INTERNATIONAL STANDARD 1204

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

Reciprocating internal combustion engines — Designation of the direction of rotation

First edition — 1972-04-15

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UDC 62-843.4

Ref. No. ISO 1204-1972 (E)

Descriptors : internal combustion engines, reciprocating engines, rotation, direction (of movement).

Price based on 1 page

FOREWORD

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Draft International Standards adopted by the Technical Committees are circulated to the Member Bodies for approval before their acceptance as International Standards by the ISO Council.

International Standard ISO 1204 (originally second Draft No. 932) was drawn up by Technical Committee ISO/TC 70, *Internal combustion engines.*

It was approved in June 1971 for publication by the Member Bodies of the following countries :

Australia	Ireland	Switzerland
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The Member Body of the following country expressed disapproval of the document :

Denmark

Printed in Switzerland

Reciprocating internal combustion engines — Designation of the direction of rotation

1 SCOPE AND FIELD OF APPLICATION

This International Standard specifies a method of designating the direction of rotation of reciprocating internal combustion engines.

It does not apply to engines used to propel

- aircraft;
- automobiles and trucks;
- agricultural and industrial types of tractors;
- road construction and earth moving machines;
- motor cycles.

NOTE — The direction of rotation of a reciprocating internal combustion engine is the direction of rotation of the shaft which provides the engine extremity.

2 DEFINITIONS

For the purpose of this International Standard the following definitions apply :

2.1 clockwise : The direction of rotation normal for the hands of a clock (see Figure 1).

2.2 counter-clockwise : The direction of rotation opposite to clockwise (see Figure 1).

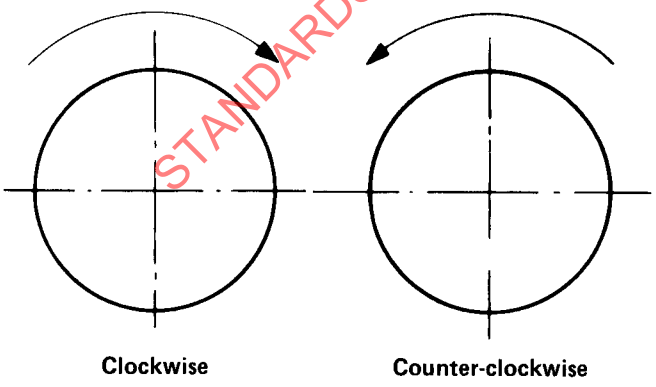

FIGURE 1 — **Direction of rotation**

3 POSITION OF THE OBSERVER

3.1 The position of the observer in relation to an engine is considered to be in an extension of the axis of the shaft which provides the driving extremity, the observer directing his view towards this shaft extremity along the arrow V (see Figure 2).

This position applies equally to an engine with an integral (built in) reversing gear, with or without speed variation, with an integral (built in) gear, with or without speed variation, only or with more than one bank of cylinders.

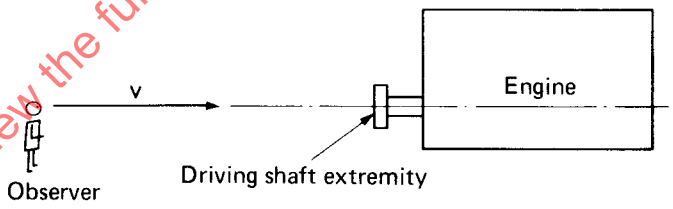

FIGURE 2 — **Position of the observer**

3.2 The position of the observer relative to an engine having more than one bank of cylinders shall, in accordance with 3.1, be determined relative to the main shaft through which (in the interior of the engine) the total power of all cylinders is transmitted.

3.3 If the engine has more than one driving shaft extremity, the manufacturer shall state which shaft extremity is referred to when designating the direction of rotation.

4 DESIGNATION OF DIRECTION OF ROTATION

4.1 The direction of rotation shall be designated as clockwise or counter-clockwise on the assumption of the position described in section 3 for a hypothetical observer giving the description.

4.2 If the engine can rotate in either direction, the manufacturer shall state the preferred direction, if any.