

# *ControlArt AB*

*The complete corrosion company*



## *TC 200 series of Corrosion Test Cabinets*

Our test cabinet series TC 210, TC 215 and TC 220 offers a unique series of equipments that can take all of the second generation of modern cyclic corrosion test methods. In fact some of them are actually developed in the cabinets (the Volvo and Ford methods).

For the nVDA method our cabinets have been performing testing already for eight years now, this means a couple of years before the finalized version of the test standard was launched.

The form of our test cabinets was designed by aerodynamic experts in the automotive industry in order to maximize evenness of the test conditions all over the test plane and "test space". This means the obvious temperature and relative humidity together with all other conditions that decides an even corrosiveness for all material and geometries used. The test conditions shall not be sensitive for the load of the samples, this means the total heat load and/or the amount of tested surface.



The above properties have been critically analyzed many times during more than 20 years of use when our cabinets has been in used by the demanding automotive company labs as well as in corrosion research institutes.

A feature that is very much appreciated by our users is the automatic mixing of "rain" or fog solution. Both the salt concentration and pH are controlled. This is a standard feature built into the equipment.



***Common for all three models TC 210, 215 and 220 are;***

- The well insulated plastic test cabinet with 2 000 litres volume and a test plane of 2 m<sup>2</sup> (2 x 1 m) test area.
- The control system and modern process regulators.
- Automatic mixing system of “rain” and/or fog solution with pH control.
- Salt application system according to Volvo and Ford test standards.
- Three programmable time contacts.
- A separate cooling system, for TC 220 a cooling/freezing unit.

***For the TC 215;***

- In addition to the above a salt fog system possible to reach up to the 5 gram per hour level, asked for in the Renault ECC1 (D17 2028/ D) test standard.
- A scrubber that washes out the salt fog from the used air in the cabinet.

***For the TC 220;***

- In addition to both of the above a cooler/freezer together with a system that enables freezing of the cabinet in order to fulfil the demands of the nVDA standard (VDA 233 102).



In the Table on the last page it can be seen the suitable level to choose depending on the method demands.

*For further technical details contact us or visit our web page.*

## *Test Methods possible to run*

No.	Test method name	Standard	TC 210	TC 215	TC 220
1	VICT (Volvo Indoor Corrosion Test Method)	STD 1027,1375	Yes	Yes	Yes
2	Volvo ACT I (Volvo Car)	VCS 1027,149	Yes	Yes	Yes
3	Volvo ACT I (Volvo Group)	STD 423,0014	Yes	Yes	Yes
4	Volvo ACT II	VCS 1027,1449	Yes	Yes	Yes
5	Ford ACT II	CETP 00.00-L_467	Yes	Yes	Yes
6	Scania Corrosion Test Method	STD 4319	Yes	Yes	Yes
7	ISO Cyclic Corrosion Test Method	SS-EN ISO 16701:2008	Yes	Yes	Yes
8	Renault Corrosion Test Method ECC1	D17 2028 / D	No	Yes	Yes
9	Cyclic VDA Corrosion Test Method	VDA 233-102	No	No	Yes

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