

Specification for

Rubber hose for i.c. engine cooling systems

Co-operating organizations

The Rubber Industry Standards Committee, under whose supervision this British Standard was prepared, consists of representatives from the following Government departments and industrial organizations:—

- Board of Trade
- British Rubber Producers' Research Association*
- Federation of British Rubber and Allied Manufacturers*
- Institute of the Rubber Industry*
- Ministry of Supply*
- Natural Rubber Development Board
- Research Association of British Rubber Manufacturers*
- Rubber Growers' Association

The scientific and industrial organizations marked with an asterisk in the above list, together with the following, were directly represented on the committee entrusted with the preparation of this British Standard:—

- Admiralty
- Air Ministry
- British Acetylene Association
- British All-Rubber Hose Manufacturers' Association
- British Compressed Air Society
- British Moulded Rubber Hose Manufacturers' Association
- British Railways, The British Transport Commission
- British Wrapped Rubber Hose Manufacturers' Association
- Engineering Equipment Users' Association
- Institute of Petroleum
- Institution of Chemical Engineers
- Institution of Mechanical Engineers
- National Coal Board
- Post Office

This British Standard, having been approved by the Rubber Industry Standards Committee and endorsed by the Chairman of the Chemical Divisional Council, was published under the authority of the General Council on 13 February, 1958

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The following BSI references relate to the work on this standard:—
Committee reference RUM/9 and RUM 9/7
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Contents

	Page
Co-operating organizations	Inside front cover
Foreword	ii
1 Scope	1
2 Materials	1
3 Manufacture	1
4 Dimensions	2
5 Finish	3
6 Tests on finished hose	3
7 Sampling	5
8 Marking	5
Appendix A Determination of resistance to inhibited ethanediol	6
Table 1	1
Table 2	1
Table 3	2
Table 4 — Diameters of Type 1 hose	2
Table 5 — Diameters of Type 2 hose	3
Table 6 — Physical requirements for lining	3
Table 7 — Physical requirements for cover	4
Table 8	4

Foreword

This British Standard makes reference to the following:—

BS 903, *Methods of testing vulcanized rubber*.

BS 1155, *Vulcanized extruded rubber compounds and tubing*.

BS 2752, *Vulcanized chloroprene rubber compounds*.

BS ¹⁾, *Inhibited ethylene glycol*.

This British Standard has been issued under the authority of the Rubber Industry Standards Committee. It specifies hose primarily intended to meet the requirements of Government Departments for use in short straight lengths in engine cooling systems in vehicles, aircraft and small marine craft.

The hose is normally suitable for use at temperatures between – 40 °C and 110 °C, where no negative pressures are encountered.

NOTE Where metric equivalents have been given, the figures in British units should be regarded as the standard. The metric equivalents are approximate. For more accurate conversions reference should be made to BS 350, “*Conversion factors and tables*”.

A British Standard does not purport to include all the necessary provisions of a contract. Users of British Standards are responsible for their correct application.

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Summary of pages

This document comprises a front cover, an inside front cover, pages i and ii, pages 1 to 6, an inside back cover and a back cover.

This standard has been updated (see copyright date) and may have had amendments incorporated. This will be indicated in the amendment table on the inside front cover.

¹⁾ In course of preparation.