
**Diesel engines — Fuel injection pumps
— Tapers for shaft ends and hubs**

*Moteurs diesels — Pompes d'injection de combustible — Cônes pour
bouts d'arbre et moyeux*



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Foreword

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The committee responsible for this document is ISO/TC 22, *Road vehicles*, Subcommittee SC 34, *Propulsion, powertrain, and powertrain fluids*.

This fourth edition cancels and replaces the third edition (ISO 6519:2004), which has been technically revised.

Diesel engines — Fuel injection pumps — Tapers for shaft ends and hubs

1 Scope

This International Standard specifies the dimensions of tapered shaft ends and hubs of fuel injection pumps and common-rail high pressure pumps for diesel (compression-ignition) engines.

The specified shaft ends and hubs may be used with or without Woodruff keys.

NOTE The specified shaft ends and hubs can also be used for other applications where no specific standards exist.

2 Dimensions and tolerances

2.1 General

To ensure satisfactory operation of the taper drive, it is necessary for manufacturers to provide such cone angle tolerances that the contact between the male and female cones commences at the major diameter.

2.2 Shaft ends with taper

Shaft ends shall be as shown in [Figure 1](#) and [Table 1](#) or [Figure 2](#) and [Table 2](#). The shaft ends taper and thread ([Figure 1](#)) may be made optionally according to type 1 or 2. However, it shall be possible to screw the go-gauge for the thread up to the XX line for both these types.

Type 3 is a configuration with the thread inside of the taper. This configuration saves space and avoids the critical interface between the taper and the thread of the configuration type 1 or 2.

2.3 Keyways of hub with taper

Hub keyways shall be as shown in [Figure 3](#) and [Table 3](#). The length of the hub cone shall be such that, after assembling, the face at the smaller diameter of the hub cone lies so far in front of the XX line (see [Figure 1](#) and [Figure 2](#)) that the fixing nut can be correctly screwed up.

