



**SLOVENSKI STANDARD**  
**SIST ISO/TR 10064-3:1998**  
**01-avgust-1998**

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JU'Ughj'ncVb]\_]'Ga Yfb]W'nU'a Yf]hj Y!' "XY.'Df]dcfc ]UnU'lc bcgha Yf  
ncVb]\_c] j Y[ U'h'YgUža YXcgbY[ UfUha ]\_U]b'j ndcfYXbcgh]'cg]

Code of inspection practice -- Part 3: Recommendations relative to gear blanks, shaft  
centre distance and parallelism of axes

**iTeh STANDARD PREVIEW**

Code pratique de réception -- Partie 3: Recommandations relatives au corps de roues, à  
l'entraxe et au parallélisme des axes

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Ta slovenski standard je istoveten z: **ISO/TR 10064-3:1996**

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**ICS:**

21.200          Gonila                          Gears

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# TECHNICAL REPORT

**ISO**  
**TR 10064-3**

First edition  
1996-08-15

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## **Cylindrical gears — Code of inspection practice —**

### **Part 3:**

**Recommendations relative to gear blanks,  
(shaft centre distance and parallelism of axes)**

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*Engrenages cylindriques — Code pratique de réception —*

*Partie 3: Recommandations relatives aux roues brutes, à l'entraxe et au parallélisme des axes*



Reference number  
ISO/TR 10064-3:1996(E)

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International Organization for Standardization  
Case postale 56 · CH-1211 Genève 20 · Switzerland

Printed in Switzerland

## 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.

The main task of technical committees is to prepare International Standards, but in exceptional circumstances a technical committee may propose the publication of a Technical Report of one of the following types:

- type 1, when the required support cannot be obtained for the publication of an International Standard, despite repeated efforts;
- type 2, when the subject is still under technical development or where for any other reason there is a future but not immediate possibility of an agreement on an International Standard;
- type 3, when a technical committee has collected data of a different kind from that which is normally published as an International Standard ("state of the art", for example).

Technical Reports of types 1 and 2 are subject to review within three years of publication to decide whether they can be transformed into International Standards. Technical Reports of type 3 do not necessarily have to be reviewed until the data they provide are considered to be no longer valid or useful.

ISO/TR 10064-3, which is a Technical Report of type 3, was prepared by Technical Committee ISO/TC 60, *Gears*.

ISO 10064 consists of the following parts, under the general title *Cylindrical gears - Code of inspection practice*:

- *Part 1: Inspection of corresponding flanks of gear teeth*
- *Part 2: Inspection related to radial composite deviations, runout, tooth thickness and backlash*
- *Part 3: Recommendations relative to gear blanks, shaft centre distance and parallelism of axes*
- *Part 4: Recommendations relative to surface roughness and tooth contact pattern checking.*

Annex A of this part of ISO 10064 is for information only.

## Introduction

In the course of revising ISO 1328:1975, it was agreed that the descriptions and numerical values relative to the inspection of gear blanks, shaft centre distance and parallelism of axes should be published under separate cover as a Technical Report, type 3. For the general replacement of ISO 1328:1975, a system of documents as listed in clause 2 (References) and annex A (Bibliography), together with this Technical Report, has been established.

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# Cylindrical gears - Code of inspection practice

## Part 3: Recommendations relative to gear blanks, shaft centre distance and parallelism of axes

### 1 Scope

This technical report provides recommended values for dimensional deviations on blanks, centre distance and parallelism of axes of gears.

Numerical values given in this document are not to be regarded as strict ISO quality criteria, but may serve as a guide for mutual agreements, for steel or iron components.

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### 2 References

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The following standards contain provisions which are referenced in the text of this International Technical Report. At the time of publication, the editions indicated were valid. All standards are subject to revision, and parties to agreements based on this document are encouraged to investigate the possibility of applying the most recent editions of the standards indicated.

- |                 |  |
|-----------------|--|
| ISO 53: 1974    | <i>Cylindrical gears for general and heavy engineering - Basic rack.</i>   |
| ISO 54: 1996    | <i>Cylindrical gears for general engineering and for heavy engineering - Modules.</i>  |
| ISO 286-1:1988  | <i>ISO system of limits and fits - Part 1: Bases of tolerances, deviations and fits.</i>   |
| ISO 1328-1:1995 | <i>Cylindrical gears - ISO System of accuracy - Definitions and allowable values of deviations relevant to corresponding flanks of gear teeth.</i>                 |
| ISO 1328-2:1996 | <i>Cylindrical gears - ISO System of accuracy - Definitions and allowable values of deviations relevant to radial composite deviations and runout information.</i> |

### 3 Symbols and definitions

#### 3.1 Symbols

Symbols used for deviations of individual element measurements are composed of lower case letters, such as “*f*”, with subscripts, whereas symbols used for “total” deviations, which may represent combinations of several individual element deviations are composed of capital letters, such as “*F*”, also with subscripts, see table 1.

Table 1 - Symbols and terms

$a$	centre distance	mm
$b$	face width	mm
$D_d$	diameter of datum surface	mm
$D_f$	diameter of mounting face	mm
$f_{\Sigma\delta}$	shaft parallelism in-plane deviation	$\mu\text{m}$
$f_{\Sigma\beta}$	shaft parallelism out-of-plane deviation	$\mu\text{m}$
$F_\beta$	total helix deviation of gear teeth	$\mu\text{m}$
$F_p$	total cumulative pitch deviation of gear teeth	$\mu\text{m}$
$L$	larger shaft bearing span distance	mm
$n$	the number of links in a tolerance chain	-

## 3.2 Definitions

**3.2.1 Functional mounting surfaces** are the surfaces which are to be used to mount the gear.

**3.2.2 The functional axis** of the gear is the axis about which the gear rotates in service and is defined by the centres of the functional mounting surfaces. The functional axis is one which is only meaningful when a complete assembly is being considered.

**3.2.3 The datum surfaces** are those used to define the datum axis.

**3.2.4 The datum axis** of the gear is defined by the centres of the datum surfaces. It is the axis to which the gear details, and in particular the pitch, profile, and helix tolerances are defined.

**3.2.5 The manufacturing mounting surfaces** are surfaces which are to be used to mount the gear during manufacture or inspection.

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## 4 Accuracy of gear blanks

This clause is concerned with the selection and adequate specification of the datum axis, the datum surfaces which define it, and other associated datum surfaces.

The numerical values of the parameters associated with gear tooth accuracy (profile deviation, adjacent pitch deviation, etc.) are only meaningful relative to a particular axis of rotation. If the axis about which the gear is rotated during measurement is changed, then the measured value of these parameters will change. It follows that the gear drawing must define an axis which is to act as the datum axis for the specified tooth tolerances, and, in fact, for the gear geometry as a whole.

Gear blank dimensional deviations and gear housing dimensional deviations can have a strong effect on the contact conditions and operation of the gear pair. Since it is usually more economical to manufacture blanks and housings to tight tolerances than to manufacture gear teeth to high accuracy, consideration should be given to holding gear blank and housing tolerances to minimum values, consistent with the manufacturing facilities available. This practice allows the gears to be made to less exact tolerances and usually produces the most economical overall design.

### 4.1 Relationship between datum and functional axes

The datum axis is the one which will be used by the manufacturer (and inspector) to define the geometry of the gear teeth on an individual component. It is the responsibility of the designer to ensure that the datum axis is defined with sufficient clarity and precision to ensure that the requirements of the gear in relation to the functional axis are met.

Very often this can be conveniently achieved by defining the datum axis in such a way that it coincides with the functional axis by using the mounting surfaces as the datum surfaces.

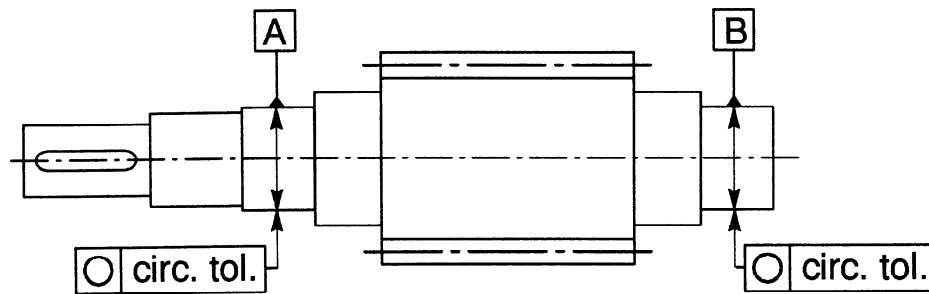


In general, however, it will be necessary to define a datum axis and then to relate all other axes (including the functional axis and possibly some manufacturing axes) to it by appropriate tolerances. In this case, due consideration must be given to the effect of the additional link in the tolerance chain.

## 4.2 Methods of defining datum axes

The datum axis of a component is defined by means of datum surfaces. There are three basic methods of doing this:

**4.2.1 Method 1** Two points on the axis are defined as the centres of specified circles on two 'short' cylindrical or conical datum surfaces, as in figure 1.



Note – [A] and [B] are intended as bearing mounting surfaces

Figure 1 - Datum axis defined by two "short" datum surfaces

**4.2.2 Method 2** The position and direction of the axis are both defined by one 'long' cylindrical or conical surface, as in figure 2. The axis of the bore can be adequately represented by the axis of a mating work arbor, properly fitted.

**4.2.3 Method 3** The axis position is defined by the centre of a circle on a short cylindrical datum and its direction by a datum end face perpendicular to the axis, as in figure 3.

If Method 1 or 3 is used, the cylindrical or conical datum surfaces must be axially short so that they do not themselves each define a *separate* axis. For Method 3, the diameter of the datum end face should be as large as possible.

A shaft with an integral pinion will often have a section on which a gear wheel will be mounted. The tolerances of the mounting surface should be selected appropriate to the quality requirements of the gear wheel.

## 4.3 Use of centre holes

A common (and satisfactory) method of dealing with gears which are integral with a shaft is to mount the component between centres during manufacture and inspection. In this case the centre holes define the datum axis. Both the gear tolerances and the mounting (bearing) surface tolerances need to be specified relative to this axis (see figure 4) and clearly there needs to be a tight tolerance on the runout of the mounting surfaces relative to the centre holes; see 4.6.

Proper care should be given in alignment of the contacting angles, i.e. 60° inclusive.

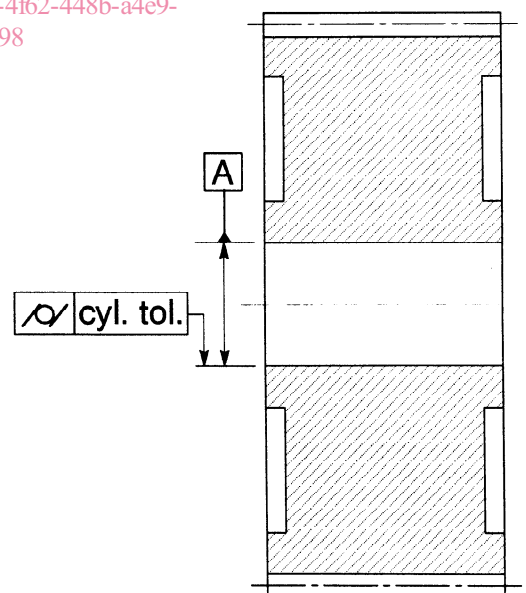


Figure 2 - Datum axis defined by one "long" datum surface