



INTERNATIONAL STANDARD ISO 28741:2009
TECHNICAL CORRIGENDUM 1

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

Road vehicles — Spark-plugs and their cylinder head housings — Basic characteristics and dimensions

TECHNICAL CORRIGENDUM 1

Véhicules routiers — Bougies d'allumage et leur logement dans la culasse — Caractéristiques élémentaires et dimensions

RECTIFICATIF TECHNIQUE 1

Technical Corrigendum 1 to ISO 28741:2009 was prepared by Technical Committee ISO/TC 22, *Road vehicles*, Subcommittee SC 1, *Ignition equipment*.

Page 4, 4.2, Figure 3, Key

Replace the first item in the key with the following:

- ^a 0,7 mm pitch complying with ISO 68-1 and with ISO 261.

Replace the fourth item in the key with the following:

- ^d Depending on manufacturing process, tolerance class 7e is acceptable on finished product.

Page 6, 5.3, Table 2

Replace the existing table with the following new table.

Table 2 — Minor diameters, basic profiles and initial clearances for threads used

Dimensions in millimetres

Thread size	Minor diameter ^a $d_{3\max}$	Basic profile ^b	Initial clearance ^c es
M18 × 1,5 – 6e	$d_{3\max} = (16,376 - 0,067 - 0,217) = 16,092$	$(16,376 - 0,067) = 16,309$	0,067
M14 × 1,25 – 6e	$d_{3\max} = (12,647 - 0,063 - 0,180) = 12,404$	$(12,647 - 0,063) = 12,584$	0,063
M12 × 1,25 – 6e	$d_{3\max} = (10,647 - 0,063 - 0,180) = 10,404$	$(10,647 - 0,063) = 10,584$	0,063
M10 × 1 – 6e	$d_{3\max} = (8,917 - 0,026 - 0,144) = 8,747$	$(8,917 - 0,026) = 8,891$	0,026
^a The maximum value of the minor diameter, $d_{3\max}$, is calculated according to ISO 965-1:1998, Clause 11, with a truncation of $H/6$, in accordance with the following equation: $d_{3\max} = D_1 - es - 2(H/4 - H/6).$ ^b The value for the basic profile remains the same as for the ISO thread. ^c The initial clearance, es , between the pitch diameters of the thread and of the tapped hole is intended to prevent the possibility of seizure, as a result of combustion deposits on the bare threads, when removing the spark-plugs. This clearance is also intended to enable spark-plugs with threads in accordance with this International Standard to be fitted in existing tapped holes.			