



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:

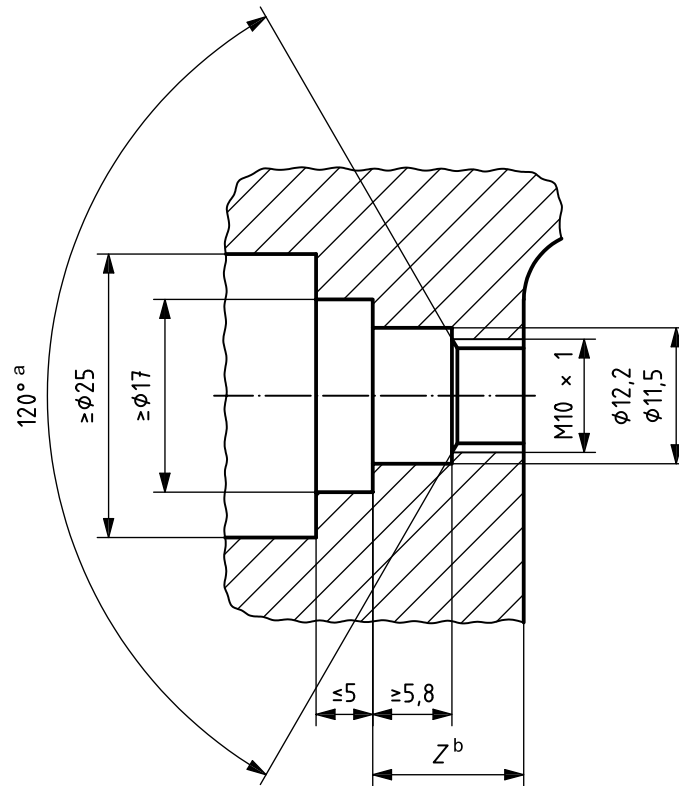
$$d_{3\max} = D_1 - es - 2(H/4 - H/6).$$

^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.

Page 21, Annex A, Figure A.2

Replace the existing figure with the following new figure.



Key

^a Nominal.

^b The *Z* length of the cylinder head housing shall be sufficient to ensure that the end of the spark-plug thread does not project into the combustion chamber at any point when the spark-plug is tightened to maximum torque.

Figure A.2 — Cylinder head housing for spark-plug with half thread

Page 25, Bibliography

Replace the first referenced document in the Bibliography, including the footnote, with the following:

- [1] ISO 965-1:1998, *ISO general-purpose metric screw threads — Tolerances — Part 1: Principles and basic data*