International Standard 1464

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Aerospace — Tripod jacks — Clearance dimensions

Aéronautique — Vérins de levage tripodes — Dimensions d'encombrement

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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.

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. They are approved in accordance with ISO procedures requiring at least 75 % approval by the member bodies voting.

International Standard ISO 1464 was prepared by Technical Committee ISO/TC 20, *Aircraft and space vehicles*.

ISO 1464 was first published in 1979. This second edition cancels and replaces the first edition, of which it constitutes a technical revision.

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Aerospace — Tripod jacks — Clearance dimensions

1 Scope and field of application

This International Standard specifies the minimum clear space to be provided beneath the aircraft main jacking points, in order to accommodate tripod jacks and thus ensure adequate clearance between the jacks and the adjacent aircraft structure.

This International Standard is not intended to define fully all jack clearance dimensions. In situations where clearances are critical, it should be used as a design aid only. Final critical clearances should be established by using actual jack dimensions.

2 Reference

ISO 43, *Aircraft — Jacking pads.*

3 Requirements

The minimum clear space to be provided under aircraft main jacking points, to accommodate tripod jacks, shall be in the form of a truncated right pyramid having an equilateral triangular base and limiting edges at 30° to the vertical axis.

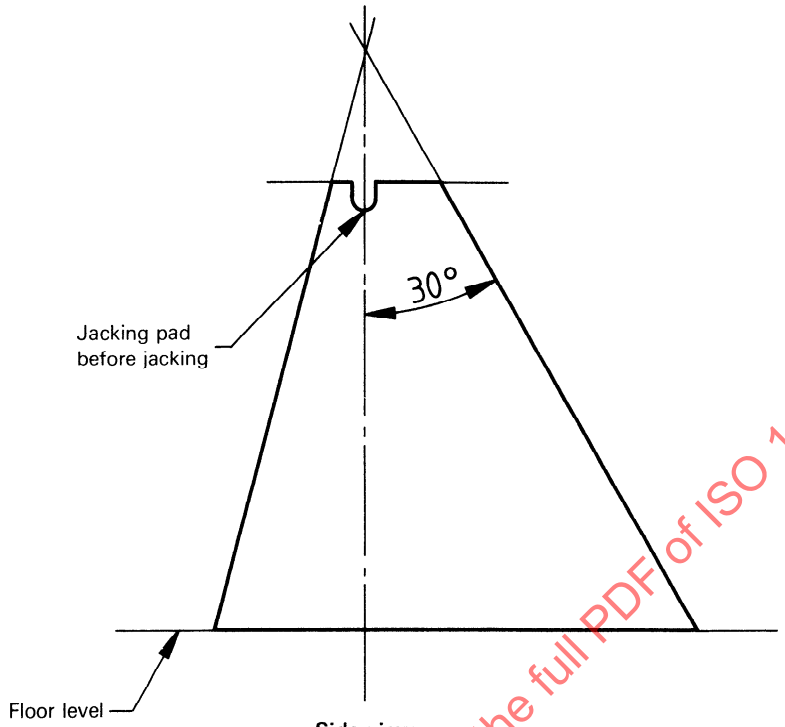
The height of the pyramid shall be sufficient to reach the airplane jacking pad at the maximum airplane height before jacking. The dimensions of the truncated top of the pyramid shall be such as to meet the dimensions of the inscribed circle given in the table. In addition, in order to ensure adequate jack stability, the base of the pyramid shall have a minimum leg radius from the vertical centreline of 0,3 times the maximum extended jack height.

In applications where the jacking pad is embedded within the surface of the airplane, this pyramid shall have an additional clear space in the shape of a cylinder on top of the pyramid and on the vertical centreline of the pyramid. This cylinder shall be such as to meet the space requirements of the appropriate main jacking pad configuration specified in ISO 43.

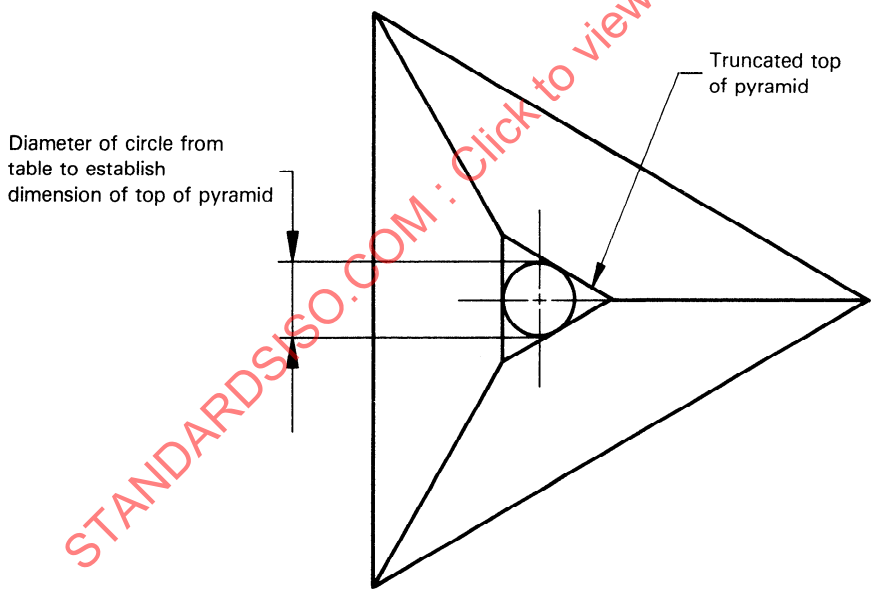
The above requirements are illustrated in figures 1, 2 and 3.

Table — Values of apex circle diameter

Jack capacity kN (lbf)	Diameter of apex circle mm (in)
Less than 44,5 (10 000)	152,4 (6)
44,5 to less than 500 (10 000 to 112 000)	228,6 (9)
500 to 1 112 (112 000 to 250 000)	304,8 (12)



Side view



Plan view

Figure 1

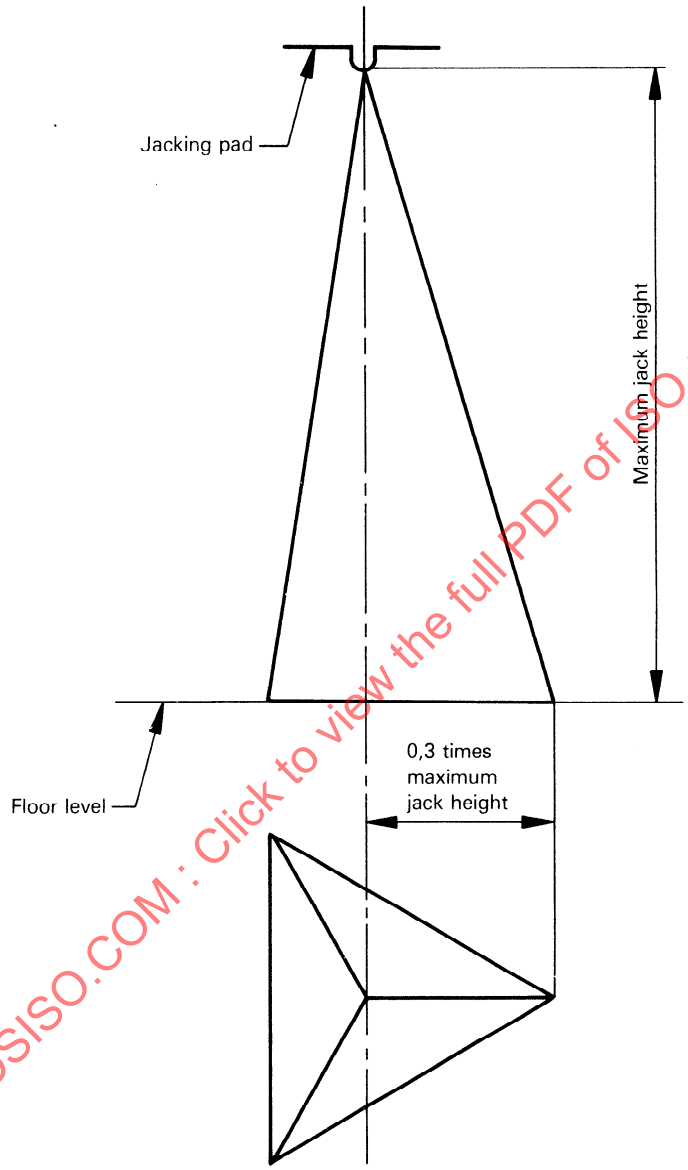
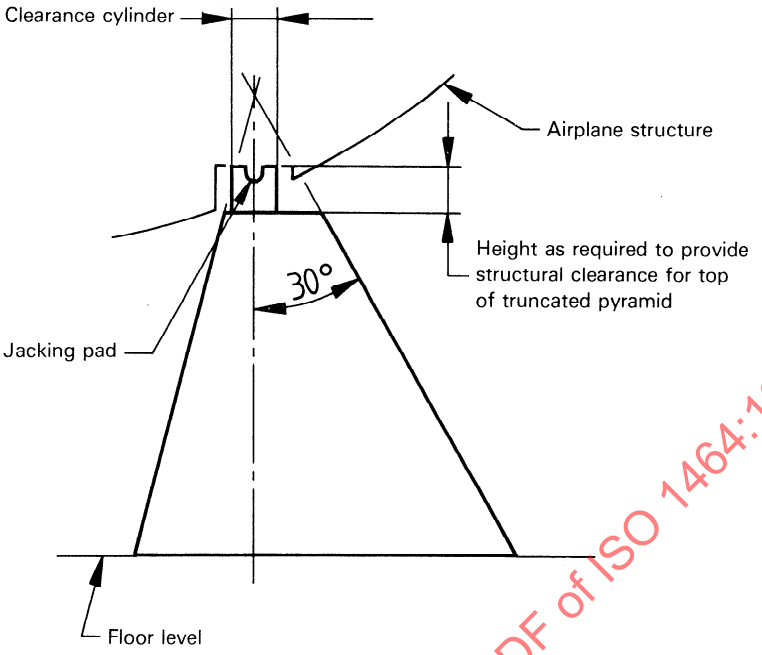
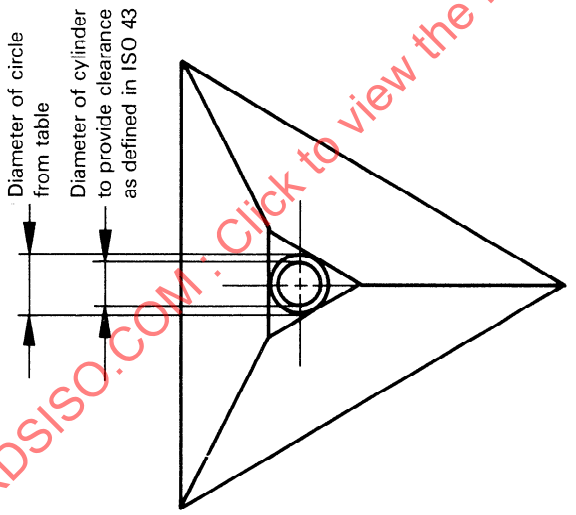


Figure 2



Side view



Plan view

Figure 3