

Railway brake hose —

Part 1: Specification for compressed air brake hose

Confirmed
January 2012

Committees responsible for this British Standard

The preparation of this British Standard was entrusted by the Plastics and Rubber Standards Policy Committee (PRM/-) to Technical Committee PRM/66, upon which the following bodies were represented:

- Association of Metropolitan Authorities
- British Coal Corporation
- British Compressed Gases Association
- British Rubber Manufacturer’s Association Ltd.
- British Telecommunications plc
- Chief and Assistant Chief Fire Officers’ Association
- Energy Industries Council
- Fire Extinguishing Trades Association
- Home Office
- Institution of Fire Engineers
- Liquefied Petroleum Gas Industry Technical Association (UK)
- London Fire and Civil Defence Authority
- Ministry of Defence
- Society of Motor Manufacturers and Traders Ltd.

The following bodies were also represented in the drafting of the standard, through subcommittees and panels:

- British Fluid Power Association
- British Gas plc

This British Standard, having been prepared under the direction of the Plastics and Rubber Standards Policy Committee, was published under the authority of the Standards Board and comes into effect on 15 July 1994

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The following BSI references relate to the work on this standard:
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Amendments issued since publication

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Foreword

This Part of BS 3682 has been prepared under the direction of the Plastics and Rubber Standards Policy Committee. It is a part revision of BS 3682:1969 which is renumbered as BS 3682-2 and declared obsolescent.

This British Standard covers hoses normally used on traction units and rolling stock, e.g. inter-vehicle connections, complete vehicle air systems, body bogie connections, or as otherwise specified by the end user. The 1969 edition of BS 3682 specified for coupling hoses only.

This standard covers compressed air hose. The 1969 edition of BS 3682 specified requirements for both compressed air brake hose and vacuum brake hose. The requirements for vacuum brake hose are included in BS 3682-2.

Changes to requirements for compressed air hose from the previous edition include the following:

- a) addition of construction requirements regarding end capping;
- b) clarification of the test for ozone cracking;
- c) addition of a hose assembly integrity test;
- d) reduction in the permitted angle of rotation under a hydrostatic pressure test;
- e) marking of hose to reflect current practice;
- f) incorporation of a test to confirm suitable oil resistance of the liner;
- g) incorporation of hose assembly integrity tests.

There is an awareness that there are user requirements to develop hoses with markedly reduced flammability and toxicity for specific applications, e.g. underground services. Proposals also exist in EEC legislation which may in the future affect the standing of this standard and possibly other standards used in railway systems.

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.

Compliance with a British Standard does not of itself confer immunity from legal obligations.

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.