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Aircraft — Connections for starting engines by air

Aéronefs — Raccords pour le démarrage à l'air des moteurs

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Foreword

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The procedures used to develop this document and those intended for its further maintenance are described in the ISO/IEC Directives, Part 1. In particular, the different approval criteria needed for the different types of ISO documents should be noted. This document was drafted in accordance with the editorial rules of the ISO/IEC Directives, Part 2 (see www.iso.org/directives).

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For an explanation of the voluntary nature of standards, the meaning of ISO specific terms and expressions related to conformity assessment, as well as information about ISO's adherence to the World Trade Organization (WTO) principles in the Technical Barriers to Trade (TBT), see www.iso.org/iso/foreword.html.

This document was prepared by Technical Committee ISO/TC 20, *Aircraft and space vehicles*, Subcommittee SC 9, *Air cargo and ground equipment*.

This second edition cancels and replaces the first edition (ISO 2026:1974), of which it constitutes a minor revision. The changes compared to the previous edition are as follows:

— Clauses 2 and 3 have been added in accordance with the ISO/IEC Directives, Part 2.

Any feedback or questions on this document should be directed to the user's national standards body. A complete listing of these bodies can be found at www.iso.org/members.html.

Aircraft — Connections for starting engines by air

1 Scope

This document specifies the dimensions of connections for starting aircraft engines by air, which are necessary to ensure international interchangeability of connectors with adaptors. lt also gives the minimum clearances required on the aircraft to provide adequate access for the ground adaptor.

2 Normative references

There are no normative references in this document.

3 Terms and definitions

No terms and definitions are listed in this document.

ISO and IEC maintain terminological databases for use in standardization at the following addresses:

— ISO Online browsing platform: available at http://www.iso.org/obp

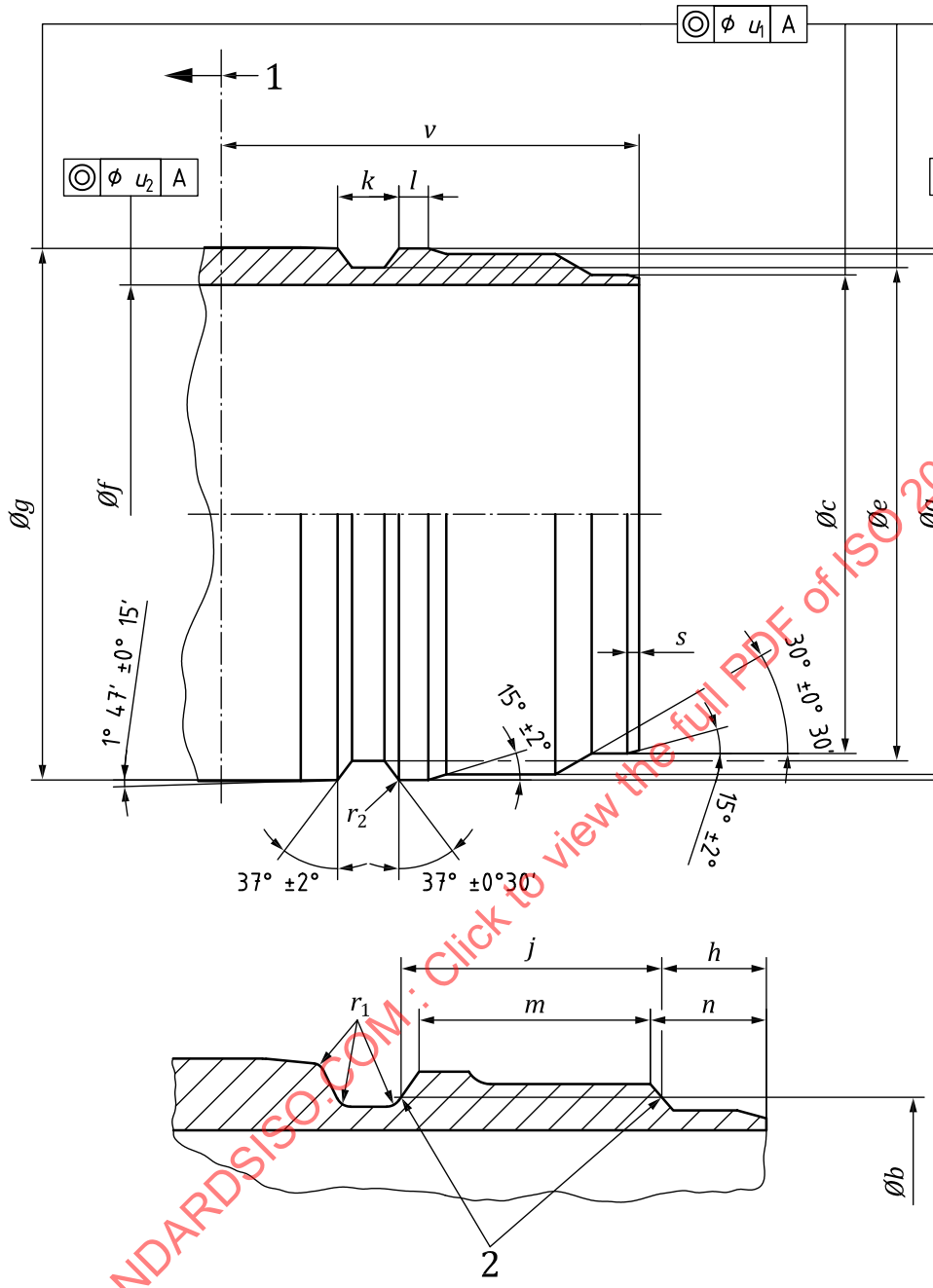
— IEC Electropedia: available at http://www.electropedia.org/

4 Dimensions

4.1 The basic dimensions and tolerances for connections on aircraft shall be as shown in Figure 1 and Table 1.

4.2 The minimum clearances around the connector, on the aircraft, for adequate access for the ground adaptor are given in Figure 2 and Table 2.

Dimensions in millimetres



Key

1 design beyond this line is optional

2 gauge points

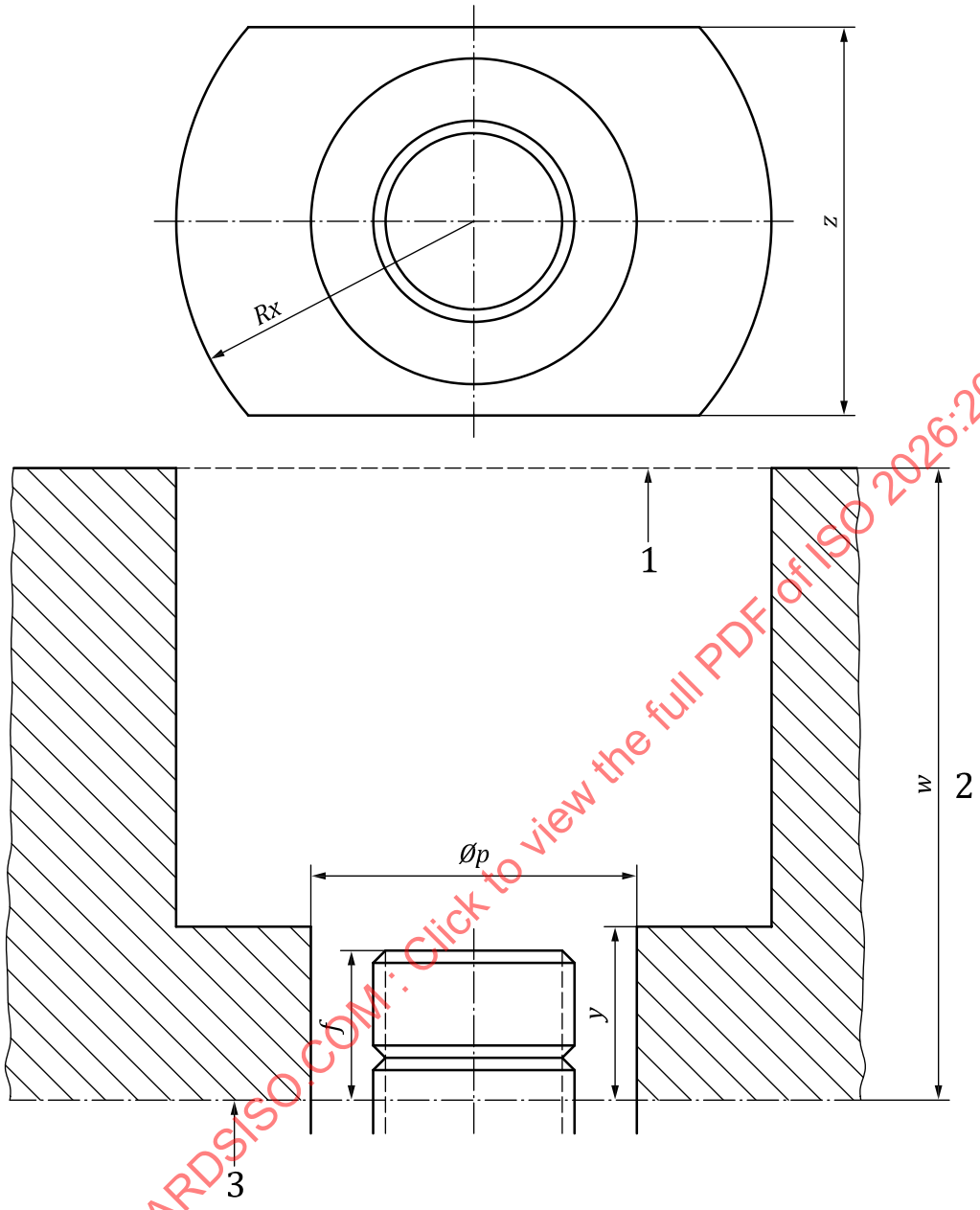
Figure 1 — Basic dimensions and tolerances of connection

Table 1 — Dimensions and tolerances for connections on aircraft

Dimension	mm	in
Ø *a*	85 max. 84,86 min.	3.346 max. 3.341 min.
Ø *b*	83,9 max. 83,76 min.	3.303 max. 3.297 min.
Ø *c*	78,77 max. 78,696 min.	3.101 max. 3.098 min.
Ø *d*	86,4 max. 86,26 min.	3.402 max. 3.397 min.
Ø *e*	81,46 max. 81,33 min.	3.209 max. 3.203 min.
Ø *f*	76,19 (reference)	3 (reference)
Ø *g*	87,9 max. 87,76 min.	3.461 max. 3.456 min.
h	(12 ± 0,08)	(0.472 ± 0.003)
j	(28,6 ± 0,08)	(1.126 ± 0.003)
k	(9,5 ± 0,2)	(0.374 ± 0.008)
l	(5 ± 0,2)	(0.197 ± 0.008)
m	26,7 (reference)	1.051 (reference)
n	13 (reference)	0.511 (reference)
r_1	(1,5 ± 0,5)	(0.06 ± 0.02)
r_2	(1 ± 0,125)	(0.04 ± 0.005)
s	(1,5 ± 0,2)	(0.06 ± 0.008)
u_1	0,025	0.001
u_2	0,125	0.005
v[a]	66,675 min.	2.625 min.

[a] Minimum length to ensure coupling connection. Increase length when bolted flanges are used.

Dimensions in millimetres



Key

1 maximum limit of skin line

2 recess for 178 mm × 280 mm envelope

3 design optional line, see Figure 1

Figure 2