EAST AFRICAN COMMUNITY

EDICT OF GOVERNMENT

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EAS 566 (2008) (English): Road vehicles — Spark-plugs — Terminals

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EAS 566:2008
ICS 43.060.50

EAST AFRICAN STANDARD

Road vehicles — Spark-plugs — Terminals

EAST AFRICAN COMMUNITY

First Edition 2008

Foreword

Development of the East African Standards has been necessitated by the need for harmonizing requirements governing quality of products and services in East Africa. It is envisaged that through harmonized standardization, trade barriers which are encountered when goods and services are exchanged within the Community will be removed.

In order to meet the above objectives, the EAC Partner States have enacted an East African Standardization, Quality Assurance, Metrology and Test Act, 2006 (EAC SQMT Act, 2006) to make provisions for ensuring standardization, quality assurance, metrology and testing of products produced or originating in a third country and traded in the Community in order to facilitate industrial development and trade as well as helping to protect the health and safety of society and the environment in the Community.

East African Standards are formulated in accordance with the procedures established by the East African Standards Committee. The East African Standards Committee is established under the provisions of Article 4 of the EAC SQMT Act, 2006. The Committee is composed of representatives of the National Standards Bodies in Partner States, together with the representatives from the private sectors and consumer organizations. Draft East African Standards are circulated to stakeholders through the National Standards Bodies in the Partner States. The comments received are discussed and incorporated before finalization of standards, in accordance with the procedures of the Community.

Article 15(1) of the EAC SQMT Act, 2006 provides that “Within six months of the declaration of an East African Standard, the Partner States shall adopt, without deviation from the approved text of the standard, the East African Standard as a national standard and withdraw any existing national standard with similar scope and purpose”.

East African Standards are subject to review, to keep pace with technological advances. Users of the East African Standards are therefore expected to ensure that they always have the latest versions of the standards they are implementing.

East African Community

P O Box 1096

Arusha

Tanzania

Tel: 255 27 2504253/8

Fax: 255-27-2504481/2504255

E-Mail: eac@eachq.org

Web: www.each.int

Introduction

ISO 14508:2006], *Road vehicles — Spark-plugs — Terminals*

INTERNATIONAL STANDARD

ISO 14508

Second edition
2006-03-01

Road vehicles — Spark-plugs — Terminals

Véhicules routiers — Bougies d'allumage — Bornes

Reference number
ISO 14508:2006(E)

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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. ISO collaborates closely with the International Electrotechnical Commission (IEC) on all matters of electrotechnical standardization.

International Standards are drafted in accordance with the rules given in the ISO/IEC Directives, Part 2.

The main task of technical committees is to prepare International Standards. Draft International Standards adopted by the technical committees are circulated to the member bodies for voting. Publication as an International Standard requires approval by at least 75 % of the member bodies casting a vote.

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.

ISO 14508 was prepared by Technical Committee ISO/TC 22, *Road vehicles*, Subcommittee SC 1, *Ignition equipment*.

This second edition cancels and replaces the first edition (ISO 14508:1997), which has been technically revised.

Road vehicles — Spark-plugs — Terminals

1 Scope

This International Standard specifies the dimensions of the solid post terminals and threaded terminals for spark-plugs for use with spark ignition engines.

2 Normative references

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

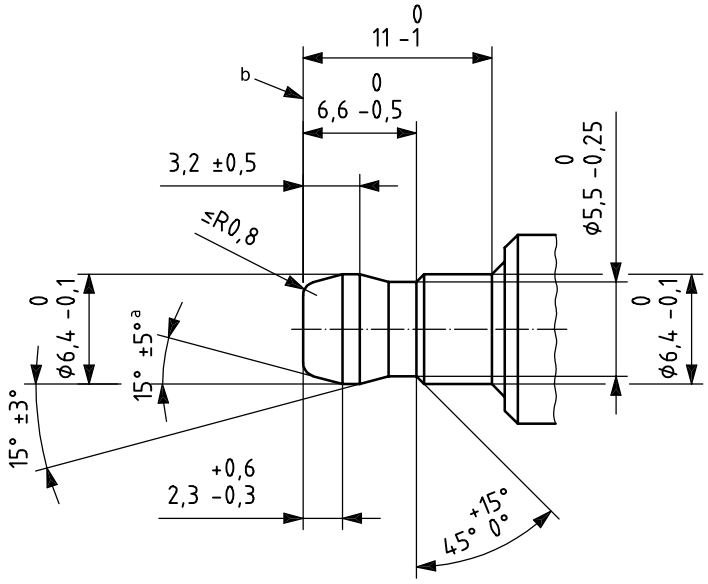
ISO 68-1, *ISO general purpose screw threads — Basic profile — Part 1: Metric screw threads*

ISO 261, *ISO general purpose metric screw threads — General plan*

3 Solid post terminal dimensions

The dimensions of solid post terminals shall be in accordance with Figure 1.

Dimensions in millimetres



Key

a For existing products, values between 7° and 30° are allowed.

b Reference plane.

Figure 1 — Solid post terminal

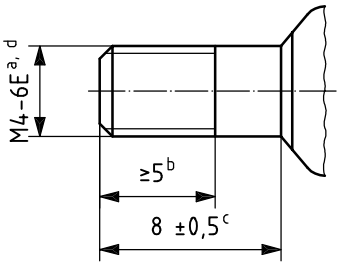
Nuts for use with threaded terminals shall have the same external dimensions as those of the solid post terminal, and shall have internal threads to 6H tolerance prior to assembly on the threaded terminals.

The measurement of the minimum diameter of 6,3 mm shall be taken at any or all points around the post circumference. A ring gauge shall be used for measuring the maximum diameter of 6,4 mm.

4 Threaded terminal dimensions

The dimensions of threaded terminals shall be in accordance with Figure 2.

Dimensions in millimetres



Key

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

b Length of usable thread.

c Cylindrical part.

d Depending on manufacturing process, class 7E is acceptable on finished product.

Figure 2 — Threaded terminal

Annex A
(informative)

Optional terminals for compact spark-plugs

This annex specifies the dimensions of the solid post terminals and threaded terminals for non-automotive application spark-plugs.

Dimensions in millimetres

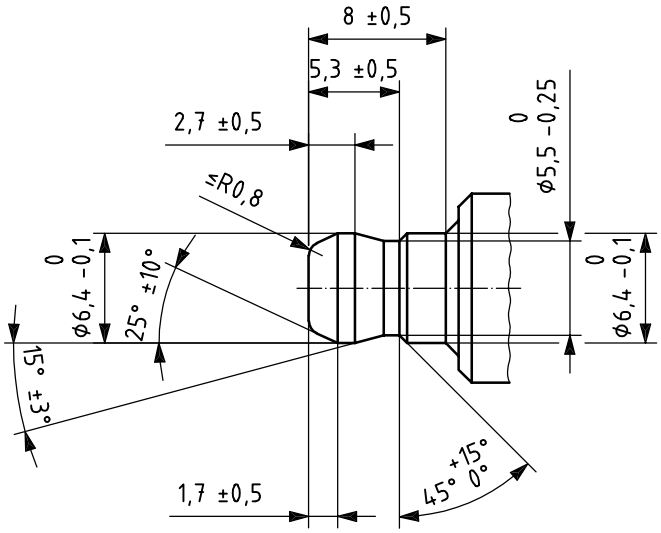


Figure A.1 — Solid post terminal for compact spark-plugs

Dimensions in millimetres

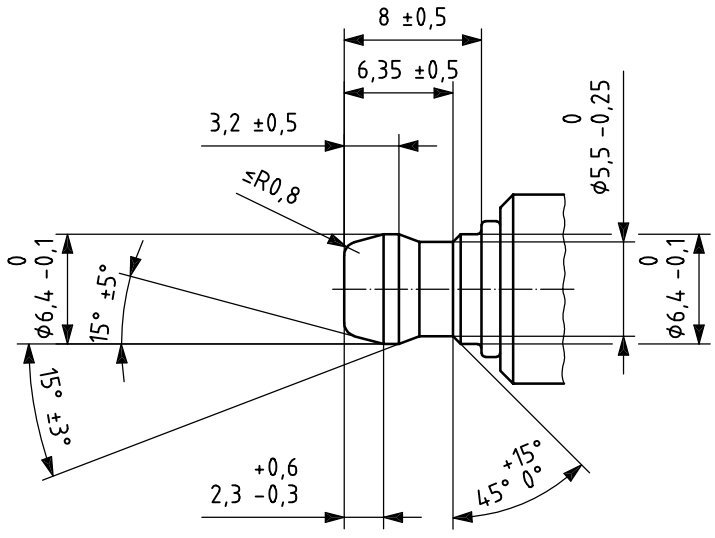
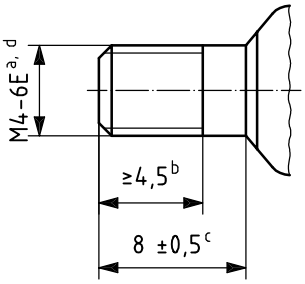


Figure A.2 — Alternative solid post terminal for compact spark-plugs

Dimensions in millimetres



Key

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

b Length of usable thread.

c Cylindrical part.

d Depending on manufacturing process, class 7E is acceptable on finished product.

Figure A.3 — Threaded terminal for compact spark-plugs

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