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**Aerospace — Stud-ends, in corrosion-resistant steel, swaged on aircraft control wire rope — Dimensions and loads**

*Aéronautique et espace — Embouts tendeurs, en acier résistant à la corrosion, à sertir sur câbles de commande d'aéronefs — Dimensions et charges*

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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 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.

International Standards are drafted in accordance with the rules given in the ISO/IEC Directives, Part 3.

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 9749 was prepared by Technical Committee ISO/TC 20, *Aircraft and space vehicles*, Subcommittee SC 12, *Mechanical system parts*.

Annex A forms a normative part of this International Standard.

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# Aerospace — Stud-ends, in corrosion-resistant steel, swaged on aircraft control wire rope — Dimensions and loads

## 1 Scope

This International Standard specifies the characteristics of stud-ends in corrosion-resistant steel swaged on aircraft control wire rope.

## 2 Normative references

The following normative documents contain provisions which, through reference in this text, constitute provisions of this International Standard. For dated references, subsequent amendments to, or revisions of, any of these publications do not apply. However, parties to agreements based on this International Standard are encouraged to investigate the possibility of applying the most recent editions of the normative documents indicated below. For undated references, the latest edition of the normative document referred to applies. Members of ISO and IEC maintain registers of currently valid International Standards.

ISO 2020-1:1997, *Aerospace — Preformed flexible steel wire rope for aircraft controls — Part 1: Dimensions and loads*.

ISO 8074:1985, *Aerospace — Surface treatment of austenitic stainless steel parts*.

ISO 9761:1999, *Aerospace — Locking clips, in corrosion-resistant steel, for aircraft control wire rope turnbuckles — Dimensions*.

ISO 10955:1999, *Aerospace — End fittings and turnbarrels for aircraft control wire rope — Technical specification*.

ISO 13715:2000, *Technical drawings — Edges of undefined shape — Vocabulary and indication on drawings*.

EN 2465—<sup>1)</sup>, *Aerospace series — Steel FE-PA11 — Softened — Bars  $D_e \leq 100$  mm.*<sup>2)</sup>

SAE AMS 2431/6A, *Peening Media, Glass Shot*.

SAE AMS 5639G, *Steel, Corrosion Resistant, Bars, Wire, Forgings, Tubing, and Rings, 19Cr 10Ni, Solution Heat Treated*.

SAE AMS 5641F, *Steel, Corrosion Resistant, Bars, Wire, and Forgings, 18.5Cr 10Ni 0.22Se Free-Machining; Swaging or Upsetting, Solution Heat Treated*.

## 3 Configuration, dimensions, loads and masses

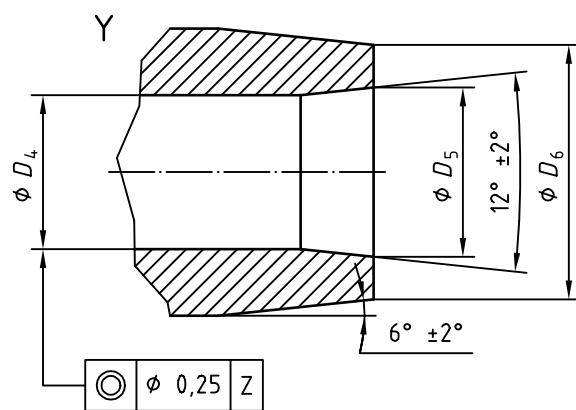
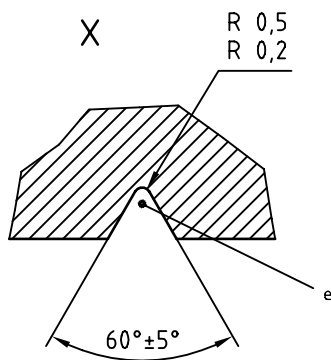
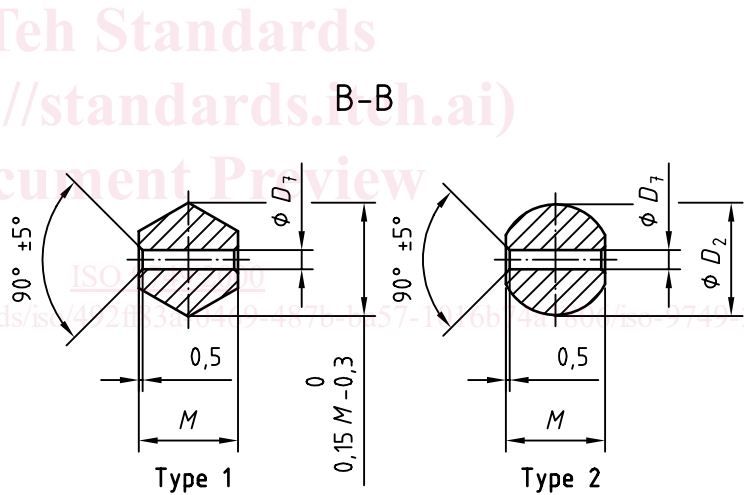
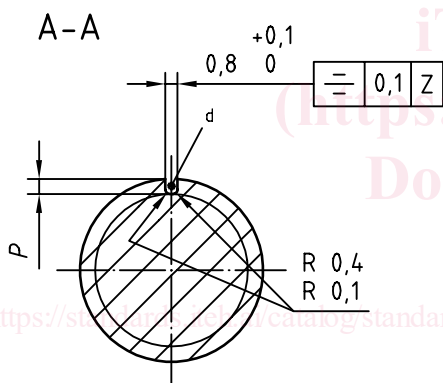
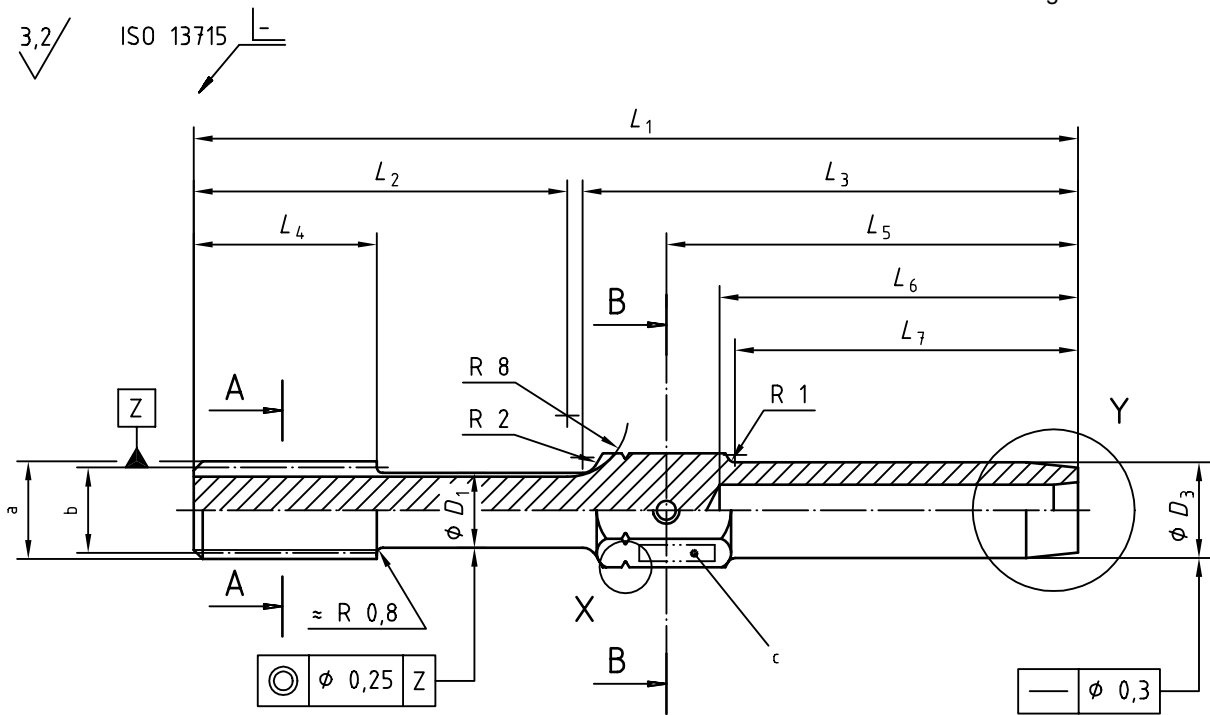
Configuration, dimensions, loads and masses shall be in accordance with Figure 1 and Table 1.

Stud-ends should be manufactured from a hexagonal bar (type 1); however, where bars of hexagonal cross section are difficult to obtain, they may be produced from milled flats (type 2).

<sup>1)</sup> To be published.

<sup>2)</sup> AECMA.

Dimensions in millimetres/Surface roughness in micrometres



- a Thread
- b Pitch diameter
- c Marking
- d Slot for locking clip in accordance with ISO 9761
- e Groove marking thread on left only; the bottom of the groove shall not reach the across flat.

Figure 1