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**Statsionaarmootoriga väikelaevad. Sõukruvi  
võlli otsad ja rummud koonusega 1:10**

Small craft with inboard engine - Propeller shaft  
ends and bosses with 1:10 taper

## EESTI STANDARDI EESSÕNA

## NATIONAL FOREWORD

<p>Käesolev Eesti standard EVS-EN ISO 4566:2000 sisaldab Euroopa standardi EN ISO 4566:1995 ingliskeelset teksti.</p> <p>Käesolev dokument on jõustatud 11.01.2000 ja selle kohta on avaldatud teade Eesti standardiorganisatsiooni ametlikus väljaandes.</p> <p>Standard on kättesaadav Eesti standardiorganisatsioonist.</p>	<p>This Estonian standard EVS-EN ISO 4566:2000 consists of the English text of the European standard EN ISO 4566:1995.</p> <p>This document is endorsed on 11.01.2000 with the notification being published in the official publication of the Estonian national standardisation organisation.</p> <p>The standard is available from Estonian standardisation organisation.</p>
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<p><b>Käsitlusala:</b> Standard määrab kindlaks statsionaarse mootoriga väikelaevadele paigaldamiseks ettenähtud 1:10 koonilisusega ja 20 mm kuni 160 mm läbimõelduga sõukruvide rummude ja sõukruvi võlliotste mõõtmed, et tagada vastastikune vahetatavus.</p>	<p><b>Scope:</b></p>
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**ICS** 47.080

**Võtmesõnad:** laevad, laevaehitus, mõõtmed, sõukruvid, sõukruvide võllid, tähistused

Descriptors: Shipbuilding, small craft, propellers, shaft ends.

**English version**

**Small craft with inboard engine**  
**Propeller shaft ends and bosses with 1:10 taper**  
**(ISO 4566:1992)**

Navires de plaisance à moteur intérieur;  
extrémités d'arbres porte-hélices et  
moyeux d'hélices avec une conicité  
de 1:10 (ISO 4566:1992)

Kleine Wasserfahrzeuge mit Innenbord-  
motoren; Propellerwellenenden und  
Propellernaben mit Kegel 1:10  
(ISO 4566:1992)

This European Standard was approved by CEN on 1994-10-25 and is identical to the ISO Standard referred to.

CEN members are bound to comply with the CEN/CENELEC Internal Regulations which stipulate the conditions for giving this European Standard the status of a national standard without any alteration.

Up-to-date lists and bibliographical references concerning such national standards may be obtained on application to the Central Secretariat or to any CEN member.

This European Standard exists in three official versions (English, French, German). A version in any other language made by translation under the responsibility of a CEN member into its own language and notified to the Central Secretariat has the same status as the official versions.

CEN members are the national standards bodies of Austria, Belgium, Denmark, Finland, France, Germany, Greece, Iceland, Ireland, Italy, Luxembourg, Netherlands, Norway, Portugal, Spain, Sweden, Switzerland and United Kingdom.

**CEN**

European Committee for Standardization  
Comité Européen de Normalisation  
Europäisches Komitee für Normung

**Central Secretariat: rue de Stassart 36, B-1050 Brussels**

## Foreword

International Standard

ISO 4566:1992 Small craft with inboard engine; propeller shaft ends and bosses with 1:10 taper, which was prepared by ISO/TC 188 'Small craft' of the International Organization for Standardization, has been adopted by CEN/BT as a European Standard.

This European Standard shall be given the status of a national standard, either by publication of an identical text or by endorsement, and conflicting national standards withdrawn, by October 1995 at the latest.

In accordance with the CEN/CENELEC Internal Regulations, the following countries are bound to implement this European Standard:

Austria, Belgium, Denmark, Finland, France, Germany, Greece, Iceland, Ireland, Italy, Luxembourg, Netherlands, Norway, Portugal, Spain, Sweden, Switzerland and United Kingdom.

## Endorsement notice

The text of the International Standard ISO 4566:1992 was approved by CEN as a European Standard without any modification.

## 1 Scope

This International Standard specifies the dimensions for interchangeability of propeller bosses (hubs) and propeller shaft ends in the shaft diameter range of 20 mm to 160 mm with a taper of 1:10<sup>1)</sup>, intended for installation on inboard-engined small craft.

## 2 Normative references

The following standards contain provisions which, through reference in this text, constitute provisions of this International Standard. At the time of publication, the editions indicated were valid. All standards are subject to revision, and parties to agreements based on this International Standard are encouraged to investigate the possibility of applying the most recent editions of the standards indicated below. Members of IEC and ISO maintain registers of currently valid International Standards.

ISO/R 773:1969, *Rectangular or square parallel keys and their corresponding keyways (Dimensions in millimetres)*.

ISO 1947:1973, *System of cone tolerances for conical workpieces from  $C = 1:3$  to  $1:500$  and lengths from 6 to 630 mm*.

## 3 Definitions

For the purposes of this International Standard, the following definitions apply.

**3.1 nominal diameter:** Diameter of the large end of the shaft end taper, which is the same as the diameter of the cylindrical shaft, ignoring tolerances.

**3.2 taper:** Conical portion of the shaft end designed to accommodate a key to transmit the full propeller shaft torque to the propeller, while allowing for disassembly.

## 4 Dimensions

The dimensions shall be those shown in figure 1 and table 1. The "reference dimensions" indicated in the table shall be considered nominal dimensions for guidance only.

Configurations shown in figure 1 not specified by dimensions in table 1 are not essential to interchangeability and are therefore left to the discretion of the manufacturer.

Nominal diameters without brackets shall be preferred; those in brackets are a second choice.

Thread diameters without brackets shall similarly be preferred; those in brackets are alternatives.

## 5 Construction details

Details indicated in figure 1 are not intended to restrict design; nor are they to scale. Types and methods of construction or machining of the key, the keyway and their corner radii, the thread undercut and the thread end, or of other optional details (i.e. safety pin hole, centring point, etc.) are left open for individual methods to comply with the configuration of the coupling and/or particular needs.

The length of the thread  $l_2$  shall be equal to thread diameter  $d_2$ . The part of the thread engaged by the propeller nut shall be not less than 80 % of the thread length  $l_2$ .

## 6 Tolerances

### 6.1 Shaft end taper small diameter, $d_1$

The tolerances shall be as given in table 1. The tolerance deviations are calculated from the nominal diameter.

1) ISO 8845 (to be published) will cover propeller shaft ends and bosses machined to a taper of 1:16.