

# *Technical Bulletin*

Bulletin No.: PRO-07-06

Effective Date: 1/1/95

Cancels: N/A

Page: 1 of 3

Subject: **Type B Air Brake Hose Standardization and Obsolescence of Type A Air Brake Hose**

AlliedSignal Truck Brake Systems Co. is standardizing on type B air brake hose. Consequently, effective January 1, 1995, all type A hose and hose assemblies will no longer be available. This change will be made for all diameters of bulk hose and hose assemblies.

For your reference, technical information on both hose types and a changeover list from currently available type A to type B are attached.

If you have any questions, please contact your account manager or customer service representative.



### **Technical Comparison Between Type A and Type B Brake Hose**

1. "A" and "B" are AlliedSignal Truck Brake Systems Co. designations. SAE J-1402 no longer classifies air brake hose according to types A, B, etc.
2. Both A and B hose are flexible, oil resistant, synthetic rubber-covered and cloth reinforced. They are both suitable for use in vehicle air systems within a temperature range of -40°F to +212°F. Typical applications include air lines from chassis to axle, tractor to trailer, trailer to trailer, or any other location requiring hose flexibility and durability.
3. Both types meet all requirements of DOT FMVSS 106. They have the same basic dimensions and accept the same fittings.
4. The fundamental difference between types A and B is that A is built over a solid mandrel and is constructed using wrapped layers of fabric for reinforcement. Type B is a non-mandrel built hose constructed using braided plies of synthetic core for reinforcement. Historically, hose was made over a mandrel until the mid-1960s, when the non-mandrel method came into existence. At that time the industry elected to separate the two manufacturing processes into A and B, the B being the "new" hose. Since its introduction, type B has proved to be equal in performance and life to type A and has become the predominant hose. Manufacturing processes are naturally more efficient on non-mandrel hose that results in improved cost effectiveness. Considering the facts that the two hose types are identical in performance and use the same fittings, conversion from A to B should not present any problems.

**Changeover List From Type A to Type B Air Brake Hose**

<b>TYPE A</b>			<b>TYPE B</b>		
<b>PC. NO.</b>	<b>DIMENSIONS (IN)</b>	<b>OVERALL LENGTH (IN)</b>	<b>PC. NO.</b>	<b>DIMENSION (IN)</b>	<b>OVERALL LENGTH (IN)</b>
<b>HOSE</b>					
285496	3/8" I.D.	600	277546	3/8" I.D.	600
235998	7/16" I.D.	600	289376	7/16" I.D.	600
<b>HOSE ASSEMBLY (CRIMP TYPE - FIXED &amp; SWIVEL FITTINGS)</b>					
205891	3/8" I.D.	29.00	228549	3/8" I.D.	29.12
205950	3/8" I.D.	18.62	228535	3/8" I.D.	18.62
215014	3/8" I.D.	36.12	228555	3/8" I.D.	36.00
215021	3/8" I.D.	20.38	228539	3/8" I.D.	20.38
215023	3/8" I.D.	30.12	228550	3/8" I.D.	30.00
215024	3/8" I.D.	34.00	228554	3/8" I.D.	34.00
215030	3/8" I.D.	42.62	228561	3/8" I.D.	43.00
215219	3/8" I.D.	50.00	228565	3/8" I.D.	50.00
215316	3/8" I.D.	28.00	228549	3/8" I.D.	29.12
215629	3/8" I.D.	22.62	228541	3/8" I.D.	23.00
216257	3/8" I.D.	32.00	228552	3/8" I.D.	32.00
216368	3/8" I.D.	24.88	228544	3/8" I.D.	24.88
216369	3/8" I.D.	26.88	228547	3/8" I.D.	27.00