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*.

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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_{3max}	Basic profile [b]	Initial clearance [c] es
M18 × 1,5 – 6e	$d_{3max} = (16{,}376 - 0{,}067 - 0{,}217) = 16{,}092$	$(16{,}376 - 0{,}067) = 16{,}309$	0,067
M14 × 1,25 – 6e	$d_{3max} = (12{,}647 - 0{,}063 - 0{,}180) = 12{,}404$	$(12{,}647 - 0{,}063) = 12{,}584$	0,063
M12 × 1,25 – 6e	$d_{3max} = (10{,}647 - 0{,}063 - 0{,}180) = 10{,}404$	$(10{,}647 - 0{,}063) = 10{,}584$	0,063
M10 × 1 – 6e	$d_{3max} = (8{,}917 - 0{,}026 - 0{,}144) = 8{,}747$	$(8{,}917 - 0{,}026) = 8{,}891$	0,026

a The maximum value of the minor diameter, d_{3max}, is calculated according to ISO 965-1:1998, Clause 11, with a truncation of $H/6$, in accordance with the following equation:

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

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.