

INTERNATIONAL STANDARD

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Road vehicles, and tractors and machinery for agriculture and forestry — Determination of burning behaviour of interior materials

*Véhicules routiers et tracteurs et matériels agricoles et forestiers — Détermination
des caractéristiques de combustion des matériaux intérieurs*

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Foreword

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Draft International Standards adopted by the technical committees are circulated to the member bodies for approval before their acceptance as International Standards by the ISO Council. They are approved in accordance with ISO procedures requiring at least 75 % approval by the member bodies voting.

International Standard ISO 3795 was prepared jointly by Technical Committees ISO/TC 22, *Road vehicles*, and ISO/TC 23, *Tractors and machinery for agriculture and forestry*.

This second edition cancels and replaces the first edition (ISO 3795 : 1976), the scope of which has been extended to include tractors and machinery for agriculture and forestry.

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International Organization for Standardization

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Introduction

Evaluation of burning behaviour of interior materials is based on the assumption that a fire in the passenger compartment is unlikely to occur when the burning rate of the interior material under the action of a small flame is zero or very small.

In the framework of international regulations for motor vehicle safety prepared by the competent groups of the Economic Commission for Europe (ECE/UNO), ISO had been requested to develop a method for the determination of the burning behaviour of interior materials in motor vehicles. Extensive information on existing test methods was collected and evaluated. In view of safety standards which are already mandatory, considerations were based primarily on the test procedure defined in US-FMVSS 302.

Considerable attention was devoted to the problem of ventilation of the combustion chamber. Two series of comparative tests were conducted to investigate different design variations.

After extended discussions, it was decided to incorporate the combustion chamber described in this International Standard.

Furthermore, it was decided to require the presence of supporting wires as part of the standard equipment in order to avoid subjective interpretations of sample behaviour by the test personnel.

