

INTERNATIONAL STANDARD

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Air and air/land cargo pallets — Specification and testing

Palettes pour le transport aérien et de surface — Spécifications et essais

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ISO 4117:1993(E)

Foreword

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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 4117 was prepared by Technical Committee ISO/TC 20, *Aircraft and space vehicles*, Sub-Committee SC 9, *Air cargo and ground equipment*.

This second edition cancels and replaces the first edition (ISO 4117:1980), which has been technically revised.

Annex A of this International Standard is for information only.

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Introduction

In this International Standard, the minimum essential criteria are expressed by the use of the word "shall". Recommended criteria are expressed by the use of the word "should" and, while not mandatory, are considered to be of primary importance in providing serviceable, economical and practical air transport pallets. Deviation from recommended criteria should occur only after careful consideration, extensive testing and thorough service evaluation have shown alternative methods to be satisfactory.

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Air and air/land cargo pallets — Specification and testing

1 Scope

This International Standard specifies dimensional, structural and environmental requirements for 2,44 m (8 ft) wide pallets to be used in freight versions of high-capacity fixed-wing aircraft, intended to be compatible with the 2,44 m × 2,44 m (8 ft × 8 ft) cross-section containers described in ISO 8323. Pallet nets to be used in conjunction with these pallets are described in ISO 4115.

This International Standard establishes three classes of pallet:

- Type A, air-only pallets;
- Type B, air/land pallets;
- Type C, adapter pallets.

Pallets have a nominal width of 2,44 m (8 ft) and nominal lengths of 3 m, 5 m, 6 m, 9 m and 12 m (10 ft, 16 ft, 20 ft, 30 ft and 40 ft).

Air-only pallets (Type A) will normally be handled on aircraft equivalent roller conveying systems and/or on similarly equipped ancillary ground handling devices.

The 5 m (16 ft) pallet is to be used only with this type.

Air/land pallets (Type B) are suitable for air/land handling and transport systems. Supplementary requirements for type B pallets are found in 5.5.1.

Air-adapter pallets (Type C) are used to adapt 2,44 m × 2,44 m (8 ft × 8 ft) surface-mode only containers (see ISO 1496-1) for air transport. Supplementary requirements for the Type C version are found in 5.5.2.

NOTE 1 Use of the adapter pallet with surface-mode only 2,44 m × 2,44 m (8 ft × 8 ft) containers may require uniform load distribution on the base cross members of

these containers for carriage on certain aircraft. The aircraft approved weight and balance manual should be referred to for loadability procedures and/or limitations.

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 4115:1987, *Air cargo equipment — Air/land pallet nets*.

ISO 4116:1986, *Air cargo equipment — Ground equipment requirements for compatibility with aircraft unit load devices*.

ISO 7166:1985, *Aircraft — Rail and stud configuration for passenger equipment and cargo restraint*.

United States Federal Test Method Standard, No. 406.¹⁾

3 General characteristics

3.1 Airworthiness

Airworthiness requirements laid down by the applicable authorities shall be recognized for pallet design features.

Ultimate load conditions (see table 3) for pallets of nominal length 3 m, 5 m, 6 m, 9 m and 12 m (10 ft, 16 ft, 20 ft, 30 ft, 40 ft) are in agreement with ISO 8097 for codes 2F1P, 2R1P, 2G1P, 2H1P and 2J1P.

1) This Standard may be obtained from Specification Sales, Building 197, Washington Navy Yard, General Services Administration, Washington DC 20407, USA.

3.2 Tare weight

The tare weight of the pallet assembly shall be a minimum consistent with the requirements of this International Standard and within the limits of sound design practice.

4 Dimensions and ratings

4.1 Dimensions

External dimensions of pallets shall be as specified in table 1 and figure 1.

4.2 Ratings

The pallet shall be designed to restrain the following gross weights²⁾:

3 m (10 ft) pallet: 5 670 kg (12 500 lb)

5 m (16 ft) pallet: 11 340 kg (25 000 lb)

6 m (20 ft) pallet: 11 340 kg (25 000 lb)

9 m (30 ft) pallet: 15 875 kg (35 000 lb)

12 m (40 ft) pallet: 20 410 kg (45 000 lb)

5 Design characteristics

5.1 General

5.1.1 The materials and processes used in the construction should give consideration to the extremely hard usage to which the pallet will be subjected in order to provide for maximum service life.

5.1.2 The pallet should be rugged, minimizing maintenance and original costs.

5.1.3 Pallet construction shall be designed for strength and durability to withstand without permanent deformation the static and dynamic loads and impact shocks encountered in normal operational service.

5.1.4 All components of the pallets shall be protected against deterioration or loss of strength in service due to weathering, handling, corrosion or other causes where the type of material used requires such protection.

All metal parts should be suitably protected against corrosion. All non-metallic materials which are liquid absorbent should be sealed or treated to prevent liquid absorption.

5.1.5 The pallet shall be free of any recesses or voids in which cargo (or other material) can be concealed. To meet agricultural requirements, all pallet surfaces should be as free as possible of recesses and protuberances, where pests can hide, or where soil or other residues can accumulate.

5.1.6 All fasteners should be of aircraft standard and the number of sizes, styles and strengths shall be kept to a minimum. No slotted head screws shall be used.

5.1.7 All fittings and appurtenances shall be within the maximum outside dimensions of the pallet.

5.1.8 The materials used shall be fire resistant, in accordance with appropriate regulatory requirements.

5.1.9 The pallet shall be so designed that it will withstand handling common to air/land freight terminal and ramp operations.

2) The term "weight" is used throughout this International Standard, instead of the correct technical term "mass", in order to conform to current commercial usage.

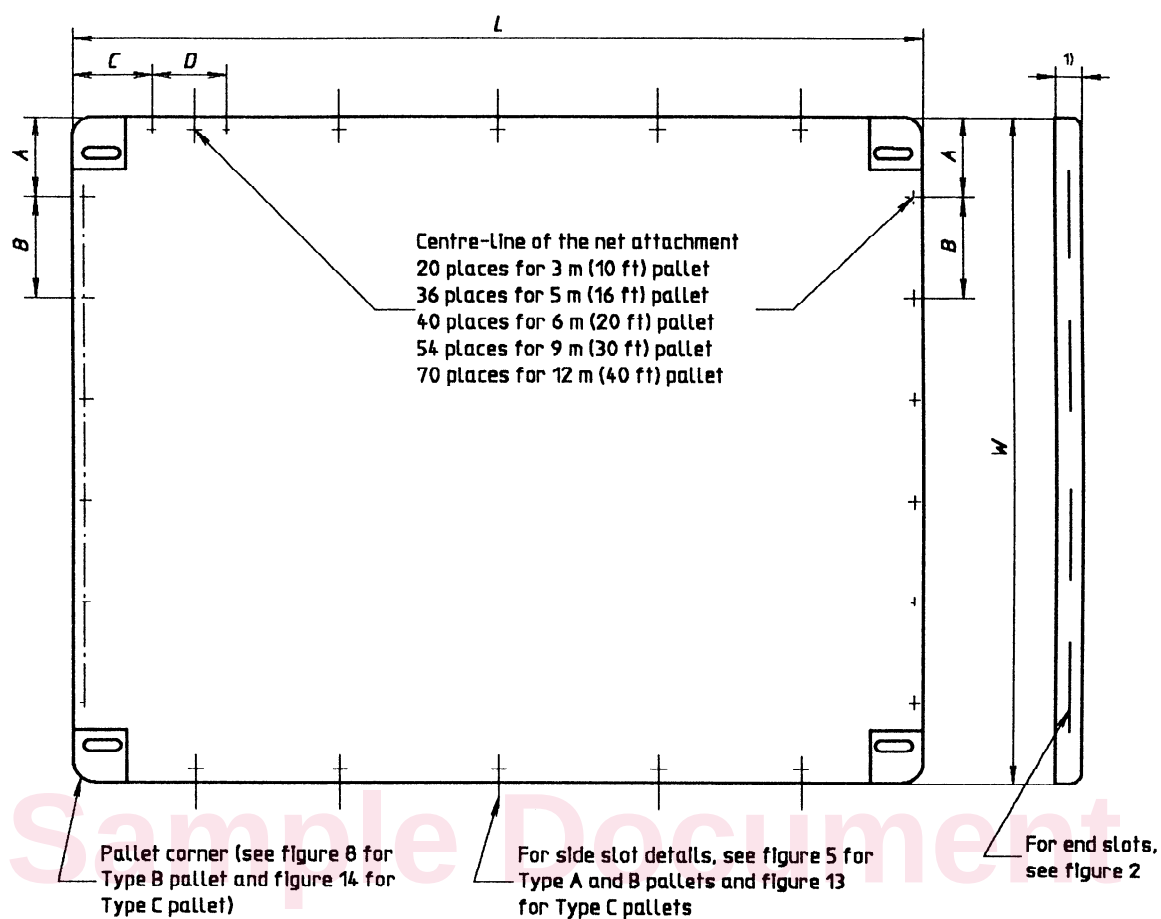


Figure 1 — Pallet dimensions

Table 1 — Pallet dimensions

Overall length <i>L</i>		Overall width <i>W</i>		Nominal thickness	Dimensions							
mm	in	mm	in		<i>A</i>		<i>B</i>		<i>C</i>		<i>D</i>	
		mm	in		mm	in	mm	in	mm	in	mm	in
2 991 ⁰ ₋₅	117 3/4 ⁰ _{-3/16}	2 438 ⁰ ₋₅	96 ⁰ _{-3/16}	1)	239,27	9,42	391,92	15,43	238	9,37	418,34	16,47
4 978 ⁰ ₋₆	196 ⁰ _{-1/4}	2 438 ⁰ ₋₅	96 ⁰ _{-3/16}	1)	239,27	9,42	391,92	15,43	238	9,37	409,19	16,11
6 058 ⁰ ₋₆	238 1/2 ⁰ _{-1/4}	2 438 ⁰ ₋₅	96 ⁰ _{-3/16}	1)	239,27	9,42	391,92	15,43	238	9,37	432,31	17,02
9 125 ⁰ ₋₁₀	359 1/4 ⁰ _{-3/8}	2 438 ⁰ ₋₅	96 ⁰ _{-3/16}	1)	239,27	9,42	391,92	15,43	238	9,37	429,26	16,9
12 192 ⁰ ₋₁₀	480 ⁰ _{-3/8}	2 438 ⁰ ₋₅	96 ⁰ _{-3/16}	1)	239,27	9,42	391,92	15,43	238	9,37	419,1	16,5
1) For Type A: 50,8 mm (2 in) For Type B: 139,7 mm (5,5 in) For Type C: 57,2 mm (2,25 in)												

5.2 Construction

5.2.1 The pallet shall have a nominal thickness as specified in table 1, measured from the lower surface. This thickness may be varied when the design employed results in a lighter and more durable structure capable of accepting uniform loadings of 1 950 kg/m² (400 lb/ft²) when supported on a conveying system (see 5.6.1).

5.2.2 The pallet shall be enclosed on all four sides by an edge member conforming to figures 2, 3 and 5.

The vertical surface of the pallet edge between the restraint provisions shown in figures 2 and 5 (Section A-A, Type A and Type B pallets) shall be smooth and continuous to provide an automatically latching aircraft systems interface.

The pallet bottom skin shall be enclosed by its edge member.

The bottom surface shall be flush with the edge member.

The lower edge of the edge members shall be as shown in figure 5.

The pallet corners shall have a 63,5 mm ± 12,7 mm (2,5 in ± 0,5 in) radius in the plane of the pallet.

5.2.3 The top and bottom surfaces of the pallet shall be parallel, flat and continuous.

Over the entire length of the pallet, the bottom surface shall be smooth and shall be a flat plane to within 1,6 mm (0,062 5 in). The waviness factor from crest to crest shall have a pitch of at least 914 mm (36 in).

No part of the structure shall protrude below the bottom surface.

5.2.4 The pallet lower surface shall comply with following conditions.

a) Ball load capability

The pallet base surface or a representative portion thereof shall be subjected to a load of 408 kg (900 lb) transmitted via a steel ball of 25,4 mm (1 in) diameter without exhibiting permanent indentation in excess of 0,51 mm (0,02 in).

b) Ball caster load capability

The base or a representative portion thereof shall be subjected to a uniformly distributed

load of 95,5 kg (210 lb) supported by four 25,4 mm (1 in) diameter steel ball casters on a 127 mm × 127 mm (5 in × 5 in) grid pattern.

The base shall be moved over the casters for a minimum of 5 000 passes along a fixed line in each of two directions, 90° (1,57 rad) to, and intersecting, each other.

The length of the stroke shall be approximately 305 mm (12 in).

At conclusion, there shall be no evidence of deterioration of the base/ball caster interface surface.

c) Abrasion resistance of plastic-coated or magnesium-base materials

Three samples of the pallet base assembly material shall be subjected to the test specified in USFTMS, No. 406, Method 1091, or an equivalent method.

The abrasion wheel shall be dressed every 1 000 cycles.

An ACS-10 wheel with a load of 500 g shall be used for all tests.

The average weight loss shall not exceed the following values:

- after 1 000 revolutions: 0,015 g
- after 2 000 revolutions: an additional 0,005 g
- after 5 000 revolutions: an additional 0,03 g, up to a total of 0,05 g.

5.2.5 The pallet shall be capable of traversing a 2° (0,035 rad) crest or valley with no permanent deformation or damage. To meet this condition, pallets uniformly loaded to gross weight shall be capable of being supported at the cresting point through a roller contact of 2 032 mm (80 in) minimum width with a roller of 38 mm (1,5 in) maximum diameter.

5.2.6 Aircraft restraint provisions as shown in figures 2, 3 and 5 shall be provided.

5.2.7 Net attachments shall be compatible with the configuration shown in figure 1. As an option, a continuous seat track in accordance with ISO 7166 may be incorporated in the pallet upper surface.

5.2.8 The minimum pallet stiffness shall be 225 kN·m² per metre (2 000 000 lbf·in² per inch) of width or length for all pallet sizes.

5.3 Design loads

5.3.1 General

The centre of gravity of the load shall be assumed to vary by

$\pm 10\%$ of the pallet width measured from the centre-line;

$\pm 5\%$ of the pallet length measured from the centre-line;

1 219 mm (48 in) measured vertically from the pallet bottom surface.

To achieve the above asymmetric conditions, the cargo density shall be assumed to vary linearly.

5.3.2 Operational loads

Taking a design case where the pallet is supported on a roller system in accordance with 5.6.1, the

pallet shall be designed for the operational load as given in table 2 with the cargo centre of gravity located at any point in the range specified in 5.3.1, and under these loads it shall not exhibit any permanent deformation.

Pallets over 3 m (10 ft) in length shall be designed for a gross weight of 6 760 kg (14 900 lb) in any 3 m (10 ft) section of the pallet.

5.3.3 Ultimate loads

When the roller system is in accordance with 5.6.1, the pallet shall be designed for the ultimate load as given in table 3 with the cargo centre of gravity loaded at any point in the range specified in 5.3.1. The pallet may exhibit permanent deformation, but shall not rupture to the extent of discharging cargo.

Table 2 — Operational loads

Pallet length		Maximum gross weight		Operational load									
				Forward		Aft		Side		Up		Down	
m	ft	kg	lb	kg	lb	kg	lb	kg	lb	kg	lb	kg	lb
3	10	5 670	12 500	5 670	12 500	5 670	12 500	5 670	12 500	5 670	12 500	17 010	37 500
5	16	11 340	25 000	11 340	25 000	11 340	25 000	11 340	25 000	11 340	25 000	34 020	75 000
6	20	11 340	25 000	11 340	25 000	11 340	25 000	11 340	25 000	11 340	25 000	34 020	75 000
9	30	15 875	35 000	15 875	35 000	15 875	35 000	15 875	35 000	15 875	35 000	47 630	105 000
12	40	20 410	45 000	20 410	45 000	20 410	45 000	20 410	45 000	20 410	45 000	61 235	135 000

NOTE — All loads in tables 2 and 3 are mutually exclusive, except that a load equal to the maximum gross weight may be considered to act concurrently with the forward, aft and side loads.

Table 3 — Ultimate loads

Pallet length		Maximum gross weight		Ultimate load									
				Forward		Aft		Side		Up		Down	
m	ft	kg	lb	kg	lb	kg	lb	kg	lb	kg	lb	kg	lb
3	10	5 670	12 500	8 505	18 750	8 505	18 750	8 505	18 750	14 175	31 250	28 350	62 500
5	16	11 340	25 000	17 010	37 500	17 010	37 500	17 010	37 500	28 350	62 500	56 700	125 000
6	20	11 340	25 000	17 010	37 500	17 010	37 500	17 010	37 500	28 350	62 500	56 700	125 000
9	30	15 875	35 000	23 815	52 500	23 815	52 500	23 815	52 500	36 690	87 500	79 380	175 000
12	40	20 410	45 000	30 620	67 500	30 620	67 500	30 620	67 500	51 030	112 500	102 060	225 000

NOTE — All loads in tables 2 and 3 are mutually exclusive, except that a load equal to the maximum gross weight may be considered to act concurrently with the forward, aft and side loads.