

Rubber or Nylon?

Rubber versus nylon, why choose one over the other? It all really comes down to preference and convenience. Most OE parts on a vehicle are typically replaced by removing the old product and replacing it with the exact same thing or something very similar. So, if the truck was manufactured and purchased with rubber air lines, chances are, replacement air hoses have always been rubber.

Although there are some differences that may persuade the use of one over the other, one is not necessarily more superior than the other. While nylon coiled air lines are significantly lighter in weight, their straight rubber counterparts rarely kink or tangle. However, as long as both are utilizing the correct working length, are supported properly and well-maintained, performance should be the same.

Tips for maintaining air lines:

Rubber

- Use Proper Cable Support - For heavier air and electrical lines, and 3-IN-1 or 4-IN-1 air/electrical assemblies, Phillips suggests using 2 tender spring kits or a heavy gauged spring designed for heavier cables. This reduces the strain on the tender springs and keeps the cables from dragging on the deck plate. Fig. 1
- Inspect on a Regular Basis - Look for cracks, chaffing or any type of severe damage to the rubber hose. Replace where damage is significant.
- Inspect Fittings - Look for damage, severe corrosion or leaks. Replace where damage may be significant.

Coiled Nylon

- Use Proper Cable Support - Improper cable support can lead to sagging and loss of recoil memory. If the hose holder is not positioned in the correct place, the working length can also be mis-utilized.
- Try Using 40" Leads - Where the air connectors are at the bottom of the tractor, using air lines with a 40" lead will lessen the work load/stretch on your coiled assemblies, helping them to retain their recoil memory and stay off the deck plate. Fig. 2
- Inspect on a Regular Basis - Look for cracks, kinking, chaffing or any type of severe damage to the nylon tubing. Replace where damage is significant.
- Inspect Fittings - Look for damage, severe corrosion or leaks. Replace where damage may be significant.



Fig. 1

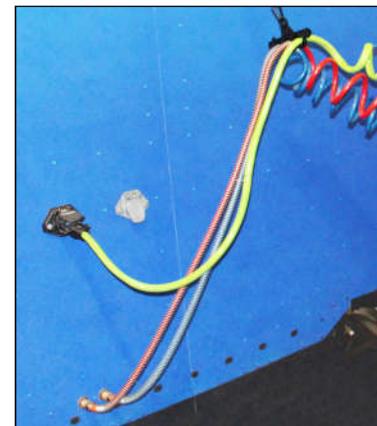


Fig. 2

TIPS

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