
**Rubber- or plastics-coated fabrics —
Determination of fogging characteristics
of trim materials in the interior of
automobiles**

*Textiles revêtus de caoutchouc ou de plastique — Détermination des
caractéristiques d'embuage des matériaux de garnissage utilisés dans
l'habitacle automobile*



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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 2.

The main task of technical committees is to prepare International Standards. 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 document may be the subject of patent rights. ISO shall not be held responsible for identifying any or all such patent rights.

ISO 6452 was prepared by Technical Committee ISO/TC 45, *Rubber and rubber products*, Subcommittee SC 4, *Products (other than hoses)*.

This second edition cancels and replaces the first edition (ISO 6452:2000), which has been technically revised.

Rubber- or plastics-coated fabrics — Determination of fogging characteristics of trim materials in the interior of automobiles

WARNING — Persons using this International Standard should be familiar with normal laboratory practice. This standard does not purport to address all of the safety problems, if any, associated with its use. It is the responsibility of the user to establish appropriate safety and health practices and to ensure compliance with any national regulatory conditions.

1 Scope

This International Standard specifies a test method which is intended to determine the fogging characteristics of rubber- or plastics-coated fabrics that are used as trim materials in the interior of motor vehicles.

The method may also be applicable to fluid, pasty, powdered or solid raw materials which are the basis for such trim materials or from which the materials are manufactured. The method may also be applicable to other materials and finished products.

The procedure is applicable to the measurement of fog condensate on glass surfaces within the limits of the test conditions. This test will not measure or cannot measure accurately those cases in which:

- the surface tension of the condensate is low, resulting in early coalescing into a thin transparent film;
- the condensate is present in such a large quantity that the droplets coalesce and form a heavy oily/clear film (this heavy film gives false readings).

In such cases, the gravimetric method is preferred.

2 Normative references

The following referenced documents are indispensable for the application 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/TR 9272, *Rubber and rubber products — Determination of precision for test method standards*

3 Principle

A test piece is heated in a glass beaker. Any volatile constituents are condensed on either a cooled glass plate or a disc of cooled aluminium foil.

The fogging value F is calculated as the quotient, in percent, of the reflectometer value for the glass plate with fogging condensate and the reflectometer value of the same glass plate without fogging condensate.

The mass of the condensable constituents G is given by the difference between the masses of the aluminium foil disc with and without fogging.