

Specification for

Steel nuts (unified hexagons and unified threads) for shear bolts for aircraft

ICS 49.030.30

Publishing and copyright information

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Amendments issued since publication

Amd No.	Date	Comments
PD4734	November 1962	
PD5307	August 1964	
AMD2117	October 1976	
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Foreword

Publishing information

This British Standard is published by BSI Standards Limited, under licence from The British Standards Institution. It was prepared by Technical Committee ACE/12.

Supersession

BS 2A 110:1962+A4:2013 supersedes BS 2A 110:1962 (incorporating Amendment No 1:1964, Amendment No 2:1976, Amendment No 3:1978 and Amendment No 4:1978), which is withdrawn.

Information about this document

The start and finish of text introduced or altered by Amendment No 4 is indicated in the text by tags **A4** and **A4**. Minor editorial changes are not tagged. Previous amendments have been incorporated into the text and are not indicated.

CAUTION. BS A 110 nuts have cadmium as a plating material which has been restricted and / or banned for use in many countries owing to environmental and health concerns. They should not be used in new product designs. Local officials should be consulted about any concerns on using cadmium plated parts.

Designers are invited to consider the physically similar but cadmium free all CRES version BS A400 nut ranges.

This British Standard, having been approved by the Aircraft Standards Committee and endorsed by the Chairman of the Engineering Divisional Council, was published under the authority of the General Council of the Institution on 4th June, 1962.

The values in British units are to be regarded as the standard. A table is given in the appendix to provide a ready means of calculating the approximate millimetre equivalents of the inch dimensions. More accurate conversions should be based on the tables in BS 350.

References to the following British Standards are made within this document:

BS 4A 100:2003, *Aerospace series — Specification for general requirements for bolts and free running nuts of tensile strength not exceeding 1 249 MPa*

BS 3S 95, *Specification for 1 ½ per cent nickel-chromium-molybdenum steel — (90/110 kgf/mm² (57/70 tonf/in²): limiting ruling section 150 mm (6 in))*

BS 2S 114, *Specification for aircraft material. Manganese-molybdenum steel (55/65 tonf/sq in: limiting ruling section 2½ inches)*

BS 2S 117, *Specification for aircraft material. 1 per cent chromium steel (55/65 tonf/sq in: limiting ruling section 1½ inch)*

BS 2S 142, *Specification for 1 % chromium-molybdenum steel billets, bars, forgings and parts — (900 – 1100 MPa: limiting ruling section 40 mm)*

BS S 154, *Specification for 2 ½ % nickel-chromium-molybdenum steel billets, bars, forgings and parts — (880–1080 MPa: limiting ruling section 150 mm)*

Presentational conventions

The provisions of this standard are presented in roman (i.e. upright) type. Its requirements are expressed in sentences in which the principal auxiliary verb is “shall”.

Contractual and legal considerations

This publication does not purport to include all the necessary provisions of a contract. Users are responsible for its correct application.

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