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Pneumatic tubes for automotive vehicles — Technical requirements and test methods

Chambres à air pour véhicules automobiles — Exigences techniques et méthodes d'essai

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Contents

Page

Foreword

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For an explanation on the meaning of ISO specific terms and expressions related to conformity assessment, as well as information about ISO's adherence to the WTO principles in the Technical Barriers to Trade (TBT) see the following URL: Foreword - Supplementary information

The committee responsible for this document is ISO/TC 31, *Tyres, rims and valves*.

Pneumatic tubes for automotive vehicles — Technical requirements and test methods

1 Scope

This International Standard specifies the technical requirements and test methods for tubes of pneumatic tyres for automotive vehicles.

2 Normative references

The following documents, in whole or in part, are normatively referenced in this document and are indispensable for its application. For dated references, only the edition cited applies. For undated references, the latest edition of the referenced document (including any amendments) applies.

ISO 37, *Rubber, vulcanized or thermoplastic — Determination of tensile stress-strain properties*

ISO 188, *Rubber, vulcanized or thermoplastic — Accelerated ageing and heat resistance tests*

ISO 3877-3, *Tyres, valves and tubes — List of equivalent terms — Part 3: Tubes*

ISO 9413, *Tyre valves — Dimensions and designation*

3 Terms and definitions

For the purposes of this document, the terms and definitions given in ISO 3877-3 apply.

4 Materials, form and fit

4.1 The tubes shall be manufactured from an appropriate rubber compound and vulcanized to an endless annular ring shape and shall be with a valve or spud conforming to ISO 9413.

4.2 The tubes shall be classified into the following two classes:

a) class A – natural rubber and its derivatives and blends;

b) class B – butyl rubber/halobutyl rubber and its derivative and blends.

4.2.1 A blend shall be named after prime rubber whose percentage by volume is more than 60 % in the compound.

4.3 The tube shall be uniform in thickness, free from flaws and designed to fit in a tyre of the corresponding nominal size.

4.3.1 Thickness uniformity

Except for the region at or near lap or splice, the thickness of the tube when measured along the longitudinal direction of the tube shall not vary from the arithmetic mean of the readings by ±17,5 % at any point.