
**Aircraft ground support
equipment — Tow bars**

Équipement au sol pour aéronefs — Barres de tractage



This document is a preview generated by EMS



COPYRIGHT PROTECTED DOCUMENT

© ISO 2016, Published in Switzerland

All rights reserved. Unless otherwise specified, no part of this publication may be reproduced or utilized otherwise in any form or by any means, electronic or mechanical, including photocopying, or posting on the internet or an intranet, without prior written permission. Permission can be requested from either ISO at the address below or ISO's member body in the country of the requester.

ISO copyright office
Ch. de Blandonnet 8 • CP 401
CH-1214 Vernier, Geneva, Switzerland
Tel. +41 22 749 01 11
Fax +41 22 749 09 47
copyright@iso.org
www.iso.org

Contents

	Page
Foreword	iv
1 Scope	1
2 Normative references	1
3 Aircraft mass categories	1
4 Tow bar general requirements	2
5 Aircraft connection	2
5.1 Dimension of tow bar connection to aircraft	2
5.2 Aircraft interface requirements	2
5.3 Aircraft protective provisions	2
5.3.1 General requirements	2
5.3.2 Shear pins	3
5.3.3 Marking	4
6 Tractor connection	4
7 Tow bar undercarriage	5

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).

Attention is drawn to the possibility that some of the elements of this document may be the subject of patent rights. ISO shall not be held responsible for identifying any or all such patent rights. Details of any patent rights identified during the development of the document will be in the Introduction and/or on the ISO list of patent declarations received (see www.iso.org/patents).

Any trade name used in this document is information given for the convenience of users and does not constitute an endorsement.

For an explanation on the meaning of ISO specific terms and expressions related to conformity assessment, as well as information about ISO's adherence to the WTO principles in the Technical Barriers to Trade (TBT) see the following URL: [Foreword - Supplementary information](#)

The committee responsible for this document is ISO/TC 20, *Aircraft and space vehicles*, Subcommittee SC 9, *Air cargo and ground equipment*.

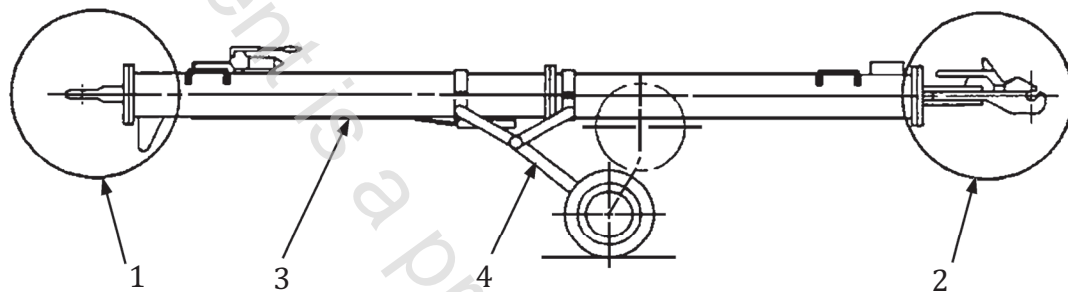
This second edition cancels and replaces the first edition (ISO 9667:1998), which has been technically revised.

Aircraft ground support equipment — Tow bars

1 Scope

This International Standard specifies dimensional and physical requirements of tow bar connections to tractor and aircraft (see [Figure 1](#)). It is applicable to any new type of commercial-transport-category aircraft tow bar designed or built after publication of this International Standard.

The purpose of this International Standard is to standardize tow bar attachments to airplane and tractor according to the mass category of the towed aircraft, so that one tow bar head with different shear levels can be used for all aircraft that are within the same mass category and are manufactured in compliance with ISO 8267 (all parts).



Key

- 1 tractor connection
- 2 aircraft connection
- 3 tow bar body
- 4 tow bar undercarriage

Figure 1 — Tow bar

2 Normative references

The following documents, in whole or in part, are normatively referenced in this document and are indispensable for its application. For dated references, only the edition cited applies. For undated references, the latest edition of the referenced document (including any amendments) applies.

ISO 8267-1, *Aircraft — Tow bar attachment fittings interface requirements — Part 1: Main line aircraft*

ISO 8267-2, *Aircraft — Tow bar attachment fittings interface requirements — Part 2: Regional aircraft*

EN 12312-7:2005+A1:2009, *Aircraft ground support equipment — Specific requirements — Part 7: Aircraft movement equipment*

3 Aircraft mass categories

The aircraft mass categories shall be in accordance with ISO 8267 (all parts).