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**Road vehicles — Ergonomic  
requirements for the driver's  
workplace in line-service buses —**

**Part 1:  
General description, basic requirements**

*Véhicules routiers — Exigences ergonomiques du poste de conduite  
dans les bus de ville —*

*Partie 1: Description générale, exigences de base*



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Case postale 56 • CH-1211 Geneva 20  
Tel. + 41 22 749 01 11  
Fax + 41 22 749 09 47  
E-mail [copyright@iso.org](mailto:copyright@iso.org)  
Web [www.iso.org](http://www.iso.org)

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## Foreword

ISO (the International Organization for Standardization) is a worldwide federation of national standards bodies (ISO member bodies). The work of preparing International Standards is normally carried out through ISO technical committees. Each member body interested in a subject for which a technical committee has been established has the right to be represented on that committee. International organizations, governmental and non-governmental, in liaison with ISO, also take part in the work. ISO collaborates closely with the International Electrotechnical Commission (IEC) on all matters of electrotechnical standardization.

International Standards are drafted in accordance with the rules given in the ISO/IEC Directives, Part 2.

The main task of technical committees is to prepare International Standards. Draft International Standards adopted by the technical committees are circulated to the member bodies for voting. Publication as an International Standard requires approval by at least 75 % of the member bodies casting a vote.

Attention is drawn to the possibility that some of the elements of this document may be the subject of patent rights. ISO shall not be held responsible for identifying any or all such patent rights.

ISO 16121-1 was prepared by Technical Committee ISO/TC 22, *Road vehicles*, Subcommittee SC 13, *Ergonomics applicable to road vehicles*.

This second edition cancels and replaces the first edition (ISO 16121-1:2005), which has been technically revised.

ISO 16121 consists of the following parts under the general title *Road vehicles — Ergonomic requirements for the driver's workplace in line-service buses*:

- Part 1: *General description, basic requirements*
- Part 2: *Visibility*
- Part 3: *Information devices and controls*
- Part 4: *Cabin environment*

## Introduction

Poor ergonomics in the driver's workplace in buses designed to provide scheduled urban and interurban services increase the already high physical and mental strains on the drivers.

It is the aim of this part of ISO 16121 to supply the designer of line-service buses with information about how to develop an overall ergonomic concept for the driver's workplace. The recommended requirements on the driver's workplace for line-service buses made in this part of ISO 16121 are based on the scientific conclusions of the research project "Driver's workplace in the line-service bus". This was conducted in Germany and summarized in the VDV 234 [3] recommendation. Further comprehensive ergonomic studies related to the design of an enhanced driver workplace conducted in the United States, Canada, the Netherlands, Sweden and the United Kingdom [4, 5, 6, 7, 8] have been considered and found to provide recommendations covering similar areas.

This part of ISO 16121 sets out to consider the practical implications for all ranges of drivers, but particularly those with statures from 1,55 m (small female) to 2,0 m (large male). These statures include shoes (~30 mm).

It is also essential that the designer refers to the specifications and requirements of all parts of ISO 16121 (Parts 1 to 4) before completing the design of a driver's workplace.

It should be noted that where there is also national legislation covering any of the subjects contained herein, then both should be complied with. However, if a contradiction between the two should arise in any specific area, then the legislation should prevail for that specific point only. Other technical solutions, at least equal with regard to ergonomics, should not be excluded.



# Road vehicles — Ergonomic requirements for the driver's workplace in line-service buses —

## Part 1: General description, basic requirements

### 1 Scope

This part of ISO 16121 applies to the driver's workplace in low-floor line-service buses designed for the carriage of passengers, comprising more than eight seats in addition to the driver's seat, and having a maximum weight exceeding five metric tonnes and an overall width exceeding 2,30 m.

This part of ISO 16121 contains basic requirements for an ergonomic and comfortable seating position, which is essential to keep drivers in a good state of health. The dimensions and mounting positions of a driver's seat, pedals and steering should be carefully chosen to enable drivers to sit in an ergonomic seating position, i.e. sitting at angles which comply with the given ranges of comfort and to allow some variation when seated.

### 2 Normative references

The following referenced documents are indispensable for the application of this document. For dated references, only the edition cited applies. For undated references, the latest edition of the referenced document (including any amendments) applies.

ISO 2575, Road vehicles — *Symbols for controls, indicators and tell-tales*

ISO 6549, Road vehicles — *Procedure for H- and R-point determination*<sup>1)</sup>

ISO 10326-1, Mechanical vibration — *Laboratory method for evaluating vehicle seat vibration — Part 1: Basic requirements*

ISO 16121-3, Road vehicles — *Ergonomic requirements for the driver's workplace in line-service buses — Part 3: Information devices and controls*

### 3 Terms and definitions

For the purposes of this document, the following terms and definitions apply.

#### 3.1

##### **low-floor**

vehicle in which at least 35 % of the area available for standing passengers (or of its forward section in the case of an articulated vehicle) forms a single area without steps, reached through at least one service door by a single step from the ground

#### 3.2

##### **required values**

values representing present state of the art that, when applied, achieve an acceptable level of ergonomic design

1) International Standard withdrawn.

### 3.3

#### **recommended values**

values representing the preferred ergonomic conditions that are desirable for the future development of the driver's workplace

### 3.4

#### **zero-X-plane**

vertical transverse plane through the Accelerator Heel Point (AHP), vertical to the longitudinal median plane of the bus

### 3.5

#### **zero-Y-plane**

median plane of driver (in driving posture) parallel to the longitudinal median plane of the bus

### 3.6

#### **zero-Z-plane**

horizontal plane through the Accelerator Heel Point (AHP)

### 3.7

#### **Accelerator Heel Point**

##### **AHP**

intersection of the driver's right heel, when the foot is positioned against the accelerator pedal in its idle position, and the surface of the depressed floor covering or other heel support

### 3.8

#### **heel point line**

##### **AHP line**

intersection line of the zero-X-plane with the zero-Z-plane

## 4 Basic requirements

### 4.1 Dimensions

#### 4.1.1 Reference system

All dimensions in the driver's workplace refer to a driver-based system of coordinates (see Figure 1).

The reference system is formed by the zero-X-plane, zero-Y-plane and zero-Z-plane, which are perpendicular to each other.

The intersection point (coordinate origin) of all three planes corresponds to the AHP projected onto the zero-Y-plane. The intersection line of the zero-X-plane with the zero-Z-plane is referred to as the AHP Line.

The X, Y and Z axes are oriented so that the negative coordinate range lies in front of the zero-X-plane, on the left of the zero-Y-plane and below the zero-Z-plane, when one is looking in the direction of driving forward.