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Road vehicles — Spark-plugs — Test methods and requirements

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

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ISO copyright office
CP 401 • Ch. de Blandonnet 8
CH-1214 Vernier, Geneva
Phone: +41 22 749 01 11
Email: copyright@iso.org
Website: www.iso.org

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Foreword

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This document was prepared by Technical Committee ISO/TC 22, *Road vehicles*, Subcommittee SC 32, *Electrical and electronic components and general system aspects.*

This third edition cancels and replaces the second edition edition (ISO 11565:2006), which has been technically revised. It also incorporates the Technical Corrigendum ISO 11565:2006/Cor. 1:2007.

The main changes are as follows:

— the test procedures have been divided into spark plugs for natural aspirated engines and boosted engines;

— the test sequences have been modified.

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Road vehicles — Spark-plugs — Test methods and requirements

1 Scope

This document specifies the test methods and requirements for the mechanical and electrical performance of spark-plugs for use with spark ignition engines.

2 Normative references

The following documents are referred to in the text in such a way that some or all of their content constitutes requirements of this document. For dated references, only the edition cited applies. For undated references, the latest edition of the referenced document (including any amendments) applies.

ISO 6518-1, *Road vehicles — Ignition systems — Part 1: Vocabulary*

ISO 28741, *Road vehicles — Spark-plugs and their cylinder head housings — Basic characteristics and dimensions*

IEC 60068-2-6, *Environmental Testing — Part 2-6: Tests — Test Fc: Vibration (sinusoidal)*

3 Terms and definitions

For the purposes of this document, the terms and definitions given in ISO 6518-1 apply.

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

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

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

4 Test methods and requirements

4.1 General

The tests shall be carried out at an ambient temperature of (20 ± 15) °C and a relative humidity of (65 ± 20) % unless otherwise specified.

For each test sample in Table 1, the test sequence is indicated by "X" from top to bottom.

Each test sequence shall be started with unused samples.

“Type A” refers to normally aspirated engines and “Type B” refers to boosted engines.

Which type (A or B) to be applied for each test shall be agreed between the customer and the supplier.

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