

A study on application of user centered design For Interior Design of Travel Bus

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Abstract

This study tries to redesign the interior design of inter-city bus in order to fulfill needs of Iranian User. The goal of this study is practically investigate how user centered design can be applied considering cultural needs of Iranian user. By defining common needs between cultural and physical aspects of Iranian user, the main focus was on improving the sitting condition of the traveler with intercity bus. Ergonomic redesign of the Bus Seat was the result of such a study

Keywords: selection of position, bus, sitting position, independence of selecting mode, walking state, ergonomic.

Introduction

In this paper, we try to improve the design of passenger seat for Inter-city bus through ergonomic redesign of the seat. The hypothesis of this research was that sitting situation of the passenger of such bus could be more satisfying if it could be nearer to the condition of the seat of railroad train. The reason for such a hypothesis was that regarding our surveys, passengers were more tended toward railroad trains because of the possibilities for rest in distances with more than ١٠ hours. Another privilege of this change was that it could also improve the safety coefficient of the passenger. While such a change would not improve the ergonomic condition of the passenger, but it could also support the behavior of the passenger during the trip, such as sleeping, having more comfort and independence, without disturbing other passengers.

In this research the Bus has been divided into three parts, containing these: ١. Driver Cabin, ٢. passenger Cabin, ٣. Load Cabin. In the continuum they are defined this way.

Passenger Cabin: This part in the first generation of such buses has divided the main

room into ٥ parts, each part is called a sleeper (or compartment) , being inspired from railway train carriages. Such compartments are exactly the same as train sleepers, however their length is ٥٨,٨ centimeter bigger and their width is ٨ centimeter more than train sleepers. Such a change would improve the capacity and improve the comfort of the passengers. The capacity of each sleeper is ٨ persons. In contrast with other buses, the corridor in the middle of the bus has been omitted and each sleeper has an exit door, which is usable through a compact mechanism named as foldable steps which is included in the lower part of each sleeper, so passenger would be able to access the outer space. The step mechanism is included of ٤ steps, which their thickness is ١٥ millimeter and their distance is ٢٥ centimeter, while their volume is (٧٠ * ٦ * ١٥٥) cm, which such a mechanism has consumed a lot of time in order to be designed. As mentioned before, the main corridor of the bus been omitted and passenger would access the driver through an internal message and paging system. It should be also mentioned that such a design would need other security systems such as alarm system to ensure the closed situation of the door or a separating system of Clutch from the wheels,

when the doors are open in the beginning of the bus movement.

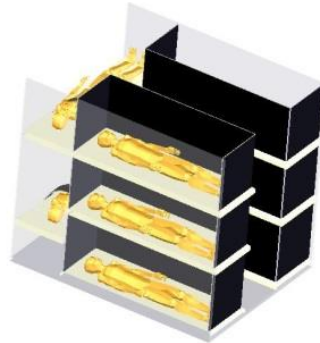


Figure 1. The assumption model

This project has been done based on the chassis and structure of one of Iran's production buses that we call it C₁V₀ with restricted Tolerance, all these has also been represented on Solid works. One of the most important reasons for injuries on road accidents is illegal speed or in other words with two cars at high speed on opposite side we observe severe Press force which affects the whole body and even until seat of 3rd row at this kind of accidents. One of the main reasons is lack of protector wall in order to prevent brought in pressure force from opposite car, however in this project we will have to decrease the Pressure force by means of separating driver's cabin space from passengers cabin, changing the situation of beds situation and putting 3 beds in the direction of vehicle movement. Through these arrangements, we can

decrease soul injuries into 4/7% (from 33/33%). In other accidents such as rollovers of cars and other similar accidents, since people are limited in a space called bus coupe and spaces are limited as well, number of casualties could be reduced to zero as well.

In the new idea we planned to add a corridor to the interior space, while the coupe walls are diagonal, but the width of the sleepers was not changed. This change could facilitate passengers walking inside the bus and using toilet service. This design could also reduce the expenses, because there is no need for step mechanisms in such a design. On the other hand, the diagonal direction of the sleeper would also decrease the pressure force generated from accidents and such walls would act as truss and as a result, we can see that the safety coefficient of passengers would increase in this design.

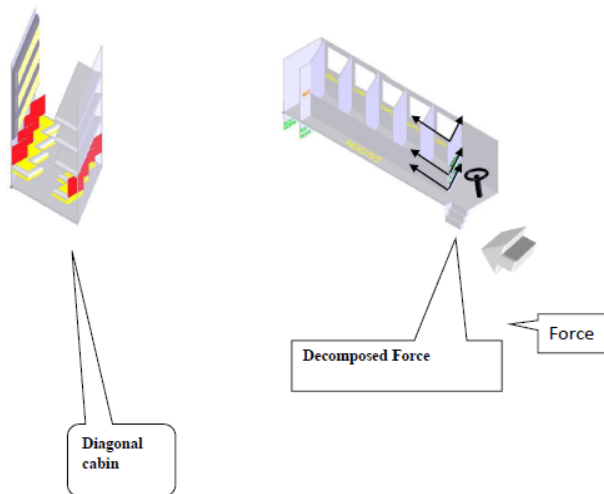





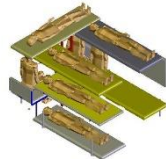

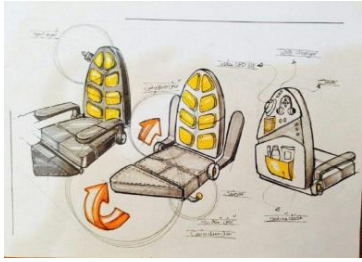
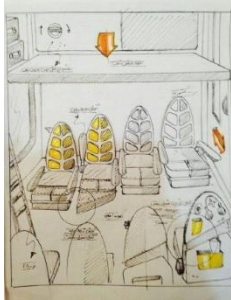
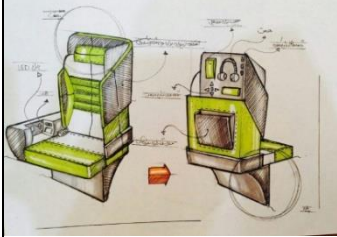
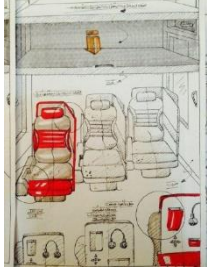
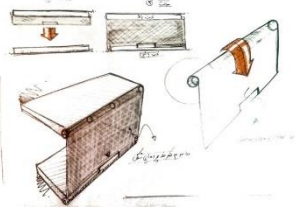
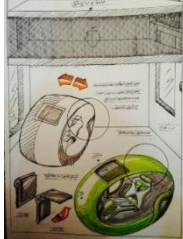
Table \ . Comparison between normal bus, cabin bus and bus with diagonal cabin

			
	Normal Bus	Cabin Bus	Bus with Diagonal Cabin
Length, width and Height from the lowest surface (۲۹۳۰ + ۷۰۰)	۱۱۶۹۰ * ۲۵۰۰ * ۲۹۳۰ mm	۱۱۶۹۰ * ۲۵۰۰ * ۲۹۳۰ mm	۱۱۶۹۰ + ۷۰۰ * ۲۵۰۰ * ۲۹۳۰ + ۷۰۰ mm
Ergonomics	Sleeping mode Sitting mode√ Walking√	Sleeping mode√ Sitting mode√ Walking	Sleeping mode√ Sitting mode√ Walking√
Safety from accidents and environments	Very low and dangerous because of not being wall facing accidents	It seems safe because of protector wall between accidents	Facing accident and force contribution to ۲ force branches between crossover walls such as rafter force
Number of casualties in accidents from front if it would harm until third row	۲ + ۱۲ = ۱۴ Driver + Driver assistance	۲ individuals (driver assistance + driver)	۲ individuals (driver + driver assistance)
Capacity	ξ . pax	ο Cabin * Λ pax = ξ . ax	ο Cabin * Λ pax = ξ . pax
Load Capacity	Box volume (Λξ . * ۲۵۰۰ * ξ ۱۶۷)	Box volume (۷۷ . * ۲۵۰۰ * ۱۶۷) Buffet bus volume (۱۶۶ . * ۱۰۰۰ * ۲۵۰۰)	Box volume (۷۷ . * ۲۵۰۰ * ۱۶۷) + Buffet bus (۲۳۶ . * ۱۰۰۰ * ۲۵۰۰) + corridor roof (ο * (۱۸۱ . * ۷۶ . * ۵۰۰ .)
Driver concentration	Would be reduced because of contact with passengers	Would be increased since Driver Cabin is independent and passengers have less contact	Would be increased since Driver Cabin is independent and passengers have less contact
Passengers monitoring the driver	Would be increased since contact is direct	Would be primarily reduced because of cabins, but a LCD monitor could solve the problem	Would be primarily reduced because of cabins, but a LCD monitor could solve the problem
Heat	Is not satisfactory since there are only	ο heaters would exist , every cabin has	ο heaters would exist , every cabin has one so more satisfaction

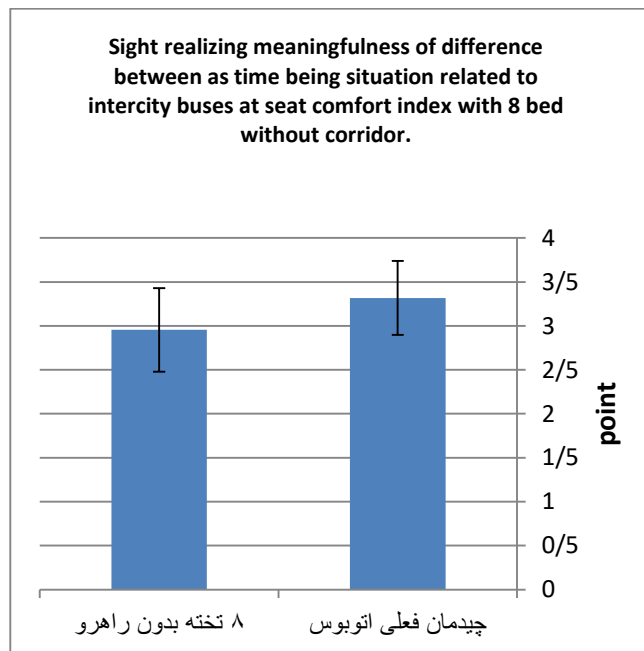
generate a better visual understanding and insight. After that through T-test and finding the number P and considering the difference with Number ۰,۰۵, we could also find out whether the difference is meaningful or not.

Data was generated for question ۱ from questionnaire and the view of Statistical population on their tendency for using intercity bus was asked and collected. It was obvious that

۱۰۰ percent of those questioned had tendency to use Bus in inter-urban trips. On the other hand, if anyone would not be interested in using the bus, the whole questionnaire would not and could not be valid. That was the reason that we generated those data for the second question and a diagram was generated out of the average of the data.

Kind of Cabin	Design in laying position	Deisgn in compact position
λ bed cabin without corridor		
λ bed cabin with corridor		
ϕ bed cabin with corridor and personal space		
ϑ bed cabin with personal space		

Sight realizing meaningfulness of difference between as time being situation related to intercity buses at seat comfort index with 8 bed without corridor.



Average	۲,۳۱۸۱۸۱۸۱۸	۲,۹۵۴۵۴۵۴۵۵
Std	۰,۸۳۸۷۲۷۱۳۳	۰,۹۵۰۰۵۱۲۶۳
std/۲	۰,۴۱۹۳۶۳۵۶۶	۰,۴۷۵۰۲۵۶۳۲
t-test	۰,۱۰۳۵۲۸۹۳	۰,۱۰۳۵۲۸۹۳

bed with corridor --- current arrangement of the bus

Through gaining the deviation factor, dividing it into half and projecting it on the chart, we do see that difference is not meaningful. After that by generating the $p = 0.10352893$, which is less than $p > 0.05$, we would reach the result that there is no meaningful difference between the

designed proposal and current usage of buses. Other factors were drafted, t-test was conducted on them and the related results were included in such table

As can be seen in the table, the amount of meaningful factors ($t\text{-test} < 0.05$) in the design of bus cabin with 6 beds with corridor and another bus cabin with 8 beds and corridor is more than other designs. Now based on the information of the related chart, it can be concluded that the

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