Vehicle Interior Air Quality
OICA position to GRPE Informal Working Group on VIAQ

Hartmut Kovacs | OICA TF VIAQ | 10.06.2015
Measurement methods for whole vehicles

- Results of the different methods are not comparable.
- None of these methods can show the full variety of real driving situations.
- The driving part of ISO is as close as possible to these situations.
The OICA TF VIAQ believes that more progress can be made by harmonizing test procedures and requirements for vehicle manufacturers and suppliers.

A harmonized comprehensive method to measure the VOC content in vehicles worldwide is a common objective for all relevant parties involved in the topic of VOC analysis.

This “world standard” has been defined in the ISO 12219-1.

OICA supports the idea to overtake this ISO 12219-1 as an UNECE regulation.
Test vehicle specification

- Vehicles designed and constructed for the carriage of passengers with no more than eight seats in addition to the driver's seat.
- The vehicles should be taken from series production.
- Age of the vehicles: $28 \, (\pm 5)$ days for local production and $56 \, (\pm 5)$ days for import.
- Equal handling is possible if testing abroad is accepted.
- Only new cars should be measured for compliance. Vehicles which were used by customers may be affected by various emissions caused by customers. Therefore limit values should only refer to new vehicles as produced and transported by the manufacturer.
- The test vehicle shall be stored and transported under conditions with no direct heating.
Conclusions

- A harmonized test procedure is beneficial for all stakeholders.

- The most realistic test scenario is ISO 12219-1. It includes the needs for an realistic exposition, an ambient mode and also a parking mode with defined heating by sunsimulation.

- Only new vehicles shall be tested.
Questions?