Road vehicles – Sheath-type glow-plugs with conical seating and their cylinder head housing – Part 1: M14 x 1,25 glow-plugs


This standard supersedes the Swedish Standard SMS-ISO 6550, ed. 2.

Swedish Standards corresponding to documents referred to in this Standard are listed in "Catalogue of Swedish Standards", issued by SIS. The Catalogue lists, with reference number and year of Swedish approval, International and European Standards approved as Swedish Standards as well as other Swedish Standards.

Vägfordon – Glödstift av kapslad typ med koniskt sätte samt anslutningshål – Del 1: Glödstift M14 x 1,25


Standarden ersätter SMS-ISO 6550, utg. 2.

Motsvarigheten och aktualiteten i svensk standard till de publikationer som omnämns i denna standard framgår av "Katalog över svensk standard", som ges ut av SIS. I katalogen redovisas internationella och europeiska standarder som faststälts som svenska standarder och övriga gällande svenska standarder.
Foreword

ISO (the International Organization for Standardization) is a worldwide federation of national standards bodies (ISO member bodies). The work of preparing International Standards is normally carried out through ISO technical committees. Each member body interested in a subject for which a technical committee has been established has the right to be represented on that committee. International organizations, governmental and non-governmental, in liaison with ISO, also take part in the work. ISO collaborates closely with the International Electrotechnical Commission (IEC) on all matters of electrotechnical standardization.

Draft International Standards adopted by the technical committees are circulated to the member bodies for voting. Publication as an International Standard requires approval by at least 75% of the member bodies casting a vote.

International Standard ISO 6550-1 was prepared by Technical Committee ISO/TC 22, Road vehicles, Subcommittee SC 1, Ignition equipment.

This first edition of ISO 6550-1, together with ISO 6550-2, cancel and replace ISO 6550:1989, which has been split into three parts, part 3 covering M10 glow-plugs.

ISO 6550 consists of the following parts, under the general title Road vehicles — Sheath-type glow-plugs with conical seating and their cylinder head housing:

- Part 1: M14 x 1,25 glow-plugs
- Part 2: M12 x 1,25 glow-plugs
- Part 3: M10 glow-plugs
Road vehicles — Sheath-type glow-plugs with conical seating and their cylinder head housing —

Part 1:
M14 × 1,25 glow-plugs

1 Scope
This part of ISO 6550 specifies the main characteristics of M14 × 1,25 sheath-type glow-plugs with conical seating and their cylinder head housing, for use with diesel (compression-ignition) engines.

Type M14 should not be used for new applications.

2 Normative references
The following standards contain provisions which, through reference in this text, constitute provisions of this part of ISO 6550. At the time of publication, the editions indicated were valid. All standards are subject to revision, and parties to agreements based on this part of ISO 6550 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 8092-1:—1), Road vehicles — Connections for on-board electric harnesses — Part 1: Single-pole connector tabs — Dimensions and specific requirements.

3 Dimensions and tolerances

3.1 Glow-plugs
Sheath-type glow-plug dimensions and tolerances are given in figure 1.

3.2 Cylinder head housing
The dimensions and tolerances of the cylinder head housing for sheath-type glow-plugs are given in figure 2.

3.3 Dimension limits of thread
The threads of M14 × 1,25 glow-plugs and the corresponding tapped holes in the cylinder head shall conform to the threads specified for M14 × 1,25 spark-plugs in ISO 1919.

4 Installation tightening torque
The installation torque values shall be as given in table 1. The values apply to new sheath-type glow-plugs without lubricant on the threads. If threads are lubricated, the torque value shall be reduced by approximately one-third to avoid overstressing.

1) To be published. (Revision of ISO 8092-1:1989)