INTERNATIONAL STANDARD

ISO 18479-2

First edition
2016-06-01

Rough-terrain trucks — Non-integrated personnel work platforms —

Part 2: User requirements

Chariots tout-terrain — Élément central —

Partie 2: Exigences pour l'utilisateur

Reference number
ISO 18479-2:2016(E)

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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 World Trade Organization (WTO) principles in the Technical Barriers to Trade (TBT) see the following URL: www.iso.org/iso/foreword.html.

The committee responsible for this document is ISO/TC 110, *Industrial trucks*, Subcommittee SC 4, *Rough-terrain trucks*.

ISO 18479 consists of the following parts, under the general title *Rough-terrain trucks — Non-integrated personnel work platforms*:

— *Part 1: Design, safety requirements and verification*

— *Part 2: User requirements*

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Introduction

ISO 18479 is one of a set of International Standards produced by ISO/TC 110/SC 4 as part of its program of work regarding standardization of terminology, general safety, performance, and user requirements for rough-terrain trucks (hereafter also referred to as *trucks*).

Rough-terrain trucks, when permitted, may be fitted with an integrated or non-integrated personnel work platforms which is designed to elevate occupants and materials to elevated work heights.

See ISO 11525-5 for user requirements for the interface between a rough-terrain truck and an integrated personnel work platform.

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Rough-terrain trucks — Non-integrated personnel work platforms —

Part 2: User requirements

1 Scope

This part of ISO 18479, intended to be used together with ISO 18479-1 and ISO 10896-1, defines user requirements for rough-terrain trucks when fitted with a non-integrated personnel work platform (PWP) as an attachment. This includes non-integrated PWPs that have a means of being affixed to the truck forks.

NOTE National or local requirements can apply, which could be more stringent.

User requirements for rough-terrain trucks fitted with a personnel work platform having controls which affect travel or movement of the rough-terrain truck are not covered by this part of ISO 18479 (see ISO 18893).

2 Normative references

The following documents, in whole or in part, are normatively referenced in this document and are indispensable for its application. 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 10896-1, *Rough-terrain trucks — Safety requirements and verification — Part 1: Variable-reach trucks*

ISO 18479-1, *Rough-terrain trucks — Non-integrated personnel work platforms — Part 1: Design, safety requirements and verification*

3 Terms and definitions

For the purposes of this document, the terms and definitions given in ISO 10896-1 and ISO 18479-1, and the following, apply.

3.1
personal fall protection equipment
PFPE
personal safety system consisting of a full-body harness and lanyard

Note 1 to entry: A *full-body harness* typically is a body support designed to contain the torso and distribute the fall arrest forces over at least the upper thighs, pelvis, chest and shoulders.

Note 2 to entry: A *lanyard* is a component consisting of a flexible rope, wire rope, or strap, which typically has a connector at each end for connecting to the body support and to a fall arrester, energy absorber, anchorage connector, or anchorage.

3.2
truck operator
competent and authorized person who controls the operation of the truck

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