INTERNATIONAL STANDARD ISO 11565:2006
TECHNICAL CORRIGENDUM 1

Published 2007-09-01

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

Road vehicles — Spark-plugs — Test methods and requirements

TECHNICAL CORRIGENDUM 1

Véhicules routiers — Bougies d'allumage — Méthodes d'essai et exigences

RECTIFICATIF TECHNIQUE 1

Technical Corrigendum 1 to ISO 11565:2006 was prepared by Technical Committee ISO/TC 22, *Road vehicles*, Subcommittee SC 1, *Ignition equipment*.

Page 5, subclause 3.5.1

Replace paragraph 3 with the following text:

If the test fixture seat is not of an alloy, it shall have a hardness of HRC 20 or greater. The surface roughness across the seating surface shall be $Ramax$ 0,2 µm. To cover wear of the seating surface during several tests the spark-plug manufacturer may test with a seating surface of $Ramax$ 0,8 µm. All threads shall be free of lubricants.

ICS 43.060.50 **Ref. No. ISO 11565:2006/Cor.1:2007(E)**

Published in Switzerland

Replace Table 2 by the following table:

Table 2 — Installation torque

Seating	Thread	Installation torque in the test fixture (Tool adjustment value [a]) Nm		
		Aluminium alloy	Hardened copper alloy	Hardened steel
Flat	M 10 × 1	15	18	20
	M 12 × 1,25	25	30	35
	M 14 × 1,25	30	35	45
	M 14 × 1,25 compact	20	25	35
Conical	M 14 × 1,25	20	20	35
	M 18 × 1,25	23	23	45
[a] Tool calibrated according to ISO 6789.				

Page 6, Figure 1

Replace the title of Figure 1 by the following:

Figure 1 — Leakage and perpendicularity

Page 7, subclause 3.7.2.1

Replace the third paragraph, Table 3 and the Note by the following:

A spark-plug boot may be used to avoid surface flash-over. If the flashover cannot be avoided, the ground electrodes may be removed or the centre electrode may be insulated.

Table 3 — Test voltages

Test voltage (peak value) kV min.	Spark-plug in accordance with
14	ISO 2346
	ISO 2347
	ISO 19812
20	ISO 2704
25	ISO 2705
	ISO 16246
	ISO 22977
30	ISO 1919
	ISO 2344
	ISO 2345
	ISO 8470

NOTE Test voltages should be agreed between the spark-plug manufacturer and engine manufacturer if higher performance is required.

Page 10, Figure A.2

Add a tolerance of ± 5 kV to the value 20 kV to read “20 kV ± 5 kV”.