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Reciprocating internal combustion engines — Definitions of locations on an engine

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FOREWORD

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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 3249 was drawn up by Technical Committee ISO/TC 70, *Internal combustion engines*, and circulated to the Member Bodies in October 1973.

It has been approved by the Member Bodies of the following countries :

Australia	India	South Africa, Rep. of
Austria	Ireland	Spain
Belgium	Italy	Sweden
Bulgaria	Japan	Switzerland
Czechoslovakia	Korea, Rep. of	Thailand
Denmark	Netherlands	Turkey
Egypt, Arab Rep. of	New Zealand	United Kingdom
Finland	Poland	U.S.S.R.
France	Portugal	Yugoslavia
Germany	Romania	

No Member Body expressed disapproval of the document.

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Reciprocating internal combustion engines — Definitions of locations on an engine

1 SCOPE AND FIELD OF APPLICATION

This International Standard defines locations on a reciprocating internal combustion engine so that the position of equipment on the engine can be described.

It does not apply to engines used to propel

a) aircraft;

b) road vehicles;

c) road-construction and earth-moving machines;

d) agricultural and industrial types of tractors.

2 POSITION OF THE OBSERVER

2.1 The position of the observer in relation to an engine is considered to be in an extension of the axis of the shaft which provides the driving extremity, the observer directing his view towards this shaft extremity along the arrow V (see figure 1).

The position of the observer in relation to an engine with an integral (built-in) reversing gear, with or without speed variation, and to an engine with an integral (built-in) gear, with or without speed variation, only, shall be determined relative to the visible driving shaft extremity.

2.2 If the engine has more than one driving shaft extremity, the manufacturer shall state which shaft extremity is referred to when designating the locations on an engine. The position of the observer is then defined in accordance with 2.1.

3 DEFINITIONS OF LOCATIONS ON AN ENGINE (see figure 2)

The following definitions relate to locations on the engine in its working position :

3.1 driving end : The portion of the engine which is substantially nearest to the observer.

3.2 free end : The portion of the engine which is substantially most remote from the observer.

3.3 left side : The portion of the engine which is substantially on the left of the engine as viewed by the observer.

3.4 right side : The portion of the engine which is substantially on the right of the engine as viewed by the observer.

3.5 top : The portion of the engine which is substantially at the top of the engine as viewed by the observer.

3.6 bottom : The portion of the engine which is substantially at the bottom of the engine as viewed by the observer.

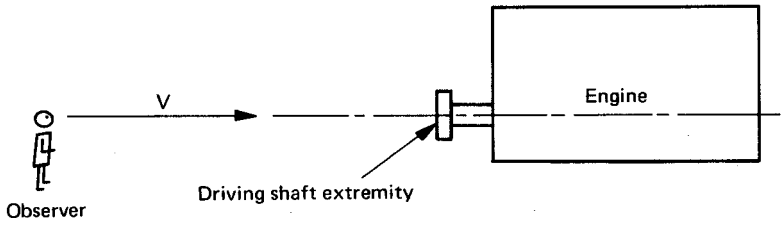

FIGURE 1 — **Position of the observer**

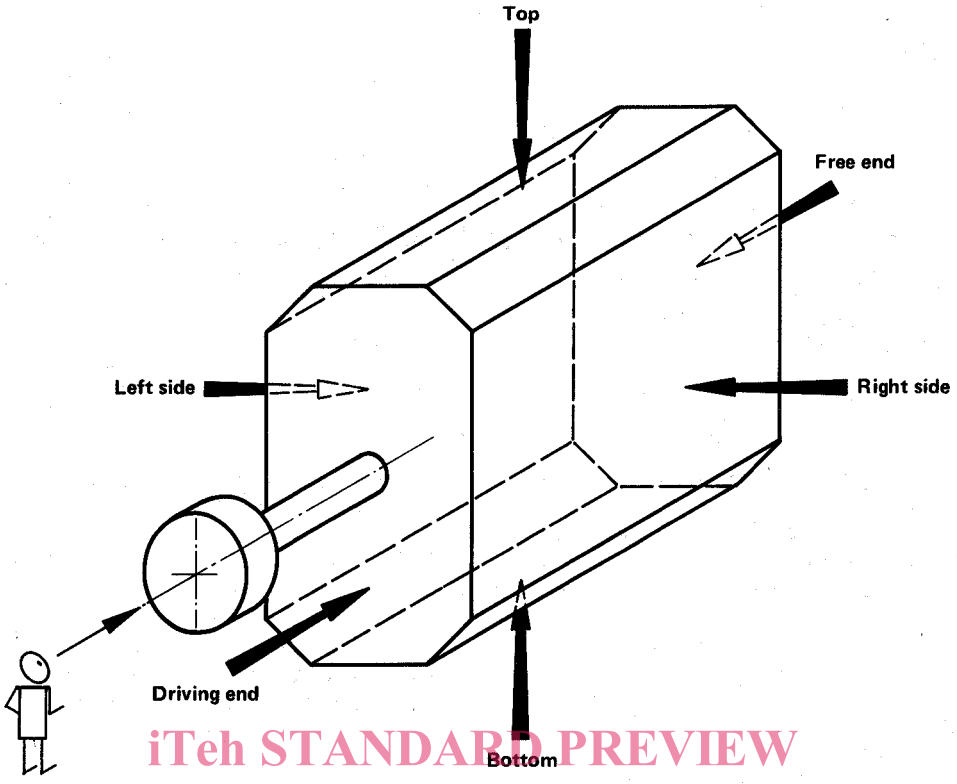

FIGURE 2 — **Location on an engine**

NOTE — In the case of an engine having a vertical driving shaft, it is not possible to determine the left side, right side, top and bottom. The definition of driving end and free end only will be used and other locations must be described by the manufacturer by reference to easily identifiable components.