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## **Ergonomics of the thermal environment — Evaluation of thermal environments in vehicles —**

### **Part 1: Principles and methods for assessment of thermal stress**

*Ergonomie des ambiances thermiques — Évaluation des ambiances thermiques dans les véhicules —*

*Partie 1: Principes et méthodes d'évaluation de la contrainte thermique*



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## Foreword

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An ISO/PAS or ISO/TS is reviewed after three years in order to decide whether it will be confirmed for a further three years, revised to become an International Standard, or withdrawn. If the ISO/PAS or ISO/TS is confirmed, it is reviewed again after a further three years, at which time it must either be transformed into an International Standard or be withdrawn.

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/TS 14505-1 was prepared by Technical Committee ISO/TC 159, *Ergonomics*, Subcommittee SC 5, *Ergonomics of the physical environment*.

ISO/TS 14505 consists of the following parts, under the general title *Ergonomics of the thermal environment — Evaluation of thermal environments in vehicles*:

- *Part 1: Principles and methods for assessment of thermal stress* [Technical Specification]
- *Part 2: Determination of equivalent temperature*
- *Part 3: Evaluation of thermal comfort using human subjects*

## Introduction

The interaction of convective, radiative and conductive heat exchange in a vehicle compartment is very complex. External thermal loads in combination with the internal heating and ventilation system of the vehicle create a local climate that can vary considerably in space and time. Asymmetric thermal conditions arise and these are often the main cause of complaints of thermal discomfort. In vehicles without or having a poor heating, ventilating and air-conditioning system (HVAC-system), thermal stress is determined largely by the impact of the ambient climatic conditions on the vehicle compartment. Subjective evaluation is integrative, as the individual combines into one reaction the combined effect of several thermal stimuli. However, it is not sufficiently detailed or accurate for repeated use. Technical measurements provide detailed and accurate information, but require integration in order to predict the thermal effects on humans. Since several climatic factors play a role for the final heat exchange of a person, an integrated measure of these factors, representing their relative importance, is required.