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**NATIONAL STANDARD OF THE
PEOPLE'S REPUBLIC OF CHINA**

GB 6769-1986

Replacing GB/T 6769-2000

**Regulations governing the layout of driver cabs of electric
locomotives**

电力机车司机室布置规则

(English Translation)

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Foreword

This standard is drafted in accordance with the rules given in GB/T 1.1-2009.

This standard replaces GB/T 6769-2000 "Locomotive cab layout rules", compared with GB/T 6769-2000, the main technical changes as follows.

- modified the scope of application of the standard (see Chapter 1, Chapter 1 of the 2000 edition);
- Added normative reference documents GB/T 5914.1 (see Chapters 2 and 15), GB 6771 (see Chapters 2 and 14);
- the serial number of GB/T 3450-1994 was deleted and the standard name was updated

(see Chapter 2, Chapter 2 of the 2000 edition);

- modified the requirements of the distance from the inside of the front window glass to the nearest object distance behind the driver's seat (see 3.2.1, 2000, 3.2.1);

(See Figure 1) for the " ≥ 1700 " size of Figure 1a) (see Figure 1, 2000, Figure 1);

- increased security requirements (see 3.3);

- the specific requirements for the temperature regulation of the indoor heating equipment of the driver (see 3.4.2);

- modified the air flow parameters of the driver's head height (see 3.2.3.1, 2000, 3.2.3.1);

- increased the specific ventilation requirements of the cab (see 3.4.3.2 ~ 3.4.3.5);

- modified air conditioning requirements (see 3.4.4.3, 2000 version 3.2.3.3);

- Increased noise and noise measurement requirements for locomotives under different operating conditions (see 3.5.2 and 3.5.3);

- the removal of the diesel exhaust system (see 3.2.3.4 of the 2000 edition);

- increased requirements for surface protection (see 3.6.2 to 3.6.6);

- modified the door size of the cab door, the direction of opening the door and the installation requirements (see Chapter 4, 4, 4, 4, 4, 2000, Chapter 4);

- increased the specific requirements for the layout of the console (see 5.3, 5.4, 5.5 and 5.8);

- modified seat damper device requirements [see 6.5 of f), 2000 edition 6.2.6];

- modified the requirements for the operation of the equipment (see 7.1, 7.2, 2000, 7.1, 7.2);

- modified the requirements of the driver's room window (see Chapter 8, Chapter 8 of the 2000 edition);

- modified lighting and illumination requirements (see Chapter 9, Chapter 9 of the 2000 edition);

- Removed the requirements for the storage of personal items for small counters and folding tables (see Chapter 11, Chapter 11 of the 2000 edition);

- modified the requirements of the upper pedal (see Chapter 12, Chapter 12 of the 2000 edition);

- modified the requirements of handrails and door handles (see Chapter 13, Chapter 13 of the 2000 edition);

- increased fire requirements (see Chapter 14);

--- Added condition (see Chapter 15);

- increased the size of the main body measurements (see Appendix A);
- increased the dimensions of the console (see Appendix B);
- Increased hand reachability radius (see Appendix C);
- Added onboard pedals, handrails and door handles (see Appendix D).

This standard also made the following editorial changes.

- move "Figure 2 Driver Console" into Appendix B (see Appendix B, Edition 5.3 of 2000);
- move "Figure 3 on the pedal, handrail and door handle" into Appendix D (see Appendix D, 2000 edition 13.5);
- modified the chapter structure of the cab layout (see Chapter 3, Chapter 3 of the 2000 edition);
- modified the position of the foot switch (see 6.6, 2000 version 6.6);
- Added reference standard GB 10000 and GB/T 12985 (see Appendix A and references).

This standard refers to UIC651..2002 "Locomotive, motor vehicle, EMU and the cab room with the driver's cab", UIC617-6. 1977 "Locomotive cab layout rules" based on the revision of GB/T 6769-2000.

This standard is proposed by the State Railway Bureau and centralized.

The main drafting unit of this standard. CSR Zhuzhou Electric Locomotive Co., Ltd.

This standard participates in the drafting unit. CSR Qishuyan Locomotive Co., Ltd., China North Vehicle Group Datong Electric Locomotive Co., Ltd., China North Vehicle Group Dalian Locomotive & Rolling Stock Co., Ltd., Beijing Jiaotong University.

1 Scope

This standard specifies the layout rules for locomotive cabs.

This standard applies to the newly built electric locomotive and diesel locomotive cab layout.

Other locomotives can refer to the implementation.

2 Normative reference documents

The following documents are indispensable for the application of this document. For dated references, only the dated edition applies to this article Pieces. For undated references, the latest edition (including all modifications) applies to this document.

GB 146.1 Standard Gauge Rail Locomotive Vehicle Boundary GB/T 3450 Railway locomotive and motor vehicle crew room noise limits and measurement methods Locomotive cabs - Part 1. Desired conditions GB 5914.2 Locomotive cabs Front windows, side windows and other windows Special safety rules for locomotive cab Code for fire protection and fire protection of electric locomotives GB 6771 TB/T 1451 locomotive, moving car front window glass

3.1 Basic requirements

All the operating parts of the cab should be arranged for single-driver operation and driver stand-up operation.

3.2 General size requirements

3.2.1

The cab should have sufficient space so that the driver is close to every part of the driver's room and the height of the cab floor from the ceiling should not be less than 2000mm. When the driver is sitting, the height is measured along the driver's eye, from the inside of the front window to the rear of the driver's seat.

(Walls, doors, cabinets, etc.) the minimum distance of 1500mm.

3.2.2

The distance from the driver's eyes to the front window should be 500mm ~ 1200mm (see Figure 1).

3.2.3

The width of the cab shall be such as to allow the officers and passengers to observe the trains traveling on both sides by means of side windows or by using a mirror without having to leave the vehicle.