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**NATIONAL STANDARD OF THE
PEOPLE'S REPUBLIC OF CHINA**

GB/T 12546-2007

Replacing GB/T 12546-1990

Motor vehicle - Ventilation and heat Insulation - Test method

汽车隔热通风试验方法

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Foreword

This Standard replaced GB/T 12546-1990 Motor Vehicles - Ventilation and Heat Insulation - Test Method. The main amendments are as follows:

--- Delete the relevant contents of wind speed measurement in

5.2 of previous edition;

--- Delete the relevant contents of adopting the load trailer to test in

6.2 of previous edition;

--- Add the content of "estimator" requirements;

--- Add the test contents of close the vehicle window as start the air conditioning fan;

--- Add the content of temperature measuring point position;

--- Add the content of using "10-score system" to evaluate the test results;

--- Modify the test speed in the Clause 6 of the previous edition;

--- Modify the "Appendix A Vehicle Insulation and Ventilation Test Record Form" of the previous edition. This Standard's Appendix A is informative one. This Standard was proposed by the National Development and Reform Commission. This Standard shall be under the jurisdiction of National Technical Committee for Standardization of Motor Vehicles. Drafting organizations of this Standard. National Automobile Quality Supervision Test Center (XiangFan). Chief drafting staff of this Standard. Kang Runcheng. The historical edition replaced by this Standard is as follows:

--- GB/T 12546-1990. Motor Vehicle - Ventilation and Heat Insulation - Test Method

1 Scope

GB/T 12546-2007 is the Chinese national standard on motor vehicle - ventilation and heat insulation - test method, in the field of road vehicles engineering. The /T suffix marks it as a recommended standard: it is not compulsory by itself, but it becomes binding as soon as a contract, a tender or a customer specification calls it up - which in practice is how most foreign buyers meet it. It was issued on 30 April 2007 by the General Administration of Quality Supervision, Inspection and Quarantine of the People's Republic of China; Standardization Administration of China, and has been in force since 1 December 2007. Classification: ICS 43.020, CCS T04. This page is published from the official record of the standard held by the Chinese standards administration: the identification, the dates, the classification and the issuing body are taken from there. The clause text, the tables and the numeric limits are in the document itself, which is delivered complete in English translation.

This Standard specifies when using the vehicles in hot weather conditions, the test methods for the vehicle cab, passenger compartment, ventilation and heat-insulation channel. This Standard is applicable to all types of vehicles.

2 Normative References

The provisions in following documents become the provisions of this Standard through reference in this Standard. For dated references, the subsequent amendments (excluding corrigendum) or revisions do not apply to this Standard, however, parties who reach an agreement based on this Standard are encouraged to study if the latest versions of these documents are applicable. For undated references, the latest edition of the referenced document applies.

GB/T 12534 Motor Vehicles - General Rules of Road Test Method

3 Terms and Definitions

The following term and definition are applicable to this Standard. Estimator The personnel performing the subjective evaluation against the heat-insulation and ventilation of the motor vehicle.

4.1 Vehicle conditions

4.1.1 The sealing and heat-insulation layer of the cab and passenger compartment, vehicle body paint, ventilation device, doors and windows conditions shall be consistent with the vehicle exit-factory conditions. C' - a point on the roof interior surface of the cab, corresponding to the Point C. D - a point on the roof exterior surface at the assistant driver's side of the cab. D' - a point on the roof interior surface of the cab, corresponding to the Point D. E - a point on the roof exterior surface of the rear and center passenger

compartment. E' - a point on the roof interior surface of the rear and center passenger compartment, corresponding to the Point E. J - driver's position; K - assistant driver's position; R - in the van channel, the occupant positions in the 1/3 passenger compartment by the window. S - in the van channel, the occupant positions in the 2/3 passenger compartment by the window. T - the occupant positions in the middle of the rear seat of the van. Figure 1

5.1.2 According to the use and internal arrangement of the vehicle, such as multi-row back seats, bus conductor position, engine cover within the cab, rear engine and the other different circumstances, the partial measuring points can be increased or decreased. After the measuring points are selected, they shall not be changed during the test.

5.1.3 The J, K, R, S, T measuring points are located in the front side of 20cm from the estimator head, see the measuring point layout.

5.1.4 Thermocouple installation on each temperature measuring points. firmly fix the thermocouple on the vehicle interior and exterior surfaces of the measured points; the non-fixed thermocouple is not allowed to move or unstable during the vehicle running period.

5.2 Test procedures

5.2.1 The vehicle is running at the 40% of the maximum speed (when exceeding 60km/h, it shall abide by 60km/h), monitor the direct temperature of Measuring Point C, D on the roof exterior surface of the vehicle; after such temperature is stable, the test can be started.