

ISO

INTERNATIONAL ORGANIZATION FOR STANDARDIZATION

ISO RECOMMENDATION R 1466

PERFORMANCE REQUIREMENTS
FOR LEVER-OPERATED MANUAL SWITCHES FOR AIRCRAFT

1st EDITION

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BRIEF HISTORY

The ISO Recommendation R 1466, *Performance requirements for lever-operated manual switches for aircraft*, was drawn up by Technical Committee ISO/TC 20, *Aircraft and space vehicles*, the Secretariat of which is held by the British Standards Institution (BSI).

Work on this question led to the adoption of Draft ISO Recommendation No. 1466, which was circulated to all the ISO Member Bodies for enquiry in March 1968. It was approved, subject to a few modifications of an editorial nature, by the following Member Bodies :

Australia	Italy	Thailand
Belgium	Netherlands	Turkey
Brazil	New Zealand	U.A.R.
Canada	Poland	United Kingdom
Czechoslovakia	Portugal	U.S.S.R.
France	South Africa, Rep. of	Yugoslavia
India	Spain	
Israel	Switzerland	

No Member Body opposed the approval of the Draft.

This Draft ISO Recommendation was then submitted by correspondence to the ISO Council, which decided to accept it as an ISO Recommendation.

PERFORMANCE REQUIREMENTS FOR LEVER-OPERATED MANUAL SWITCHES FOR AIRCRAFT

1. SCOPE

This ISO Recommendation states performance requirements for two classes of single-hole fixing, lever-operated manual switches for use in nominal 28 V d.c. and 115/200 V three-phase, 400 Hz a.c. systems in aircraft.

Class 1 switches are sealed and are suitable for higher altitude and temperature conditions than are Class 2 switches, which are sealed only at the lever entry.

2. DESIGN REQUIREMENTS

2.1 The switch should be suitable for either of the following temperature and altitude classifications :

Class 1 : Suitable for use at altitudes up to 21 400 m, and at temperatures within the range -40 to $+70$ °C, and should not suffer damage or deterioration when subjected to -65 °C.

Class 2 : Suitable for use at altitudes up to 6100 m and for occasional use at 18 300 m, and at temperatures within the range -20 to $+55$ °C, and should not suffer damage or deterioration when subjected to -40 °C.

2.2 The switch should be suitable for mounting through the panel from the rear and should operate satisfactorily when mounted in any attitude.

2.3 The switch may be the two- or three-position type, with one or more poles : it may be self-retaining and/or spring return. It should preferably be designed to allow the incorporation of integral locking of the lever in any or all positions.

2.4 The method of operation of the switch should be by means of a single lever, moving in a plane at right angles to the mounting panel. The relationship of the lever positions to the keyways, and the relationship of the terminal numbers to the lever positions should be stated in the individual specification.

2.5 The switch terminals should be identified by number in the sequence shown in the individual specification.

3. DIMENSIONS

The envelope and fixing dimensions for the switch should comply with ISO Recommendation R 493, *Dimensions for single-hole mounting, lever-operated switches for aircraft*.