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BSI Standards Publication

Interior air of road vehicles

Part 1: Whole vehicle test chamber — Specification and method for the determination of volatile organic compounds in cabin interiors

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National foreword

This British Standard is the UK implementation of ISO 12219-1:2021. It supersedes BS ISO 12219-1:2012, which is withdrawn.

The UK participation in its preparation was entrusted to Technical Committee EH/2/5, Emissions to internal environments.

A list of organizations represented on this committee can be obtained on request to its committee manager.

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Interior air of road vehicles —

Part 1:

Whole vehicle test chamber — Specification and method for the determination of volatile organic compounds in cabin interiors

Air intérieure des véhicules routiers —

Partie 1: Enceinte d'essai pour un véhicule complet — Spécification et méthode de détermination des composés organiques volatils dans les habitacles d'automobiles



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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).

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For an explanation of the voluntary nature of standards, the meaning of ISO specific terms and expressions related to conformity assessment, as well as information about ISO's adherence to the World Trade Organization (WTO) principles in the Technical Barriers to Trade (TBT), see www.iso.org/iso/foreword.html.

This document was prepared by Technical Committee ISO/TC 146, *Air quality*, Subcommittee SC 6, *Indoor air*.

This second edition cancels and replaces the first edition (ISO 12219-1:2012), which has been technically revised.

The main changes compared to the previous edition are as follows:

- Adaption of temperatures, number of samples to be taken and the pre-conditioning and measuring times to be consistent with the UN mutual resolution concerning the common definitions of vehicle categories, masses and dimensions.

A list of all parts in the ISO 12219 series can be found on the ISO website.

Any feedback or questions on this document should be directed to the user's national standards body. A complete listing of these bodies can be found at www.iso.org/members.html.

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Introduction

Volatile organic compounds (VOCs) are widely used in industry and can be emitted by many everyday products and materials. They have attracted attention in recent years because of their impact on indoor air quality. After homes and workplaces, people spend a lot of time in their vehicles. It is important to determine the material emissions of interior parts and to reduce them to an acceptable level, if required. Therefore, it is necessary to obtain comprehensive and reliable information about the types of organic compounds in the interior air of vehicles and also their concentrations.

This document outlines a method of measuring the types and levels of VOCs in vehicle cabin air under controlled conditions. It describes requirements for a whole vehicle test chamber and a test protocol. Measurements are carried out according to ISO 16000-6 (VOCs) and ISO 16000-3 (carbonyl compounds).

There are several national test methods available for measuring in-vehicle air quality, e.g. References [2] [4]. However, this document requires a fixed heating radiation system whereas the methods of References [2][3] define a fixed temperature programme.

Before setting a fixed radiation density for heating the test vehicle, several validation measurements were performed (Reference [1]).

ISO 16000-3, ISO 16000-5, [6] ISO 16000-6, ISO 16000-9, [7] ISO 16000-10, [8] ISO 16000-11, [9] ISO 16000-24, [10] ISO 16000-25, [11] as well as ISO 16017-1 and ISO 16017-2 [12] also focus on volatile organic compound (VOC) measurements.

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Part 1:

Whole vehicle test chamber — Specification and method for the determination of volatile organic compounds in cabin interiors

1 Scope

This document specifies the whole vehicle test chamber, the vapour sampling assembly and the operating conditions for the determination of volatile organic compounds (VOCs), and carbonyl compounds in vehicle cabin air. There are three measurements performed: one (for VOCs and carbonyl compounds) during the simulation of ambient conditions (ambient mode) at standard conditions of 23 °C - 25 °C with no air exchange; a second only for the measurement of formaldehyde at elevated temperatures (parking mode); and a third for VOCs and carbonyl compounds simulating driving after the vehicle has been parked in the sun starting at elevated temperatures (driving mode). For the simulation of the mean sun irradiation, a fixed irradiation in the whole vehicle test chamber is employed.

The VOC method is valid for measurement of non-polar and slightly polar VOCs in a concentration range of sub-micrograms per cubic metre up to several milligrams per cubic metre. Using the principles specified in this method, some semi-volatile organic compounds (SVOC) can also be analysed. Compatible compounds are those which can be trapped and released from the Tenax TA®¹⁾ sorbent tubes described in ISO 16000-6, which includes VOCs ranging in volatility from *n*-C₆ to *n*-C₁₆.

The sampling and analysis procedure for formaldehyde and other carbonyl compounds is performed by collecting air on to cartridges coated with 2,4-dinitrophenylhydrazine (DNPH) and subsequent analysis by high performance liquid chromatography (HPLC) with detection by ultraviolet absorption. Formaldehyde and other carbonyl compounds can be determined in the approximate concentration range 1 µg/m³ to 1 mg/m³.

The method is valid for passenger cars, as defined in ECE-TRANS-WP.29/1045.

This document gives guidelines for:

- a) transport and storage of the test vehicles until the start of the test;
- b) conditioning for the surroundings of the test vehicle and the test vehicle itself as well as the whole vehicle test chamber;
- c) conditioning of the test vehicle prior to measurements;
- d) simulation of ambient air conditions (ambient mode);
- e) formaldehyde sampling at elevated temperatures (parking mode);
- f) simulation of driving after the test vehicle has been parked in the sun (driving mode).

1) Tenax TA® is the trade name of a product supplied by Buchem. This information is given for the convenience of users of this document and does not constitute an endorsement by ISO of the product named. Equivalent products may be used if they can be shown to lead to the same results.