
**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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Foreword

ISO (the International Organization for Standardization) is a worldwide federation of national standards bodies (ISO member bodies). The work of preparing International Standards is normally carried out through ISO technical committees. Each member body interested in a subject for which a technical committee has been established has the right to be represented on that committee. International organizations, governmental and non-governmental, in liaison with ISO, also take part in the work. ISO collaborates closely with the International Electrotechnical Commission (IEC) on all matters of electrotechnical standardization.

The procedures used to develop this document and those intended for its further maintenance are described in the ISO/IEC Directives, Part 1. In particular the different approval criteria needed for the different types of ISO documents should be noted. This document was drafted in accordance with the editorial rules of the ISO/IEC Directives, Part 2 (see www.iso.org/directives).

Attention is drawn to the possibility that some of the elements of this document may be the subject of patent rights. ISO shall not be held responsible for identifying any or all such patent rights. Details of any patent rights identified during the development of the document will be in the Introduction and/or on the ISO list of patent declarations received (see www.iso.org/patents).

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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 34, *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.

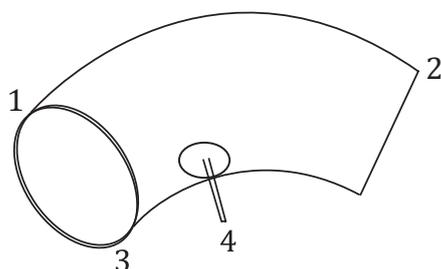
4.2.1 A blend shall be named after prime rubber whose percentage by volume is more than 60 % in the compound.

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 $\pm 17,5\%$ at any point.

4.3.2 The arithmetic mean of the tube thickness shall be determined for the points which lie in the same circumferential line or the length of the tube (see [Figure 1](#)). The thickness variation shall be determined for circumferential line at the crown centre.



Key

- 1 crown
- 2 crown ($\pm 17,5\%$ from average of four checks) equally spaced around the circumference
- 3 base
- 4 valve

Figure 1 — Measurement of tube thickness uniformity

5 Test requirements

5.1 Each type of tube shall conform to the following requirements.

5.1.1 Elongation

Dumbbell test pieces punched out in circumferential direction of the tube when tested in accordance ISO 37 and [Annex A](#) shall have elongation at break not less than 500 % for “class A” tubes and not less than 450 % for “class B” tubes.

5.1.2 Strength of splice

Tensile strength of splice determined on dumbbell in accordance with ISO 37 and [Annex A](#) shall not be less than 85 kgf/cm² for “class A” tubes and 35 kgf/cm² for “class B” tubes.

5.1.3 Set after ageing

Dumbbell test pieces punched out in circumferential direction of the tube when subjected to test conditions and test procedure in accordance with [Annex B](#) shall have set after ageing not more than 25 % for “class A” tubes and not more than 35 % for “class B” tubes.

5.1.4 Accelerated ageing

Dumbbell test pieces punched out in circumferential direction of the tube body when subjected to accelerated ageing test at (100 ± 2) °C for 48 h and tested in accordance with ISO 37, ISO 188 and [Annex C](#) shall not have a percentage drop in elongation at break more than 35 % from original, for both “class A” and “class B” tubes.

6 Air tightness

Each type of tube with valves attached shall be inflated to just round out and tested in water for the evidence of any leakage. Alternatively, vacuum leak or pressure-less detection method may be used as per the manufacturers’ practice in lieu of the water test method. The tube shall not show any leakage.

7 Marking

7.1 Tubes shall be permanently and legibly marked on the outside with the following.

- a) The manufacturer's name or trade name.
- b) The tyre size designation or designations for which the tube is applicable. The size designation description shall contain the following:
 - 1) the nominal tyre section width code;
 - 2) the nominal rim diameter code;
 - 3) the nominal aspect ratio, if applicable;
 - 4) "R" to identify radial tyre application;
 - 5) the character "-" or the letter "D" to identify bias tyre application.
- c) The manufacturing month and year shall be indicated clearly with the appropriate method, and one scheme example is given in [Annex D](#).
- d) The word "BUTYL" and/or blue line of 2,0 mm minimum width to identify tube of class B standard.

8 Sampling

The scale of sampling and the criteria of acceptance shall be as agreed to between the manufacturer and the purchaser.

Annex A (normative)

Preparation of dumbbell test specimen from tube

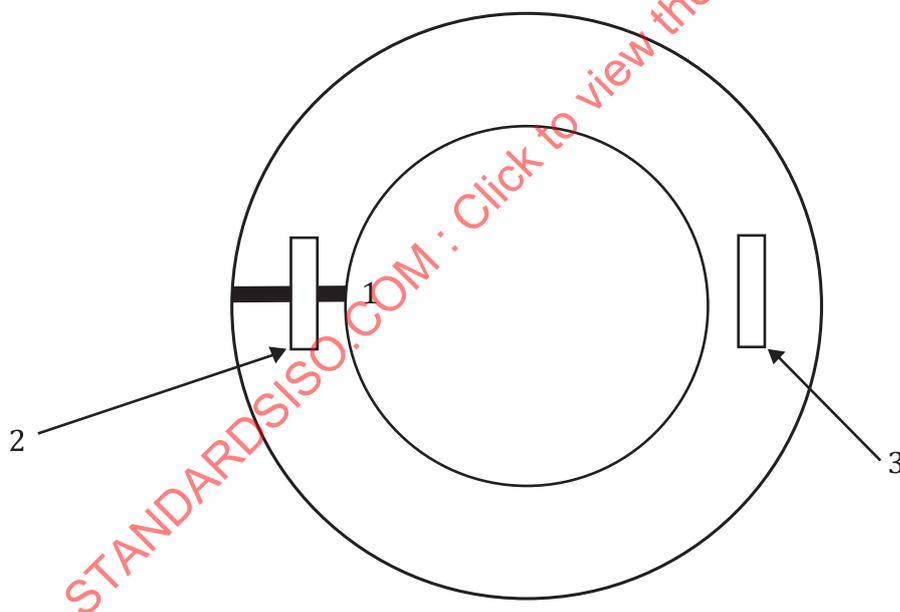
A.1 Preparation of test pieces

A.1.1 Test pieces shall be in dumbbell shape and shall be taken in the circumferential direction of a tube, from portion except the splice joint for the elongation test. For testing strength of joint splice, dumbbell shall be punched out from the splice joint at the centre as shown in [Figure A.1](#).

A.1.2 The number of test pieces shall be four each from a tube. Size of test pieces shall be 6 mm (or 13 mm) dumbbell test pieces, for measurement of tensile strength of splice and elongation of body.

A.1.3 The mean value of both ends of parallel parts shall be used as the thickness of test pieces for calculating the tensile strength of splice joints.

A.1.4 For elongation and tensile strength of joints, measured median value of four test pieces shall be used.



Key

- 1 splice joint
- 2 for tensile strength test of splice joint
- 3 for elongation at break test

Figure A.1 — Method of taking test pieces

Annex B (normative)

Test conditions and test procedure for set after ageing

B.1 Test conditions for ageing

Type of oven	: Air oven
Temperature	: 104 °C to 110 °C
Time to be kept in oven	: 5 h
Dimensions of test piece	: 6 mm wide 25 mm long measured on 6 mm dumbbell
Stretch of test piece during ageing	: 50 %

B.2 Determination of the set

The test piece shall be removed from the oven and allowed to cool under tension for 2 h. The tension shall be released and the percentage set measured after a rest of not less than 8 h or more than 24 h.

The tension set (set after ageing) shall be expressed as the extension remaining after a specimen has been stretched and allowed to retract in a specified manner and the same shall be expressed as a percentage of the original length. Formula (B.1) is used to calculate the percentage tension set.

$$\text{Tension set} = 100 \times (l_1 - l_0) / l_0 \quad (\text{B.1})$$

where

l_1 is the reference length after recovery;

l_0 is the unstrained reference length.