

ISO

INTERNATIONAL ORGANIZATION FOR STANDARDIZATION

**ISO RECOMMENDATION
R 329**

**LARGE PALLETS
FOR THROUGH TRANSIT OF GOODS**

1st EDITION

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BRIEF HISTORY

The ISO Recommendation R 329, *Large Pallets for Through Transit of Goods*, was drawn up by Technical Committee ISO/TC 51, *Pallets for Unit Load Method of Materials Handling*, the Secretariat of which is held by the British Standards Institution (B.S.I.).

Work on this question by the Technical Committee began in 1952 and led, in 1960, to the adoption of a Draft ISO Recommendation.

In February 1961, this Draft ISO Recommendation (No. 434) was circulated to all the ISO Member Bodies for enquiry. It was approved, subject to a few modifications of an editorial nature, by the following Member Bodies:

Belgium	Germany	Poland
Chile	Greece	Sweden
Colombia	Israel	Switzerland
Czechoslovakia	Italy	Turkey
Denmark	Mexico	United Kingdom
France	New Zealand	U.S.S.R.

One Member Body opposed the approval of the Draft: U.S.A.

The Draft ISO Recommendation was then submitted by correspondence to the ISO Council, which decided, in August 1963, to accept it as an ISO RECOMMENDATION.

LARGE PALLETS FOR THROUGH TRANSIT OF GOODS

Throughout this ISO Recommendation, dimensions are given both in inches and in millimetres. The dimensions in millimetres and in inches are considered to be "corresponding values", although some of these are not exactly equivalent. The limits of tolerance given in clause 2 are the amounts required to ensure that the maximum and minimum dimensions are the same with each system of measurement.

1. The nominal sizes of large pallets are as follows:

TABLE I.—Nominal sizes

inches	millimetres
48 × 64	1200 × 1600
48 × 72	1200 × 1800

2. The actual overall sizes of the decks of these pallets, which are equal to the nominal sizes given under clause 1, and their tolerances are indicated in Table II below:

TABLE II.—Actual overall sizes and tolerances

Nominal dimensions of the pallets		Actual width B		Actual length L	
inches	millimetres	inches	millimetres	inches	millimetres
48 × 64	1200 × 1600	48 $\begin{smallmatrix} 0 \\ - 3/4 \end{smallmatrix}$	1200 $\begin{smallmatrix} +20 \\ 0 \end{smallmatrix}$	64 $\begin{smallmatrix} 0 \\ -1 \end{smallmatrix}$	1600 $\begin{smallmatrix} +26 \\ 0 \end{smallmatrix}$
48 × 72	1200 × 1800	48 $\begin{smallmatrix} 0 \\ - 3/4 \end{smallmatrix}$	1200 $\begin{smallmatrix} +20 \\ 0 \end{smallmatrix}$	72 $\begin{smallmatrix} 0 \\ -1 1/8 \end{smallmatrix}$	1800 $\begin{smallmatrix} +29 \\ 0 \end{smallmatrix}$

The tolerances shown should be regarded as extreme limits within which the manufacturing tolerances of the national standards should be specified.

3. The pallets are constructed so as to permit the entry of forks or fingers of fork lift trucks or pallet trucks, preferably from any side, but at least from two opposite sides. To allow in all cases for the entry of pallet trucks, the central bearer should have a width not greater than 7 in (175 mm).
4. The distance from the underside of the top deck to the ground is $5\frac{1}{2}$ in (140 mm) maximum, and the free height for the entry of forks or fingers, from any side, is $3\frac{7}{8}$ in (99 mm) minimum.
5. For double-decked pallets, the bearing surface of the element or elements of the bottom deck should be equal to or greater than 40 per cent of the overall surface of the top deck. This 40 per cent is regarded as the absolute minimum and should be increased whenever practical.