
INTERNATIONAL STANDARD



43

INTERNATIONAL ORGANIZATION FOR STANDARDIZATION • МЕЖДУНАРОДНАЯ ОРГАНИЗАЦИЯ ПО СТАНДАРТИЗАЦИИ • ORGANISATION INTERNATIONALE DE NORMALISATION

Aircraft — Jacking pads

Aéronefs — Points d'appui du vérin de levage

First edition — 1976-07-15

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Descriptors : aircraft equipment, hoists, jacks (lifts), supporting sides, ball joints, dimensions.

FOREWORD

ISO (the International Organization for Standardization) is a worldwide federation of national standards institutes (ISO Member Bodies). The work of developing International Standards is carried out through ISO Technical Committees. Every Member Body interested in a subject for which a Technical Committee has been set up 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.

Draft International Standards adopted by the Technical Committees are circulated to the Member Bodies for approval before their acceptance as International Standards by the ISO Council.

Prior to 1972, the results of the work of the Technical Committees were published as ISO Recommendations; these documents are now in the process of being transformed into International Standards. As part of this process, Technical Committee ISO/TC 20 has reviewed ISO Recommendation R 43 and found it technically suitable for transformation. International Standard ISO 43 therefore replaces ISO Recommendation R 43-1957.

ISO Recommendation R 43 was approved by the Member Bodies of the following countries :

Belgium	Italy	Spain
Canada	Japan	Sweden
Denmark	Mexico	Switzerland
Finland	Netherlands	United Kingdom
France	New Zealand	U.S.A.
Germany	Pakistan	Yugoslavia
India	Portugal	
Ireland	South Africa, Rep. of	

No Member Body expressed disapproval of the Recommendation.

The Member Body of the following country disapproved the transformation of ISO/R 43 into an International Standard :

France

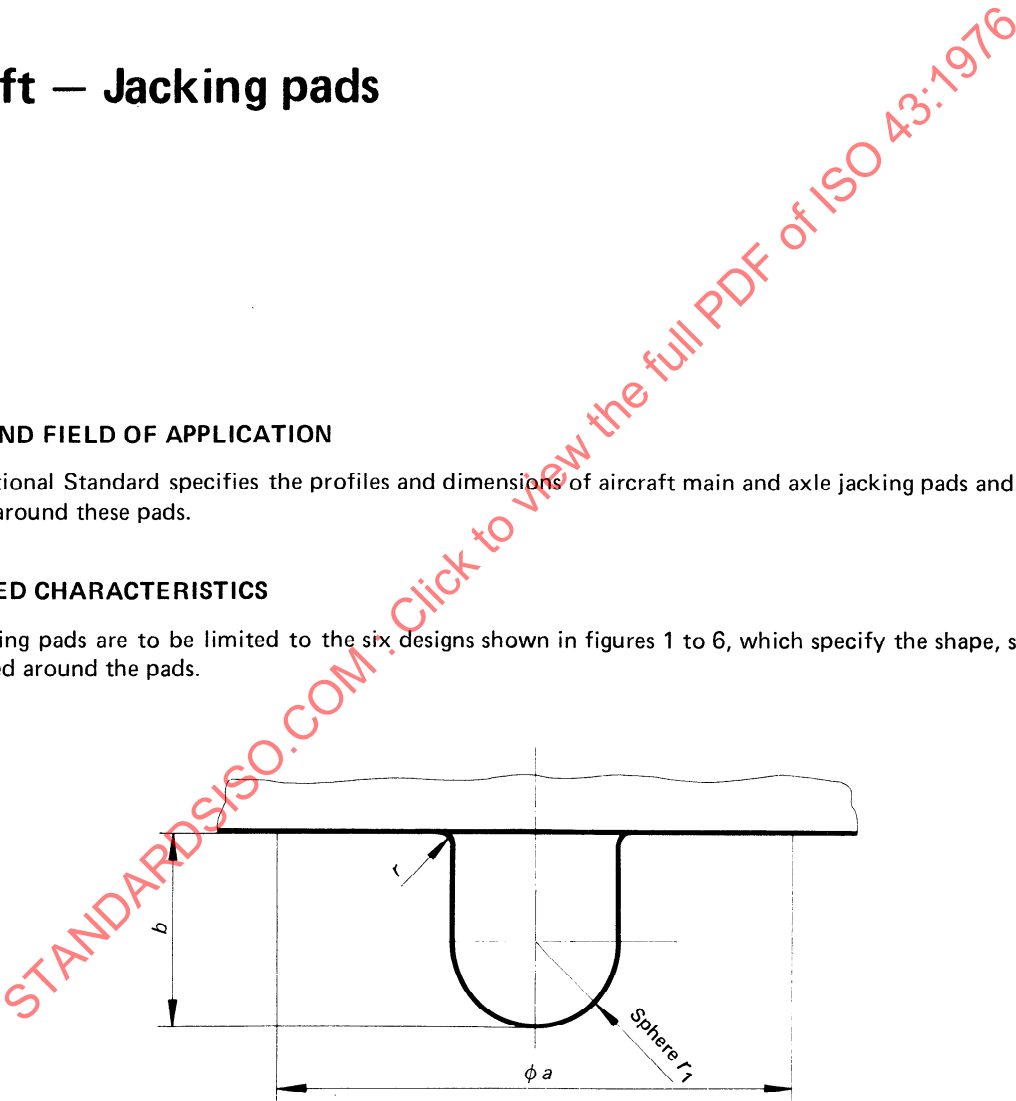
Aircraft — Jacking pads

1 SCOPE AND FIELD OF APPLICATION

This International Standard specifies the profiles and dimensions of aircraft main and axle jacking pads and the clear space to be provided around these pads.

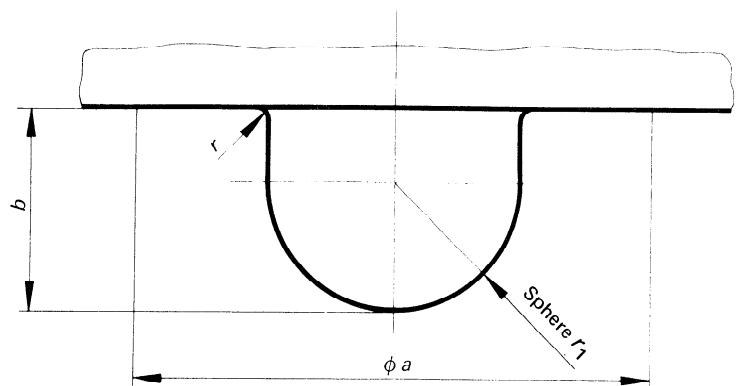
2 REQUIRED CHARACTERISTICS

Aircraft jacking pads are to be limited to the six designs shown in figures 1 to 6, which specify the shape, size and clearances to be provided around the pads.



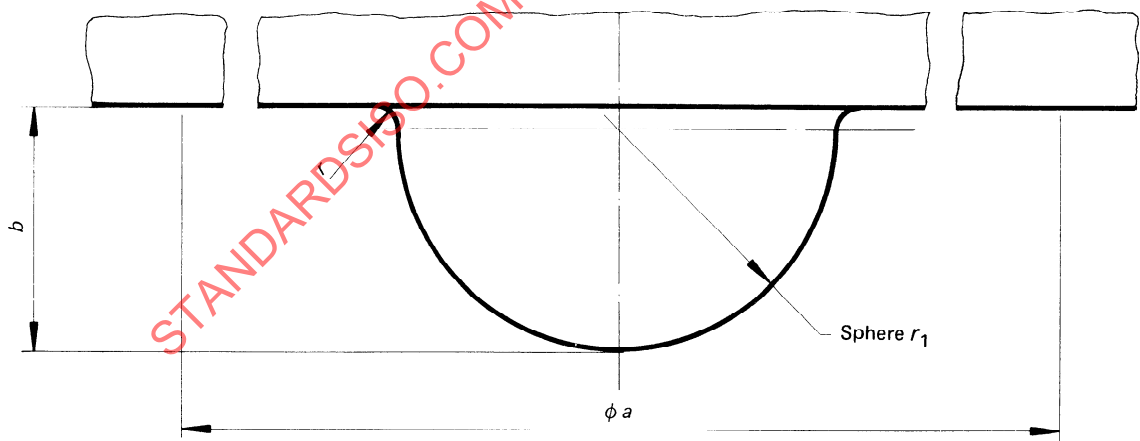
Dimension	mm	in	Notes
a	76,2	3.000	Minimum clear space
b	28,6	1.125	
r	1,6	0.062	
r_1	12,7	0.500	Spherical radius

FIGURE 1 — Main jacking pads for reactions less than 44,5 kN (10 000 lbf)



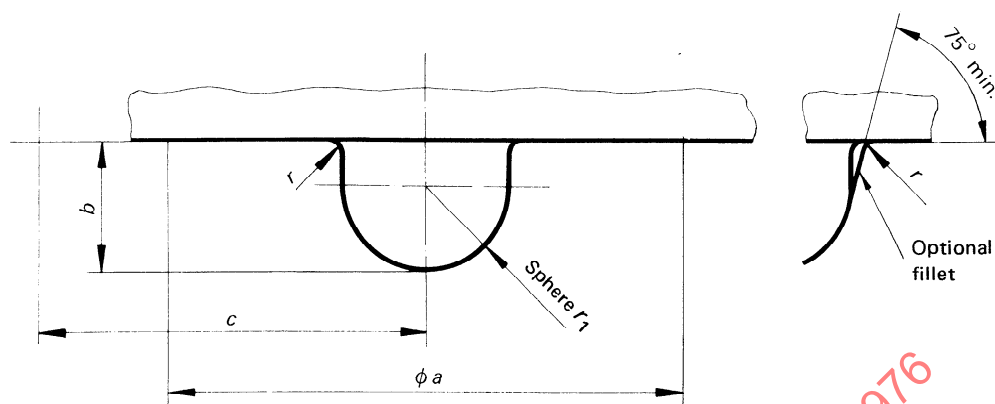
Dimension	mm	in	Notes
<i>a</i>	76,2	3.000	Minimum clear space
<i>b</i>	30,2	1.187	
<i>r</i>	1,6	0.062	
<i>r</i> ₁	19,1	0.750	Spherical radius

FIGURE 2 — Main jacking pads for reactions of 44,5 kN (10 000 lbf) to 500 kN (112 000 lbf)



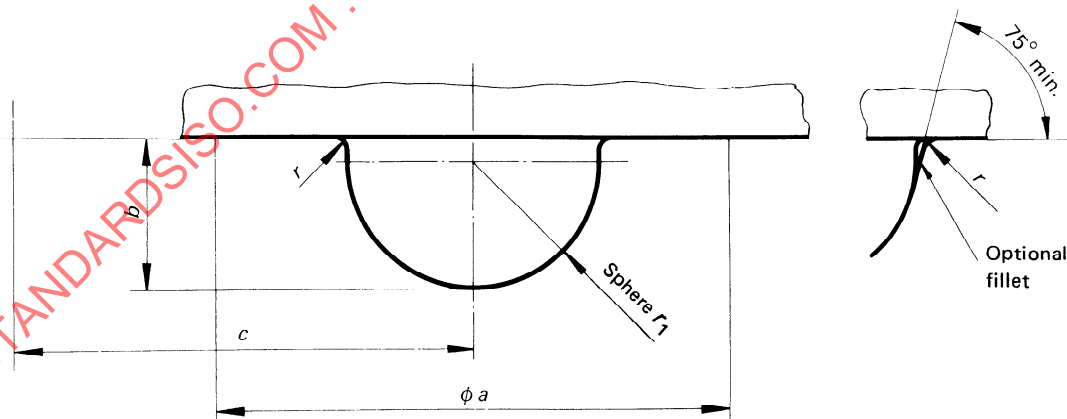
Dimension	mm	in	Notes
<i>a</i>	304,8	12.000	Minimum clear space
<i>b</i>	34,9	1.375	
<i>r</i>	1,6	0.062	
<i>r</i> ₁	31,75	1.250	Spherical radius

FIGURE 3 — Main jacking pads for reactions of 500 kN (112 000 lbf) to 1 112 kN (250 000 lbf)



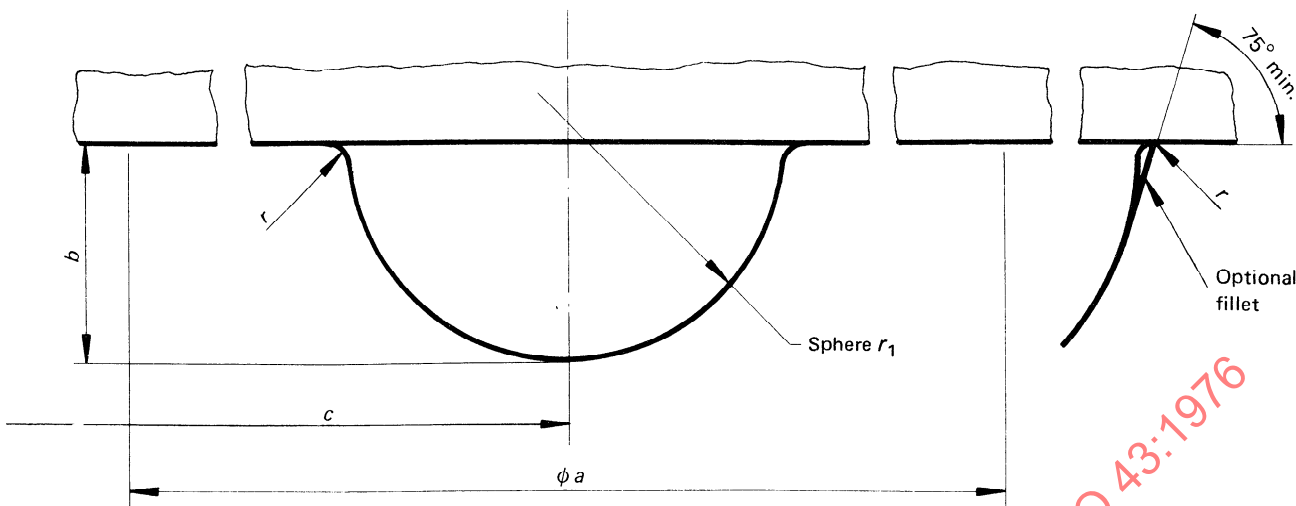
Dimension	mm	in	Notes
a	76,2	3.000	Minimum clear space
b	19,1	0.750	
c	57,2 min.	2.250 min.	Wheel or tyre clearance
r	1,6	0.062	
r_1	12,7	0.500	Spherical radius

FIGURE 4 — Axle jacking pads for reactions less than 44,5 kN (10 000 lbf)



Dimension	mm	in	Notes
a	76,2	3.000	Minimum clear space
b	22,2	0.875	
c	88,9 min.	3.500 min.	Wheel or tyre clearance
r	1,6	0.062	
r_1	19,1	0.750	Spherical radius

FIGURE 5 — Axle jacking pads for reactions of 44,5 kN to 667 kN (150 000 lbf)



Dimension	mm	in	Notes
a	228,6	9.000	Minimum clear space
b	30,2	1.187	
c	114,3 min.	4.500 min.	Wheel or tyre clearance
r	1,6	0.062	
r ₁	31,75	1.250	Spherical radius

FIGURE 6 — Axle jacking pad for reactions of 667 kN (150 000 lbf) to 1 112 kN (250 000 lbf)