Supplementary Material

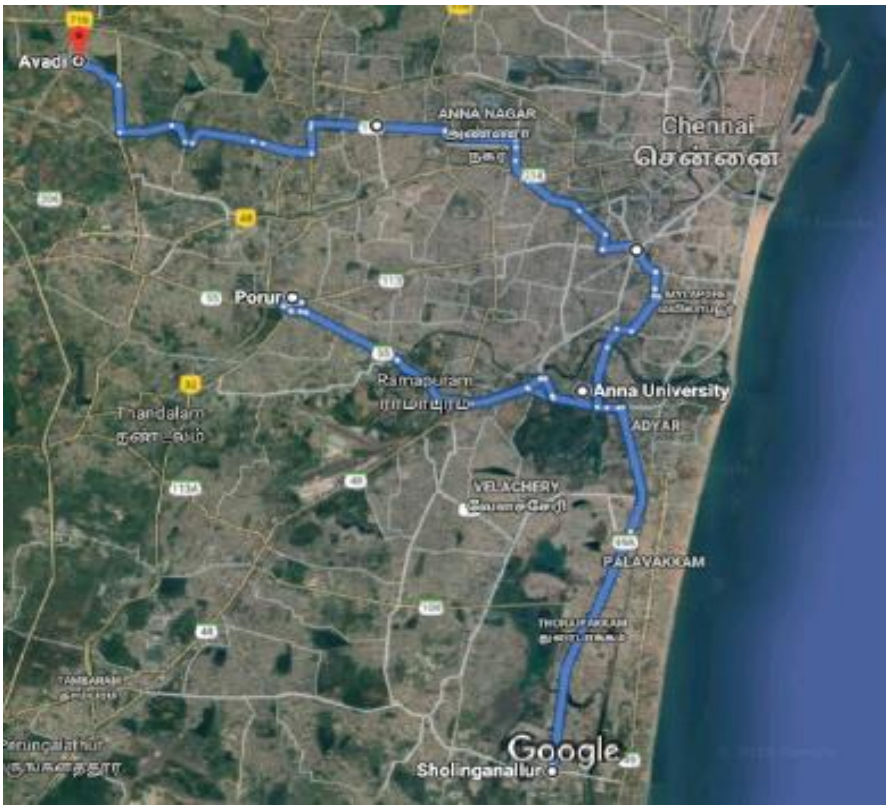

Fig. S1. Routes followed during the in-vehicle CO monitoring.

Table S1. International Studies Done on In-Vehicle CO Concentrations

Location	Type of vehicle	Ventilation setting	Concentration (ppm)	Comments	Reference
Nottingham, UK	Car	Not standardized	Morning –7.9 Afternoon – 8	1997-a) Lack of significant association between vehicle speed and in-vehicle CO 1997-b) 75% pollutants came from the car in front	[17, 18]
Kuopio, Finland	Car	Fan ON	Morning – 5.7 Afternoon – 3.1	Increased average speed reduces CO and more vehicle stops increases CO.	[19]
Paris	Car	Not standardized	3.8	Wind speed and traffic condition are the two factors affecting CO levels.	[20]
Guangzhou, China	A/C, Non-A/C bus, subway, taxi	Not standardized	8.9, 8.2, 3.1, 23.7	Ventilation setting is an important factor influencing CO levels. Taxi with A/C had maximum CO levels.	[11]
Hong Kong	Car	W.O, A/C rec, A/C -F.A	-	Driving environment along with ventilation mode influence the CO levels.	[12]
Hong Kong	A/C bus	A/C	2.8	Frequent stopping of buses cause high CO levels.	[21]
Beirut, Lebanon	Car	W.O, A/C rec, A/C -F.A	20	Closure of windows may protect from pollutants in short trips but may not protect during long trips.	[19]
Jakarta, Indonesia	Car, Bus	Not standardized	22	Travel mode and time affect exposure. Private passengers exposed to high levels compared to public transport passengers.	[22]
Beirut, Lebanon	Car	W.O, A/C rec, A/C -F.A	8.5	High likelihood of self-pollution irrespective of car age.	[15]
Beirut, Lebanon	Car	W.O, A/C rec, A/C -F.A	6.7	In-vehicle CO decreased with increased vehicle speed, exhaust temperature and flow rate. Strong positive link between in-vehicle and ambient CO.	[23]
St.Louis, USA	Car	W.O, W.C, A/C and Fan ON	-	Highest exposures may occur with windows open or fan on mode and lowest with windows closed or A/C mode.	[16]

Table S2. Average Idle CO Emissions

Sl. no	Vehicle Type	CO Emission (ppm)		CO Emission (mg/sec)		Remarks
		Minimum	Maximum	Minimum	Maximum	
1	2W	16.71	30.73	0.13	0.23	Petrol
2	3W	58.00	89.89	0.43	0.67	Petrol
3	Car	12.42	15.75	0.04	0.12	Petrol
		5.59	11.64	0.05	0.09	Diesel
4	Bus	7.06	13.46	0.66	0.79	Diesel
5	Truck	13.29	17.52	0.78	1.02	Diesel

Table S3. Range of Idle CO Mass Emitted

Sl.no	Vehicle type	Vehicle count	Mass of CO (g)	
			Minimum	Maximum
1	2W	22318	353.99	641.62
2	3W	2925	54.27	83.34
3	Car	18936	70.18	154.38
			32.76	60.81
4	Bus	1145	76.11	116.47
5	Truck	120	9.64	12.62