
**Aircraft ground support equipment —
Tow bars**

Équipement au sol pour aéronefs — Barres de tractage

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

This third edition cancels and replaces the second edition (ISO 9667:2016), which has been technically revised.

The main changes compared to the previous edition are as follows:

- a complete revision of all clauses has been made to harmonize with SAE ARP1915;
- figures have been updated and minor editorial modifications have been made; and
- [Clauses 9, 10](#) and [11](#) have been added.

Introduction

This document specifies the functional requirements defined by the manufacturers for the design of aircraft tow bars.

Throughout this document, the minimum essential criteria are identified by use of the key word “shall”. Recommended criteria are identified by use of the key word “should” and, while not mandatory, are considered to be of primary importance in providing safe, economical and usable aircraft tow bars. Deviation from recommended criteria should only occur after careful consideration and thorough service evaluation have shown alternate methods to provide an equivalent level of safety.

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