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ISO 12219-6:2017

DRAFT TANZANIA STANDARD

Interior air of road vehicles - Part 6: Method for the determination of the emissions of semi-volatile organic compounds

Draft for public comments only

DRAFT TANZANIA STANDARD

0. National foreword

The Tanzania Bureau of Standards is the statutory national standards body for Tanzania, established under the Act.No.3 of 1975, amended by Act.No.2 of 2009.

This Draft Tanzania standard is being prepared by Air Quality Technical Committee, under the supervision of the Environmental Management Divisional Standards Committee (EMDC)

This Draft Tanzania Standard is identical to ISO 12219-6:2017 Interior air of road vehicles - Part 6: Method for the determination of the emissions of semi-volatile organic compounds published by the International Organization for Standardization(ISO)

Terminology and conventions

The text of the International Standard is hereby being recommended for approval without deviation for publication as draft Tanzania standard. Some terminology and certain conversion are not identical with those used in Tanzania Standards; attention is drawn to the following:

The comma (,) has been used as decimal marker for metric dimensions. In Tanzania, it is current practice to use a full point (.) on the baseline as a decimal marker.

Wherever the words "International Standard" appear, referring to this draft standard, they should read as "Tanzania Standard".

1. SCOPE

This document describes a qualitative and quantitative analytical method for vapor-phase organic compounds released from car trim materials under simulated real use conditions, i.e. a vehicle is parked for several hours in direct sunlight. Under these conditions, some interior parts and materials reach higher temperatures than 65 °C (ISO 12219-4), e.g. a dashboard can reach temperatures up to 120 °C. This document can be implemented as an optional addition to ISO 12219-4 so that VOC, volatile carbonyl and SVOC testing can all be completed within one day. This part has been added to gain insight into the emission behavior and emission potential of selected vehicle interior parts and materials exposed to higher temperatures. (By convention, 100 °C is set as the higher temperature)