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**Tractors and machinery for agriculture and forestry --  
Determination of burning behavior of cab interior materials**

农林拖拉机和机械 驾驶室内饰材料燃烧特性的测定

**(English Translation)**

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### Foreword

This revised standard adopts ISO 3795. 1989 "Road vehicles, agricultural and forestry tractors and machinery and interior materials combustion characteristics test Fixed "(in English).

This standard and ISO 3795. 1989 as compared to the major technical changes as follows.

--- Standard name from the original "road vehicles, agricultural and forestry tractors and machinery and interior materials combustion characteristics determination" changed the "determination and machinery for agriculture and forestry cab interior material combustion characteristics."

--- Modify the scope of application. This standard applies to the determination of agricultural and forestry tractors and machinery cab interior material combustion characteristics.

--- Increasing the flame retardant characteristics of interior materials requirements.

--- Burn rate "B" to "Vp." for ease of use, this standard made the following editorial changes.

--- "This International Standard" be replaced by "this standard";

--- With a decimal point instead of a comma as the decimal point, ",";

--- Deleted international standards foreword.

The standard proposed by China Machinery Industry Federation.

This standard by the National Standardization Technical Committee of the tractor.

This standard was drafted. Luoyang Tractor Research Institute, National Tractor Quality Supervision and Inspection Center.

## 1 Scope

This standard specifies the test methods and machinery for agriculture and forestry cab with a level of interior materials combustion characteristics.

Given the actual situation in various parts cab interior (part application site, layout method, conditions of use, ignition source, etc.) and this standard Regulation There are many differences between the test conditions given precise, this standard does not apply to evaluate the interior materials for all real cab combustion characteristics.

## 2 Normative references

The following documents contain provisions which, through reference in this standard and become the standard terms. For dated references, subsequent Amendments (not including errata content) or revisions do not apply to this standard, however, encourage the parties to the agreement are based on research Whether the latest versions of these documents. For undated reference documents, the latest versions apply to this standard.

GB/T 1804 General tolerances for linear and angular dimensions without individual tolerance (GB/T 1804-2000, eqv ISO 2768-1. 1989)

## 3 Terms and Definitions

The following terms and definitions apply to this standard.

This distance ratio used time measured according to the standards prescribed burning and burning distance. Expressed in units of mm/min.

Several layers of similar or different materials, its surface by different methods between sintering, bonding, cladding, welding, etc. so closely linked to overall material.

If different materials are joined together intermittently (for example sewing, high-frequency welding, riveting), such materials shall be deemed not laminated composites.

Parts for assembly in car occupant that side.

## 4 Methods of operation

The sample holder horizontally on a U-shaped bracket, subject to the provisions in the combustion chamber to ignite a small flame small energy 15s, the flame from the specimen Ignited by side. Test to determine whether the flame goes out, or when off, and the sample combustion and combustion of the distance from the elapsed time.

## 5 Test equipment and apparatus

### 5.1

combustion chamber (see FIG. 1) with a stainless steel plate, dimensions shown in Figure 2. The front portion of the combustion chamber is provided with a fire-resistant glass viewing window, the window can be Piece front cover can also be made into a small viewing window.

Ventilation holes at the bottom of the combustion chamber, surrounded by walls near the top of the ventilation slots. The entire combustion chamber by the four 10mm high leg supported.

One end of the combustion chamber can be equipped with a sample holder placed in closable openings, the other end to set up a small door, there are gas pipes through the door Holes. The bottom of the combustion chamber is provided for the collection of a molten drip collecting tray (see Figure 3). This plate is placed between the two rows of ventilation holes Without affecting the ventilation vents.