



## Hydraulic trolley jacks

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This Australian Standard® was prepared by Committee CS-115, Vehicle Jacks, Stands and Ramps. It was approved on behalf of the Council of Standards Australia on 29 April 2016. This Standard was published on 24 May 2016.

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  - Australian Automotive Aftermarket Association
  - Australian Chamber of Commerce and Industry
  - Australian Competition and Consumer Commission
  - Consumers Federation of Australia
  - Defence Work Health and Safety Branch
  - Federal Chamber of Automotive Industries
  - Institute of Automotive Mechanical Engineers
  - National Association of Testing Authorities Australia
  - National Retail Association
  - Society of Automotive Engineers—Australasia
  - Victorian Workcover Authority
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Standards Australia wishes to acknowledge the participation of the expert individuals that contributed to the development of this Standard through their representation on the Committee and through the public comment period.

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Australian Standard<sup>®</sup>

## Hydraulic trolley jacks

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## PREFACE

This Standard was prepared by the Standards Australia Committee CS-115, Vehicle Jacks, Stands and Ramps to supersede AS/NZS 2615:2004.

The Standard was originally prepared in response to requests from the Victorian Automobile Chamber of Commerce and the Consumers Association of Victoria, which were concerned about the safety and quality of manufacture of hydraulic trolley jacks.

The objective of this Standard is to provide manufacturers, importers, consumers, retailers and testing bodies with a set of performance requirements which include technical specifications and test methods for hydraulic trolley jacks.

In this revision, the stability test fail criteria of 'one wheel lifting off the ground' during eccentric load testing has been removed; stability of a hydraulic trolley jack has been defined; the eccentric load and stability test has been revised to include testing for stability during the eccentric load test and revised pass/fail criteria for stability; the instructions for use in Section 7 have been revised; the marking in Section 8 has been revised to include the use of pictograms; and the overload test has been revised so that the force applied to the head cap is equal to 150% of the nominated capacity of the hydraulic trolley jack.

Suppliers of hydraulic trolley jacks should be aware of the regulations relating to the supply of these products.

The term 'normative' has been used in this Standard to define the application of the appendices to which it applies. A 'normative' appendix is an integral part of a Standard.

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## STANDARDS AUSTRALIA

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**Australian Standard**  
**Hydraulic trolley jacks**

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**1 SCOPE**

This Standard specifies requirements for the design, construction, performance and labelling of hydraulic trolley jacks designed to raise and lower vehicles. It does not include devices that raise an entire vehicle or are used to move a vehicle.

Requirements for vehicle jacks, that is, jacks in which the load is directly transferred from the head cap to the base, are specified in AS/NZS 2693.

**2 OBJECTIVE**

The objective of this Standard is to provide manufacturers, importers, consumers, retailers and testing bodies with a set of performance requirements which include technical specifications and test methods for hydraulic trolley jacks.

**3 REFERENCED DOCUMENTS**

The following documents are referred to in this Standard:

AS

- 1192 Electroplated coatings—Nickel and chromium  
1789 Electroplated zinc (electrogalvanizing) coatings on ferrous articles (batch process)  
4833 Pressure-sensitive labels for stock-paper, stock-plastic and general purpose use

AS/NZS

- 2693 Vehicle jacks  
3750 Paints for steel structures  
3750.15 Part 15: Inorganic zinc silicate paint

ISO

- 4526 Metallic coatings—Electroplated coatings of nickel for engineering purposes

Australian Handbook

- 295 Product Safety Framework  
295.3.5 Part 3.5: Product safety warning labels and markings

**4 DEFINITIONS**

For the purpose of this Standard, the definitions below apply.

**4.1 Base plane**

The plane of contact between the wheels of the hydraulic trolley jack and the surface upon which the wheels rest (see Figure 1).

**4.2 Head cap**

The point of contact of the hydraulic trolley jack with the vehicle (see Figure 1).