
International Standard



7750 / 1

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Road vehicles — Air filter elements for commercial vehicles — Dimensions — Part 1 : Types A and B

Véhicules routiers — Éléments de filtre à air pour véhicules utilitaires — Dimensions — Partie 1 : Types A et B

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Foreword

ISO (the International Organization for Standardization) is a worldwide federation of national standards bodies (ISO member bodies). The work of developing International Standards is carried out through ISO technical committees. Every member body interested in a subject for which a technical committee has been authorized 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.

Draft International Standards adopted by the technical committees are circulated to the member bodies for approval before their acceptance as International Standards by the ISO Council.

International Standard ISO 7750/1 was developed by Technical Committee ISO/TC 22, *Road vehicles*, and was circulated to the member bodies in March 1982.

It has been approved by the member bodies of the following countries :

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No member body expressed disapproval of the document.

Road vehicles — Air filter elements for commercial vehicles — Dimensions — Part 1 : Types A and B

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1 Scope and field of application

This part of ISO 7750 specifies the essential dimensional characteristics necessary for interchangeability of filter elements for air filters generally used in commercial vehicles.

Two element types, A and B, are specified, which differ in the bottom end cup design and require different installation conditions (see the annex). Types A and B are not interchangeable.

The selected sizes specified in tables 1 and 2 are based upon popular elements currently on the market.

This part of ISO 7750 may be used for other air filter applications where no specific standards exist.

2 References

ISO 7312, *Road vehicles — Air filter connections — Types A and B.*¹⁾

ISO 7750/2, *Road vehicles — Air filter elements for commercial vehicles — Dimensions — Part 2 : Types C and D.*¹⁾

1) At present at the stage of draft.

3 Dimensions

3.1 Type A – circular type with stop limitation

See figure 1 and table 1.

For notes on installation, see the annex.

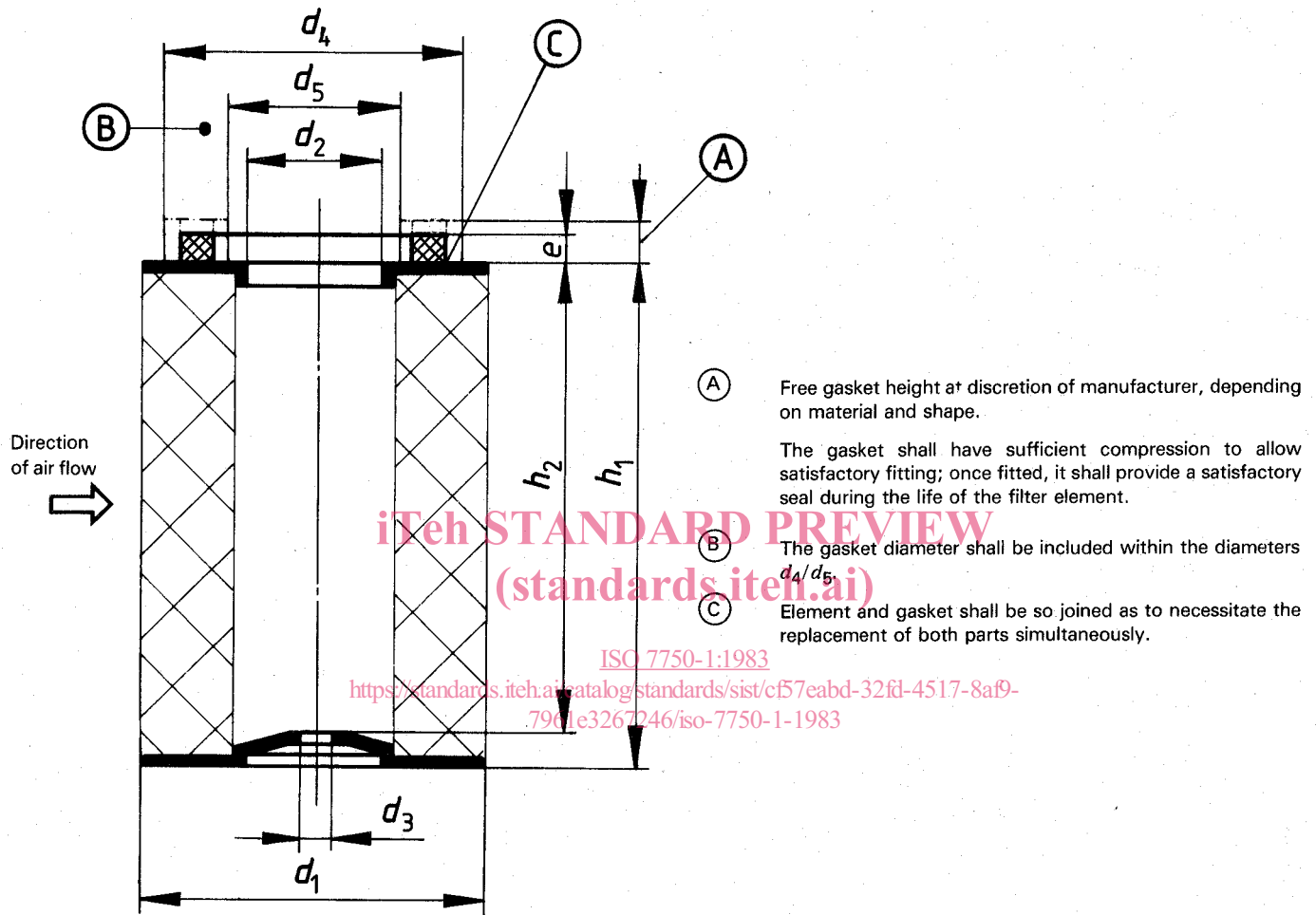


Figure 1 – Type A

Table 1 – Type A

Dimensions in millimetres

No.	d_1 max.	d_2 +2 0	d_3 +0,5 0	d_4 max.	d_5 min.	e -1	h_1 $\pm 1,5$	h_2 ± 2
1	111	50	8,5	95	60	6	217	202
2	111	50	8,5	95	60	6	300	285
3	128	64	8,5	100	75	6	285	268
4	128	57	8,5	100	75	6	300	283
5	150	71	8,5	125	80	7,5	325	310
6	166	75	8,5	140	95	7,5	300	282
7	166	86	8,5	140	95	7,5	340	322
8	192	81	8,5	170	120	7,5	300	283
9	198	103	8,5	170	120	7,5	365	351
10	213	103	8,5	180	120	7,5	300	261
11	228	116	10,5	190	130	7,5	370	356
12	231	120	10,5	190	130	7,5	360	326
13	243	132	10,5	195	145	7,5	485	454
14	251	140	10,5	220	160	9,5	360	326
15	303	191	10,5	255	205	9,5	460	444
16	328	216	10,5	280	230	9,5	605	573

3.2 Type B — circular type without stop limitation

See figure 2 and table 2.

For notes on installation, see the annex.

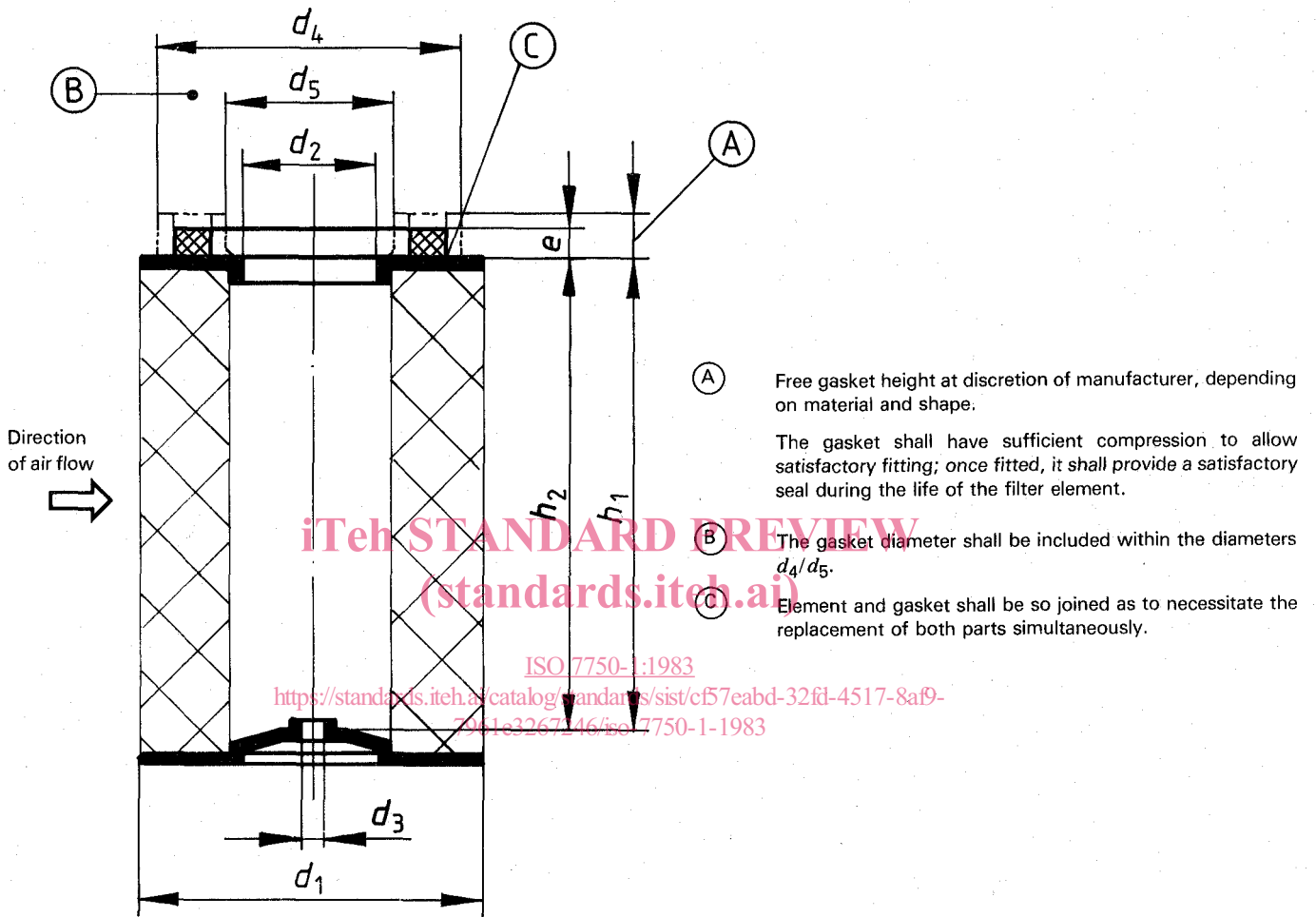


Figure 2 — Type B

Table 2 — Type B

Dimensions in millimetres

No.	d_1 max.	d_2 +2 0	d_3 +0,5 0	d_4 max.	d_5 min.	e - 1	h_1 ± 1,5	h_2 ± 2
1	133	67	17	125	90	4,5	279	260
2	133	93	17	125	100	6	381	362
3	155	88	19	140	105	8,5	332	310
4	155	88	19	150	105	4,5	382	360
5	166	86	8,5	140	95	8,5	300	279
6	201	90	13	185	160	8,5	254	228
7	201	135	17	185	160	8,5	406	371
8	220	179	23	215	190	8,5	423	370
9	234	123	17	225	190	8,5	330	295
10	234	123	17	225	190	8,5	406	368
11	243	132	10,5	195	145	8,5	300	270
12	265	153	17	235	160	8,5	406	358
13	282	171	17	265	240	8,5	406	368
14	307	196	23	285	205	8,5	406	358
15	307	196	17	285	255	8,5	457	397
16	352	241	23	275	250	8,5	457	417

4 Designation

Example for the designation of a filter element of type A, with the dimensions $d_1 = 166$ mm, $d_2 = 86$ mm and $h_1 = 340$ mm :

Filter element ISO 7750/1 – A 166 × 86 × 340

Annex

Notes on installation

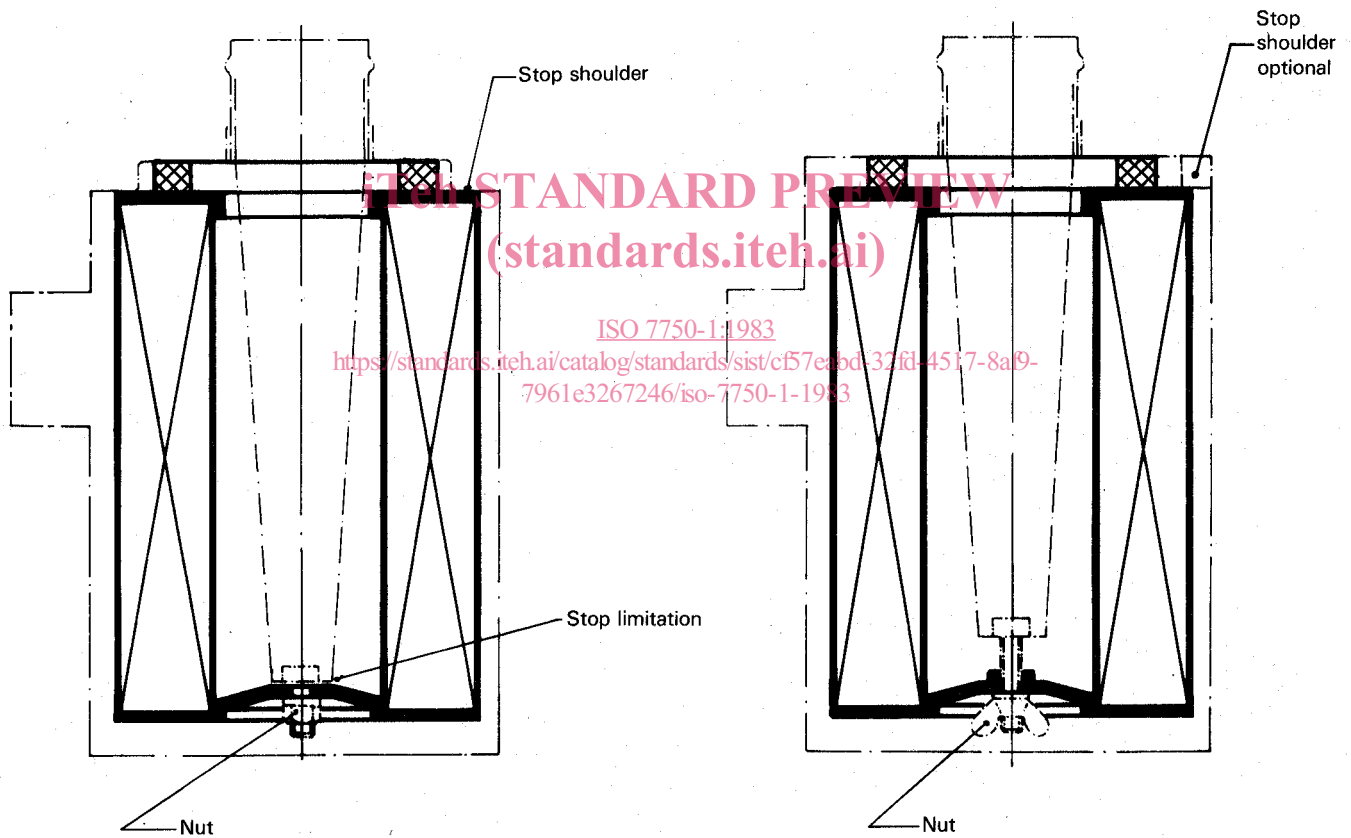


Figure 3 — Type A installation

Figure 4 — Type B installation

Figures 3 and 4 show installation situations which are typical for air filter elements of types A and B.

In figure 3, for air filter elements of type A, the air filter element is pulled against the stop shoulder and the stop limiting plane by means of the nut.

In figure 4, for air filter elements of type B, the air filter element is pulled against the upper sealing surface by means of the nut.

The design of the stop shoulder and stop limiting plane is optional, but it shall ensure that elements from different manufacturers are fully interchangeable.

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