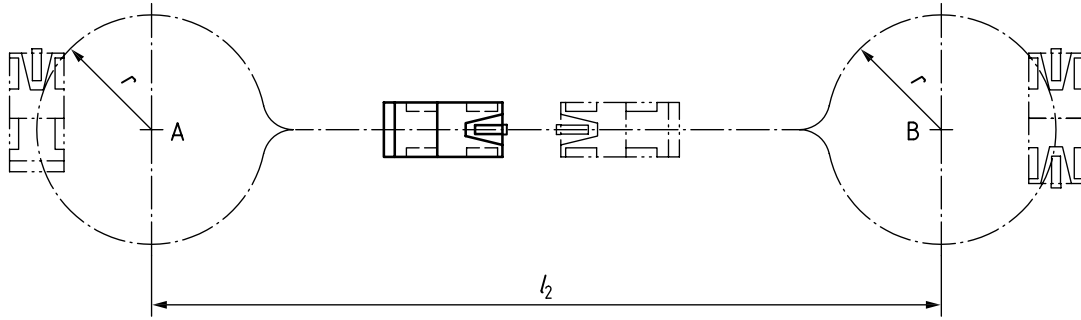
5.2 Test layout



Key

- w distance between the longitudinal centre plane of the truck and the simulated leading edge of the rack
- l_1 distance between the load lifting positions

Figure 1 — Cycle for energy consumption test of self-propelled trucks

**Key**

- r minimum turning radius
 A, B midpoint r
 l_2 distance

Figure 2 — Cycle for energy consumption test of towing tractors and burden carriers

5.3 Operating requirements and sequence for counterbalance lift trucks and comparable truck designs

For counterbalance trucks, lorry-mounted trucks, multi-directional forklift trucks and articulated counterbalance lift trucks the cycle shall be performed according to [Figure 1](#) and [Table 1](#) and shall start at position “A”.

While travelling, the load shall be at a lift height defined by the manufacturer, typically 300 mm. The mast or the fork carriage shall be tilted to the maximum backwards tilt.

Simultaneous operation is not permissible, travelling is not permitted while lift/lowering, or tilt operations.

The test duration shall be 1 h and the speed shall be adapted to reach the number of cycles per hour as defined in [Table 1](#). If the truck is not capable to achieve the number of cycles as specified within 1 h, the test shall be continued at maximum performance until the specified number is achieved. The time needed shall be reported in the declaration as defined in ISO 23308-1:—, 6.2.1.

At position “B” and “D”, the load shall be lifted and lowered without depositing the load.

The sequence of the cycle shall be carried out with the following actions:

- start at position “A”;
- travel in forward direction to position “B” by turning through 90°;
- return the backward tilt to the vertical position;
- lift the load with the lift as specified in [Table 1](#);
- lower to the lift height for travelling (300 mm);
- tilt back to maximum;
- drive backwards to position “C”;
- drive forward to position “D”;
- repeat the procedure as on position “B”;
- drive backwards to position “A”;