

C.R.E.P.I.M. - Groupement d'Intérêt Public
Parc de la Porte Nord - rue Christophe Colomb
62700 Bruay La Buisnière

STUDY 167/06/274

TEST REPORT 167/06/274 A



Test report according to *the NF ISO 3795 test method: Determination of the characteristics of combustion of inside materials.*

Customer: MACTac EUROPE
Sr GONZE
Bd Kennedy
B-7060 SOIGNIES
BELGIQUE

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This test method is used to measure and describe the response of materials, products, or assemblies to flame under controlled conditions. These results of the test may be used as elements of a fire-hazard assessment or a fire-risk assessment which takes into account all of the factors which are pertinent to an assessment of the fire-hazard or fire-risk of a particular end use.

The results are valid only for the fire-test-exposure conditions described in this procedure and for the specimens assessed.

The test's report must not be reproduced without a written approbation of the test laboratory. Translation without guarantee. In the event of any doubt arising, the original report in French is to be evidence.


Technical manager

Franck Poutch

Scientist

Laurent Pankewitch



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1 - Customer

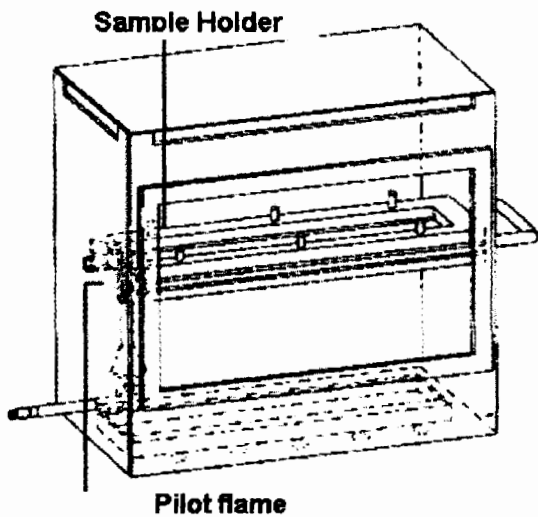
Company : **MACTac EUROPE**
 Name : Sr GONZE
 Address : Bd Kennedy
 B-7060 SOIGNIES
 BELGIQUE
 Customer's reference : order n° 1340 R & D/GaL/MG/nv
 Laboratory's reference : 167/06/274

2 - Laboratory

CREPIM - Parc de la porte nord - rue Christophe Colomb
 62700 Bruay la Buisserie - France

Scientist : L. PANKEWITCH fonction : Testing scientist
 Test Manager : F. POUTCH fonction : Technical Manager


3 - Description of the test



The standard ISO 3795 or FMVSS 302 (Federal motor vehicle standard safety n° 302, USA) specifies burn resistance requirements for materials used in the occupant compartments of motor vehicles. The test is conducted in a metal cabinet for protecting the test specimens from drafts. The interior of the cabinet is 381 mm long, 203 mm deep, and 356 mm high. It has a glass observation window in the front, a closable opening to permit insertion of the specimen holder, and a hole to accommodate tubing for a gas burner. The test specimen is inserted between two matching U-shaped frames of metal stock 25 mm wide and 10 mm high. The interior dimensions of the U-shaped frames are 51 mm wide by 330 mm long. A specimen that softens and bends at the flaming end is kept horizontal by supports consisting of thin, heat-resistant wires, spanning the width of the U-

shaped frame under the specimen at 25 mm intervals. A Bunsen burner with a tube of 10 mm inside diameter is used. The gas-adjusting valve is set to provide a flame, with the tube vertical, of 38 mm in height. The specimen is oriented so that the surface closest to the occupant compartment air space faces downward on the test frame. The corresponding burning rate is calculated from this experiment. Generally speaking, this test is widely used and has been duplicated as an internal standard in carmaker companies.

Technical manager

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4 - Sample

Identification : JT 5829 R
 Description : Bright white self-sticky PVC film
 Composition : Polyvinyle Chloride and polymeric glue
 Sizes : 100 x 297 mm
 Thickness : 0.2 mm
 Delivery date : 1 october 2002
 Testing date : 21 october 2002
 Preserving conditions: Nil

5 - Procedure of sampling

The dedicated 100 x 297 test specimens have been sampled from 210 x 297 mm A4 sheets received at the laboratory.

6 - Specific remarks

The test results of this report stem from orientation tests i.e. out of scope of the COFRAC accreditation.

The sample has been delaminated before testing. The testing has been done with the PVC film and the glue without the protective paper layer.

7 - Results

Specimen	1	2	3	4	5	Average
Burnt distance (mm)	0	0	0	0	0	Nil
Flaming time (s)	0	0	0	0	0	Nil
Burning rate (mm/min)	Nil	Nil	Nil	Nil	Nil	Nil

Notes

The sample does not point out any flaming persistence and the front flame has extinguished before reaching the first reference mark. In consequence, the corresponding burning rate cannot be calculated from this experiment and the material does not have any burning rate. Also note some slight black smoke release during experiment.