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**Road vehicles — Labelling of containers for  
petroleum-based or non-petroleum-based  
brake fluid**

*Véhicules routiers — Inscriptions sur les récipients de liquide de frein à  
base pétrolière ou non pétrolière*

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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.

International Standards are drafted in accordance with the rules given in the ISO/IEC Directives, Part 3.

Draft International Standards adopted by the technical committees are circulated to the member bodies for voting. Publication as an International Standard requires approval by at least 75 % of the member bodies casting a vote.

Attention is drawn to the possibility that some of the elements of this International Standard may be the subject of patent rights. ISO shall not be held responsible for identifying any or all such patent rights.

International Standard ISO 3871 was prepared by Technical Committee TC 22, *Road vehicles*, Subcommittee SC 2, *Braking systems and equipment*.

This fourth edition cancels and replaces the third edition (ISO 3871:1980), which has been technically revised.

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# Road vehicles — Labelling of containers for petroleum-based or non-petroleum-based brake fluid

## 1 Scope

This International Standard specifies the minimum labelling required for commercial containers of petroleum- and non-petroleum-based fluids used in the braking and hydraulic systems of road vehicles, including mopeds and motorcycles.

## 2 Normative references

The following normative documents contain provisions which, through reference in this text, constitute provisions of this International Standard. For dated references, subsequent amendments to, or revisions of, any of these publications do not apply. However, parties to agreements based on this International Standard are encouraged to investigate the possibility of applying the most recent editions of the normative documents indicated below. For undated references, the latest edition of the normative document referred to applies. Members of ISO and IEC maintain registers of currently valid International Standards.

ISO 4925:1978, *Road vehicles — Non-petroleum base brake fluid.*

ISO 9128:1987, *Road vehicles — Graphical symbols to designate brake fluid types.*

## 3 Labelling

### 3.1 Designation

The contents of the container shall be labelled with one of the following designations, in capital letters, as appropriate.

In the case of a container of petroleum-based brake fluid for stored-energy hydraulic brakes<sup>[1]</sup>:

**BRAKE FLUID, PETROLEUM-BASED ISO 7308**

In the case of a container of non-petroleum-based brake fluid:

**BRAKE FLUID, NON-PETROLEUM-BASED ISO 4925**

### 3.2 Placement

The appropriate designation specified in 3.1, together with the other labelling information required by this International Standard (see 3.3 to 3.7), shall be placed on the main panel of the container.

### 3.3 Visibility

All letters of the labelling shall appear on the container in a minimum type height of 3,2 mm; they shall be legible and indelibly marked on a contrasting background.

### 3.4 Serial number and packing information

The container shall bear a serial number identifying the packaged lot and packing date.

The container shall bear the name of the packer or an equivalent code, as well as the name and full postal address of the distributor.

### 3.5 Brake fluid types

The container of petroleum-based brake fluid shall bear the graphical symbols designating brake fluid type presented in ISO 9128.

### 3.6 Minimum wet boiling point

In the case of a container of non-petroleum-based brake fluid, the minimum wet boiling point of the fluid in the container, in degrees Celsius, as determined using the method specified in ISO 4925, shall be indicated on the container.

### 3.7 Safety warnings

3.7.1 The container shall bear the following safety warnings in capital letters:

3.7.1.1 FOLLOW VEHICLE MANUFACTURER'S RECOMMENDATIONS WHEN ADDING BRAKE FLUID.

3.7.1.2 KEEP BRAKE FLUID CLEAN. CONTAMINATION WITH DIRT, WATER OR OTHER MATERIALS MAY RESULT IN BRAKE FAILURE OR COSTLY REPAIRS.

3.7.1.3 CAUTION — STORE BRAKE FLUID ONLY IN ITS ORIGINAL CONTAINER. KEEP CONTAINER CLEAN AND TIGHTLY CLOSED. DO NOT REFILL CONTAINER OR USE FOR OTHER LIQUIDS.

The last sentence of 3.7.1.3 is not required for containers with a capacity of greater than 19 l.

3.7.2 Only the container of petroleum-based brake fluid shall bear the following warning, in capital and lower-case letters, as indicated:

Petroleum-based brake fluid is NOT COMPATIBLE with the rubber components of brake systems designed for use with non-petroleum-based brake fluid as specified by ISO 4925.

### 3.8 Additional information

The labelling specified in 3.2 to 3.7 may be supplemented by additional information.

Information such as toxicity or flammability warnings should be added if necessary.

## Bibliography

- [1] ISO 7308:1987, *Road vehicles — Petroleum-based brake-fluid for stored-energy hydraulic brakes.*

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