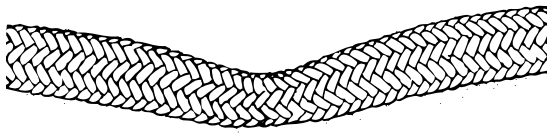
Aeroquip®
Quick Ways to Spot Hose Line Problems

Kinked Hose



- Usually is a result of a PTFE hose being improperly handled
- Fluid flow is reduced
- A break is in the making

Twisted Hose

- Incorrectly installed, easy to spot
- Flow is cut down
- If the hose is permanently deformed, replace it at once

Scuffed Hose

- Results from abrasion against a frame, an engine component, or another hose, or from incorrect clamping
- Hard to detect on unsleeved wire-braided hose.
- Sleeved hoses usually exhibit evidence of wear if this problem is present

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Brittle Hose

- Rubber hose that has hardened, no longer flexible
- Feel for stiffness
- Wiggle and listen for crackling
- Temperature and time produce this effect
- Be sure you have the correct type of hose for the application

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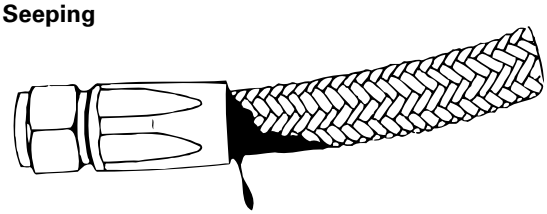
Seeping



- First appears as a slow leak
- Look for wetness on the hose or dripping at the socket
- Instead of disappearing, leakage will get worse
- Inspect hose routing to insure that the hose has some straight length where it exits the fitting

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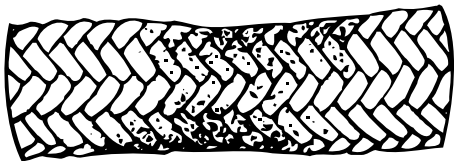
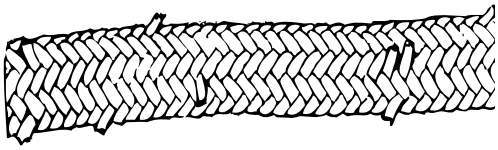
Rusty Hose



- Indicated when outer rubber cover is split, abraded or cracked. This means wire braid is corroding inside and cannot be seen.
- Check carefully

Broken Braids



- Danger signals which can be costly if they're missed
- Easy to see if you take the time to check carefully
- Wear a leather glove and run hand lightly along the hose
- Broken braids can lead to multiple problems

Note

Regular inspection of hose lines should be performed at least twice a year. When you find any of the warning signs mentioned on this data sheet, replace the hose line immediately with approved Eaton Aeroquip Hose and Fittings. Always check to see if Eaton has newer approved hose products for the application.

For recommendations on hose service life, see the "Maintaining Aerospace Service Life" data sheet, DS100-2.

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Eaton
Aerospace Group
Fluid & Electrical Distribution Division
300 South East Avenue
Jackson, Michigan 49203-1972
Phone: (517) 787 8121
Fax: (517) 789 2947

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