

INTERNATIONAL
STANDARD

ISO
10841

First edition
1996-06-15

Aircraft — Catering vehicle for large capacity aircraft — Functional requirements

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Reference number
ISO 10841:1996(E)

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.

Draft International Standards adopted by the technical committees are circulated to the member bodies for voting. Publication as an International Standard requires approval by at least 75 % of the member bodies casting a vote.

International Standard ISO 10841 was prepared by Technical Committee ISO/TC 20, *Aircraft and space vehicles*, Subcommittee SC 9, *Air cargo and ground equipment*.

Annex A of this International Standard is for information only.

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International Organization for Standardization
Case Postale 56 • CH-1211 Genève 20 • Switzerland

Printed in Switzerland

Introduction

The minimum essential criteria are identified by the use of the key word "shall". Recommended criteria are identified by the use of the key word "should", and while not mandatory are considered to be of primary importance in providing serviceable, economical, and practical catering vehicles. Deviation from the recommended criteria should occur only after careful consideration, extensive testing, and thorough service evaluation have shown alternate methods to be satisfactory.

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Aircraft — Catering vehicle for large capacity aircraft — Functional requirements

1 Scope

1.1 This International Standard specifies the functional, performance and safety requirements for a vehicle equipped with a liftable van body designed for:

- cabin resupply and servicing, and/or
- loading and unloading of catering equipment and supplies

on all large capacity aircraft types commonly in service in international civil air transport with a cabin door sill height equal to or exceeding 2,54 m (100 in) over the ground.

1.2 The intent of this International Standard is not to specify equipment design, but rather to define minimum functional and performance requirements and highlight those criteria which are known to be essential to an efficient and safe operation on civil transport aircraft in the environment of international airports by aircraft and vehicle manufacturers as well as airlines and catering agencies.

1.3 It shall be applied with due reference to national governmental regulations of the country where the vehicle is to be operated. The main though not exclusive areas in which such national regulations may be more stringent than the requirements of this International Standard are:

- sanitary requirements regarding design, cleaning and disinfection of vehicles used to carry food for human consumption,

— stability and other safety requirements applicable to elevating equipment carrying personnel in the elevated position.

2 Normative references

The following standards contain provisions which, through reference in this text, constitute provisions of this International Standard. At the time of publication, the editions indicated were valid. All standards are subject to revision, and parties to agreements based on this International Standard are encouraged to investigate the possibility of applying the most recent editions of the standards indicated below. Members of IEC and ISO maintain registers of currently valid International Standards.

ISO 1496-2:¹⁾, *Series 1 freight containers — Specification and testing — Part 2: Thermal containers*.

ISO 6966:1993, *Aircraft — Basic requirements for aircraft loading equipment*.

ISO 7000:1989, *Graphical symbols for use on equipment — Index and synopsis*.

ISO 8058:1985, *Air cargo equipment — Air mode insulated containers — Thermal efficiency requirements*.

ISO 11995:1996, *Aircraft — Stability requirements for loading and servicing equipment*.

1) To be published. (Revision of ISO 1496-2:1988)

3 Structure and overall dimensions

3.1 General

3.1.1 The vehicle shall be constructed on a standard automotive chassis of appropriate gross weight rating.

3.1.2 The dimensions, laden weight and other characteristics of the vehicle shall satisfy all applicable government regulations for vehicles to be used on public roadways.

3.1.3 The vehicle shall be equipped with a fully enclosed elevating van body with a front platform, capable of reaching heights between 2,54 m (100 in) and 5,6 m (220 in) above the ground.

3.1.4 The allowable load capacity in the elevating van body should be no less than 2 700 kg (6 000 lb). A 3 500 kg (7 700 lb) load capacity is recommended.

3.2 Overall dimensions

3.2.1 The overall height of the vehicle in the fully lowered position shall not exceed 4 m (157 in).

3.2.2 The overall width of the vehicle in a driving condition (with stabilizers retracted) shall not exceed 2,5 m (98 in), or less if so required by locally applicable regulations.

NOTE 1 Overall height and width of the vehicle may be further restricted by public roads regulations in certain countries.

3.2.3 The vehicle shall be capable of turning within an overall swept radius of less than 12,2 m (40 ft).

3.2.4 In order to alleviate aircraft handling difficulties and ramp congestion in the vicinity of an aircraft being serviced, the overall length of the vehicle should be kept to a minimum, consistent with intended van body usable internal length, and other requirements and vehicle equipment (e.g. tail gate).

3.3 Van body

3.3.1 The usable internal length of the van body should be not less than 6 m (20 ft).

3.3.2 The usable internal width of the van body should be not less than 2,3 m (91 in).

3.3.3 The minimum clear height at any point within the van body with its doors open or closed shall be 1,9 m (75 in).

3.3.4 The interior of the van body shall be fully lined with a smooth, non-moisture-absorbent, non-toxic material, sanitarily approved for use in vehicles carrying food for human consumption. In addition:

- the lining material shall be compatible with repeated cleaning with strong detergents and disinfecting agents, as well as suitable for repeated water pressure cleaning and/or steam cleaning;
- any joints or appurtenances inside the van body shall be flush, rounded, sloped or otherwise protected to prevent any accumulation of dirt or rubbish and facilitate comprehensive cleaning.

3.3.5 The floor shall repeatedly withstand a full complement of catering carts weighing up to 80 kg (175 lb) each on four 50 mm (2 in) diameter and 25 mm (1 in) width castered wheels located 750 mm x 250 mm (30 in x 10 in) apart from each other, without deflecting more than 6 mm (0,25 in). No permanent deflection is allowable.

3.3.6 In addition, the floor shall:

- a) be smooth and free from any joint or recess allowing accumulation of dirt or rubbish, and shall meet the cleaning requirements in 3.3.4;
- b) provide an anti-slip surface throughout its whole area;
- c) provide drainage to cater for elimination of any spilled fluids.

3.3.7 Both sidewalls shall be equipped with:

- a) protective devices to avoid deterioration by impact from fully loaded catering carts as defined in 3.3.5, and
- b) quick fastening restraint devices capable of ensuring proper restraint of a full complement of such catering carts under normal over-the-road horizontal and vertical accelerations.

3.3.8 The van body shall be equipped with two doors at the forward and rear ends, with a minimum usable width of 0,8 m (31 in) and a minimum clear height of 1,9 m (75 in).

3.3.9 A lighting system shall be fitted within the van body, to provide a minimum illumination of 50 lx (4,65 ft·cd) at any point on the floor.