
**Diesel engines — Fuel injection pumps
— Tapers for shaft ends and hubs**

*Moteurs diesels — Pompes d'injection de combustible — Cônes pour
bouts d'arbre et moyeux*

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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.

The procedures used to develop this document and those intended for its further maintenance are described in the ISO/IEC Directives, Part 1. In particular the different approval criteria needed for the different types of ISO documents should be noted. This document was drafted in accordance with the editorial rules of the ISO/IEC Directives, Part 2 (see www.iso.org/directives).

Attention is drawn to the possibility that some of the elements of this document may be the subject of patent rights. ISO shall not be held responsible for identifying any or all such patent rights. Details of any patent rights identified during the development of the document will be in the Introduction and/or on the ISO list of patent declarations received (see www.iso.org/patents).

Any trade name used in this document is information given for the convenience of users and does not constitute an endorsement.

For an explanation on the meaning of ISO specific terms and expressions related to conformity assessment, as well as information about ISO's adherence to the WTO principles in the Technical Barriers to Trade (TBT) see the following URL: [Foreword - Supplementary information](#)

The committee responsible for this document is ISO/TC 22, *Road vehicles*, Subcommittee SC 34, *Propulsion, powertrain, and powertrain fluids*.

This fourth edition cancels and replaces the third edition (ISO 6519:2004), which has been technically revised.

Diesel engines — Fuel injection pumps — Tapers for shaft ends and hubs

1 Scope

This International Standard specifies the dimensions of tapered shaft ends and hubs of fuel injection pumps and common-rail high pressure pumps for diesel (compression-ignition) engines.

The specified shaft ends and hubs may be used with or without Woodruff keys.

NOTE The specified shaft ends and hubs can also be used for other applications where no specific standards exist.

2 Dimensions and tolerances

2.1 General

To ensure satisfactory operation of the taper drive, it is necessary for manufacturers to provide such cone angle tolerances that the contact between the male and female cones commences at the major diameter.

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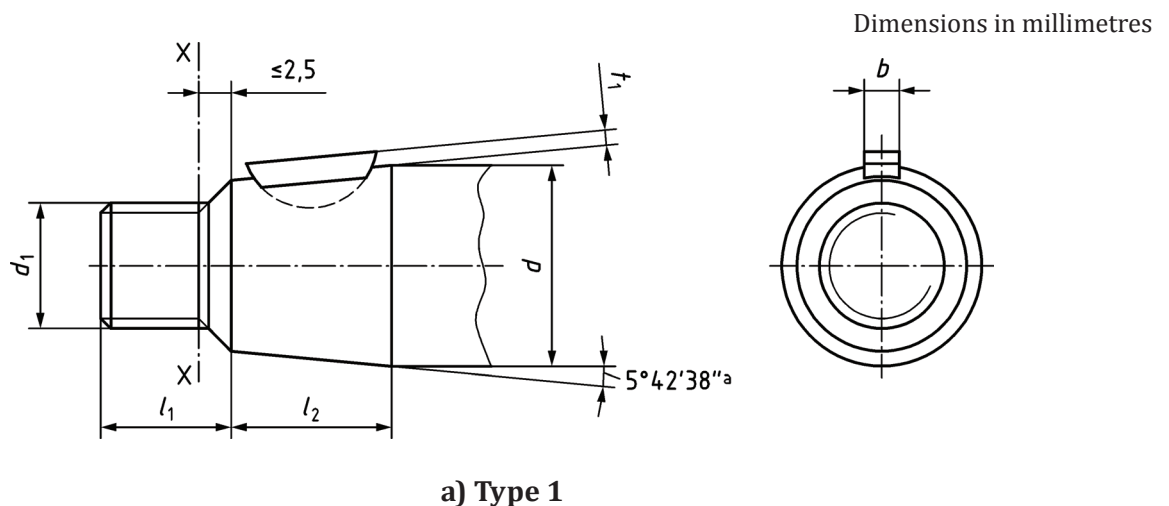
2.2 Shaft ends with taper (standards.iteh.ai)

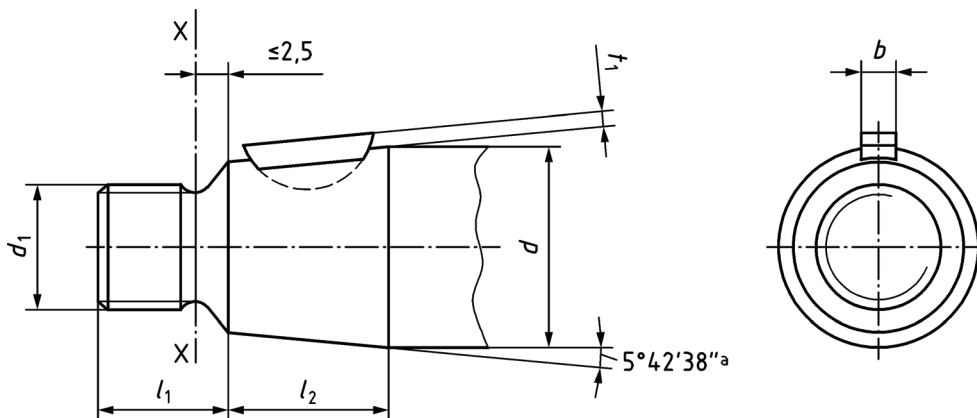
Shaft ends shall be as shown in [Figure 1](#) and [Table 1](#) or [Figure 2](#) and [Table 2](#). The shaft ends taper and thread ([Figure 1](#)) may be made optionally according to type 1 or 2. However, it shall be possible to screw the go-gauge for the thread up to the XX line for both these types.

Type 3 is a configuration with the thread inside of the taper. This configuration saves space and avoids the critical interface between the taper and the thread of the configuration type 1 or 2.

2.3 Keyways of hub with taper

Hub keyways shall be as shown in [Figure 3](#) and [Table 3](#). The length of the hub cone shall be such that, after assembling, the face at the smaller diameter of the hub cone lies so far in front of the XX line (see [Figure 1](#) and [Figure 2](#)) that the fixing nut can be correctly screwed up.





b) Type 2

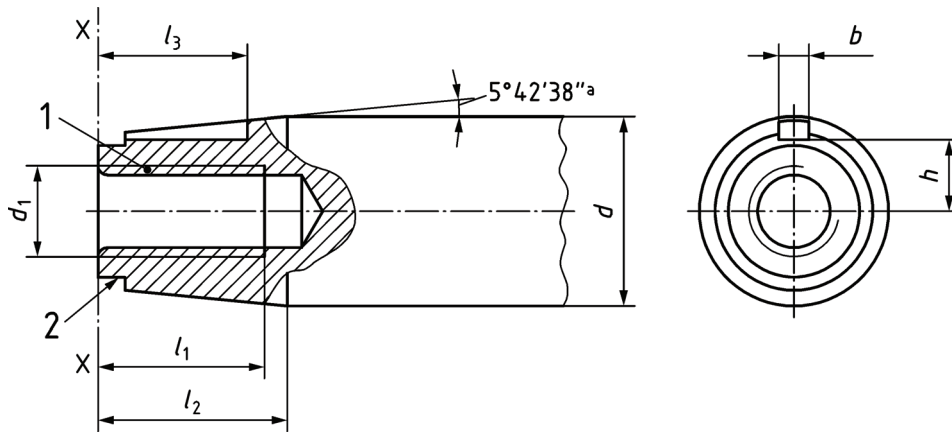
Figure 1 — Shaft ends type 1 and type 2

Table 1 — Shaft ends type 1 and type 2

Dimensions in millimetres

d^a nom.	d_1	l_1 max.	l_2 0 -1	t_1 max.	b (h9)
17	M12 × 1,75	14,5	18	1,6	$3^0_{-0,025}$
20	M14 × 1,5	12 16,5	15 20	2	$4^0_{-0,03}$
22	M14 × 1,5	16,5	20	2	$4^0_{-0,03}$
	M16 × 1,5 ^b	18			
23	M16 × 1,5	18	23	2	$4^0_{-0,03}$
25	M18 × 1,5	15	25	2,6	$5^0_{-0,03}$
		20			
30	M20 × 1,5	23	30	2,6	$5^0_{-0,03}$
35	M24 × 1,5	19	27	2,6	$5^0_{-0,03}$
		27			
		27	35		
40	M30 × 1,5	27	27	2,6	$5^0_{-0,03}$
			40		

^a The tolerance for dimension d depends on the type of shaft bearing.
^b The thread M16 × 1,5 is preferred for shaft ends with 22 mm diameter.



Key

- 1 internal thread
- 2 clamping collar (for manufacturing purposes only, no function at the engine)
- a Nominal.

Figure 2 — Shaft end type 3

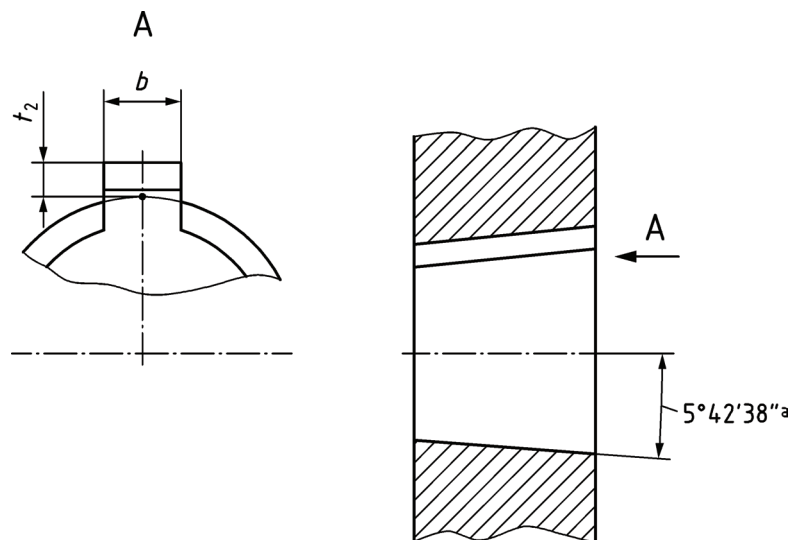
Table 2 — Shaft end type 3

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Dimensions in millimetres

d^a nom.	d_1	l_1 min.	l_2 0 -1	l_3	b (h9)	h
25	M12 × 1	22	25	19,75	$4_{-0,03}^0$	9,45

^a The tolerance for dimension d depends on the type of shaft bearing.



- a Nominal.

Figure 3 — Hub

Table 3 — Hub

Dimensions in millimetres

d^a nom.	t_2 min.	b (D10)
17	1,8	$3^{+0,06}_{+0,02}$
20	2,2	$4^{+0,078}_{+0,030}$
22	2,2	$4^{+0,078}_{+0,030}$
23	2,2	$4^{+0,078}_{+0,030}$
25	2,8	$(4 \text{ or } 5)^{+0,078}_{+0,030}$
30	2,8	$5^{+0,078}_{+0,030}$
35	2,8	$5^{+0,078}_{+0,030}$
40	2,8	$5^{+0,078}_{+0,030}$
^a d is the nominal diameter of the shaft.		

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