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**Interior air of road vehicles —**

Part 10:

**Whole vehicle test chamber —  
Specification and methods for the  
determination of volatile organic  
compounds in cabin interiors —  
Trucks and buses**

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Member bodies are requested to consult relevant national interests in ISO/TC 22 before casting their ballot to the e-Balloting application.

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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](http://www.iso.org/directives)).

Attention is drawn to the possibility that some of the elements of this document may be the subject of patent rights. ISO shall not be held responsible for identifying any or all such patent rights. Details of any patent rights identified during the development of the document will be in the Introduction and/or on the ISO list of patent declarations received (see [www.iso.org/patents](http://www.iso.org/patents)).

Any trade name used in this document is information given for the convenience of users and does not constitute an endorsement.

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](http://www.iso.org/iso/foreword.html).

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

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](http://www.iso.org/members.html).

## Introduction

Volatile organic compounds (VOCs) are widely used in industry and can be emitted by many every-day products and materials. They have attracted much attention in recent years because of their impact on cabin 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. Therefore, it is important to get 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.

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# Interior air of road vehicles —

## Part 10:

# Whole vehicle test chamber — Specification and methods for the determination of volatile organic compounds in cabin interiors — Trucks and buses

## 1 Scope

This document describes and specifies the whole vehicle test chamber, the vapour sampling assembly and the operating conditions for the determination of volatile organic compounds (VOCs; for more information see [Annex E](#)), 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 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, 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 described 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<sup>®1)</sup> 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/m<sup>3</sup> to 1 mg/m<sup>3</sup>.

This method applicable to trucks and buses, as defined in ISO 3833:1977 3.1.1 to 3.1.6.

This document describes:

- a) Transport and storage of the test vehicle until the start of the test;
- b) Conditioning of 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<sup>®</sup> 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.

## 2 Normative references

The following documents are referred to in the text in such a way that some or all of their content constitutes requirements of this document. For dated references, only the edition cited applies. For undated references, the latest edition of the referenced document (including any amendments) applies.

ISO 12219-1, *Interior air of road vehicles — Part 1: Whole vehicle test chamber — Specification and method for the determination of volatile organic compounds*

ISO 16000-3, *Indoor air — Part 3: Determination of formaldehyde and other carbonyl compounds in indoor air and test chamber air — Active sampling method*

ISO 16000-6, *Indoor Air — Part 6: Determination of volatile organic compounds in indoor and test chamber air by active sampling on Tenax TA<sup>®</sup> sorbent, thermal desorption and gas chromatography using MS or MS-FID*

## 3 Terms and definitions

For the purposes of this document, the following terms and definitions apply.

ISO and IEC maintain terminological databases for use in standardization at the following addresses:

- ISO Online browsing platform: available at <https://www.iso.org/obp>
- IEC Electropedia: available at <http://www.electropedia.org/>

### 3.1 background concentration

analyte concentration in the whole vehicle test chamber, when the vehicle is inside

### 3.2 test vehicle

new vehicle to be tested

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Note 1 to entry: The test vehicle used can be of any type specified in ISO 3833:1977, 3.1.2 to 3.1.6

Note 2 to entry: See also [3.5](#)

### 3.3 total volatile organic compounds (TVOC)

sum of volatile organic compounds sampled on Tenax TA<sup>®</sup> and eluting between and including n-hexane and n-hexadecane, detected with a flame ionization detector (TVOC<sub>FID</sub>) or mass spectrometric detector (TVOC<sub>MS</sub>) and quantified converting the total area of the chromatogram in that analytical window to toluene equivalents

### 3.4 carbonyl compound

compound containing the functional group -C(=O)- determined according to ISO 16000-3

### 3.5 ambient mode

mode in which sampling of VOCs and carbonyl compounds in the cabin of a test vehicle under standardized ambient temperature conditions is performed, defined as 23 °C

Note 1 to entry: Engine off, radiators off, trucks and buses sampling time 30 min.



**3.6****parking mode**

mode in which sampling of formaldehyde in the cabin of a test vehicle under standardized elevated temperature conditions is performed

Note 1 to entry: Engine off, radiators on, trucks and buses sampling time 30 min.

**3.7****driving mode**

mode in which sampling of VOCs and carbonyl compounds in the cabin of a *test vehicle* (3.2) under standardized conditions starting at elevated temperatures is performed, simulating a vehicle driven after being parked in the sun

Note 1 to entry: Engine on, radiators on, air conditioning on, trucks sampling time 30 min, buses sampling time 120 min.

**3.8****sampling train**

apparatus to collect the sample gas inside the *test vehicle* (3.2) cabin (indoor) and the whole vehicle test chamber, trapping the VOCs and carbonyl compounds on sorbent tubes under standardized conditions

Note 1 to entry: See ISO 16000-3 for formaldehyde and ISO 16000-6 the VOCs.

**3.9****field blank**

air quality sample taken in an identical manner as the real sample, but without sucking air through the sampling apparatus

[SOURCE: ISO 16000-16; 3.7, modified – Note to entry has been deleted since it does not apply to this document.]

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**4 Apparatus and materials****4.1 General**

The whole vehicle test chamber is big enough to house the test vehicle completely. An air conditioning system is installed to allow standardized air conditions for a temperature of  $23\text{ °C} \pm 2\text{ °C}$ , humidity of  $50\% \text{ RH} \pm 10\% \text{ RH}$ . A solar radiator system is installed to heat the test vehicle cabin to a defined temperature (see also [Figure 1](#)).

**4.2 Heating radiator**

Infrared radiator, halogen radiator or other radiators (simulating sunlight). The heating radiators used shall be powered to maintain a temperature of  $40\text{ °C} \pm 2\text{ °C}$  for trucks and  $35\text{ °C} \pm 2\text{ °C}$  for buses.

Position the heating radiators on the roof. There shall be no heating radiators shining from the side.

Take care not to have too short a distance between radiator and surface in order to avoid hot spots.

**4.3 Sampling trains****4.3.1 Sampling in the test vehicle**

Four sampling trains are employed: two for the VOC measurements in parallel and two for the carbonyl compound measurements in parallel in the test vehicle (to check the repeatability) (see ISO 16000-3 for carbonyl compounds and ISO 16000-6 or ISO 16017-1 for VOCs).

There is one sampling line with a manifold for the division of the sampling flow outside the test vehicle (see 4.3.3). It consists of the probe, the sampling line (heated, if necessary), the sorbent tube for VOC or the DNPH cartridge for carbonyl compound sampling respectively, the gas meters and the pumps.

All sampling trains shall be checked for leaks and shall have a maximum vacuum decay rate of 30 kPa for an average time of 10 s. For the leak check, the nozzle shall be plugged. Other equivalent leak checks can be employed.

### 4.3.2 Sampling in the whole vehicle test chamber

Four sampling trains are used to determine the background concentration in the whole vehicle test chamber. The sampling trains are identical to those of 4.3.1, apart from the sampling line, which is much shorter and not heated.

All sampling trains shall have a maximum vacuum decay rate of 30 kPa for an average of 10 s. The nozzle is plugged for the leak check. Other equivalent leak checks can be employed.

### 4.3.3 Sampling line

Tubing, between the sampling point (probe) inside the test vehicle, via the manifold outside the test vehicle to the VOC sorbent tubes or DNPH cartridges respectively (see Figure 1).

The sampling line shall be constructed so as described in ISO 12219-1.

The tubing should be inserted between the door and the door frame or between the door frame and the glazing and should be sufficiently non-compressible to ensure an unimpeded flow of air.

The second sampling line [tubing, between the sampling point (probe) in the whole vehicle test chamber in the vicinity of the test vehicle (see 6.1 b)) and the manifold and to the VOC sorbent tubes or DNPH cartridges, respectively is identical to that described in the preceding, but no heating is necessary. This second sampling line is needed to monitor the background analyte concentration of the whole vehicle test chamber.

## 4.4 Analytical equipment and materials

The analytical equipment used for the determination of VOCs and carbonyl compounds or formaldehyde alone shall be in accordance with ISO 16000-6 (VOCs) or ISO 16000-3 (carbonyl compounds), respectively.

It shall be proven for the VOC sorbent tubes and the DNPH cartridges that there is no breakthrough. This can be identified by a back-up sorbent tube which is analysed separately (see ISO 16017-1).

## 4.5 Test vehicle

A new vehicle (i.e. minimum mileage after vehicle manufacture and within  $28 \text{ d} \pm 5 \text{ d}$  after the completion of manufacture) to be tested shall have been manufactured by the normal production process. The preferred colour of the test vehicles for the determination of the official VOC and carbonyl compound emissions is black or a dark colour.

All manual glazing shades shall remain open.

The test vehicle shall be stored and transported under conditions preventing direct solar heating, otherwise the vehicle shall be conditioned after arrival overnight with open doors and windows before it is transferred into the whole vehicle test chamber. No transport waxes for protection should be used. All transport foils or transit lacquers shall be removed carefully before the test. The test vehicle shall not be cleaned (inside) for at least 24 h before starting the measurements.

The method specified in this document can also be employed for used vehicles. In this case, it is possible that the measurement results are not identical to those obtained on a new test vehicle due to different usage.

## 5 Principle

A whole vehicle test chamber (see [Annex A](#)) reserved for this purpose is assembled. The air in the test vehicle cabin is measured according to a uniform standardized programme (see [Figure 1](#)). Sampling of VOCs and carbonyl compounds is performed for the ambient mode at 23 °C. Subsequently, formaldehyde is determined alone under elevated temperature conditions in the parking mode (see [Figure 3](#)). Sunshine is simulated by the use of heating radiators providing fixed irradiation for 3,5 h, after which a third sample is taken in the driving mode. The humidity and temperature of the air inside the whole vehicle test chamber are measured.

The VOC and carbonyl compound vapour samples are taken in the driver breathing zone and collected on VOC sorbent tubes and DNPH cartridges. Later the samples shall be analysed in the laboratory according to ISO 16000-6 or ISO 16000-3, respectively.

Furthermore, VOC and carbonyl compound vapour samples are taken in the whole vehicle test chamber to determine background concentrations. Altogether, a total of eight VOC and 12 carbonyl compound samples are required: two duplicate room temperature samplings (ambient mode) and two duplicate elevated temperature samplings (driving mode), and the same duplicate background samples in the whole test chamber in each of the modes as well as the two formaldehyde measurements under the elevated temperature conditions (parking mode).

The analytical part of the overall measurement procedure is based on the use of sorbent tubes with subsequent thermal desorption and gas chromatographic analysis for VOCs (according to ISO 16000-6) and the use of 2,4-dinitrophenylhydrazine (DNPH) cartridges for the determination of carbonyl compounds (according to ISO 16000-3).

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## 6 Requirements of the whole vehicle test chamber, test vehicle and measurement procedures

### 6.1 Requirements for the whole vehicle test chamber

The whole vehicle test chamber with the following requirements is assembled as shown in [Figure 1](#). The following requirements shall be met:

- a) The whole vehicle test chamber shall be large enough to accommodate the complete test vehicle.
- b) The whole vehicle test chamber shall be capable of maintaining a temperature of 23 °C ± 2 °C. A heating and ventilation system (including the adjustment of the humidity) and, if necessary, a cooling system is necessary. The sampling point for the background concentrations in the whole test chamber shall be more than 1 m from the side of the test vehicle passenger seat door for trucks or passenger entrance soor closer to the front for buses and at the height of 1m from the chamber floor.

NOTE An air filter system can be used to keep the whole vehicle test chamber clean.

- c) The temperature profile shall be in accordance with [Figure 3](#).
- d) Relative humidity (RH) during the ambient mode in the whole vehicle test chamber shall be 50 % RH ± 10 % RH.
- e) Relative humidity RH during the parking and driving mode in the whole vehicle test chamber shall be documented.
- f) The maximum background concentration for each analyte shall not exceed 20 µg/m<sup>3</sup> for each single component and 200 µg/m<sup>3</sup> for TVOCs or a maximum of 10 % of the respective measured values (whichever is greater). If this is not met, the source of the contamination shall be identified and removed or covered to exclude it from the test.
- g) Two duplicate VOCs and tow duplicate carbonyl background samples (one during parking mode and one during driving mode) as well as one duplicate formaldehyde background sample (parking mode) are required. The VOC sorbent tubes and the DNPH cartridges for the VOC and carbonyl