

REAR FILLER SEALING STRIP

REVEAL MOLDING

SEALING STRIP

SCREW

SCREW

VIEW B

WATER DEFLECTOR

DOOR TRIM PAD

REGULATOR HANDLE

SEALING STRIP

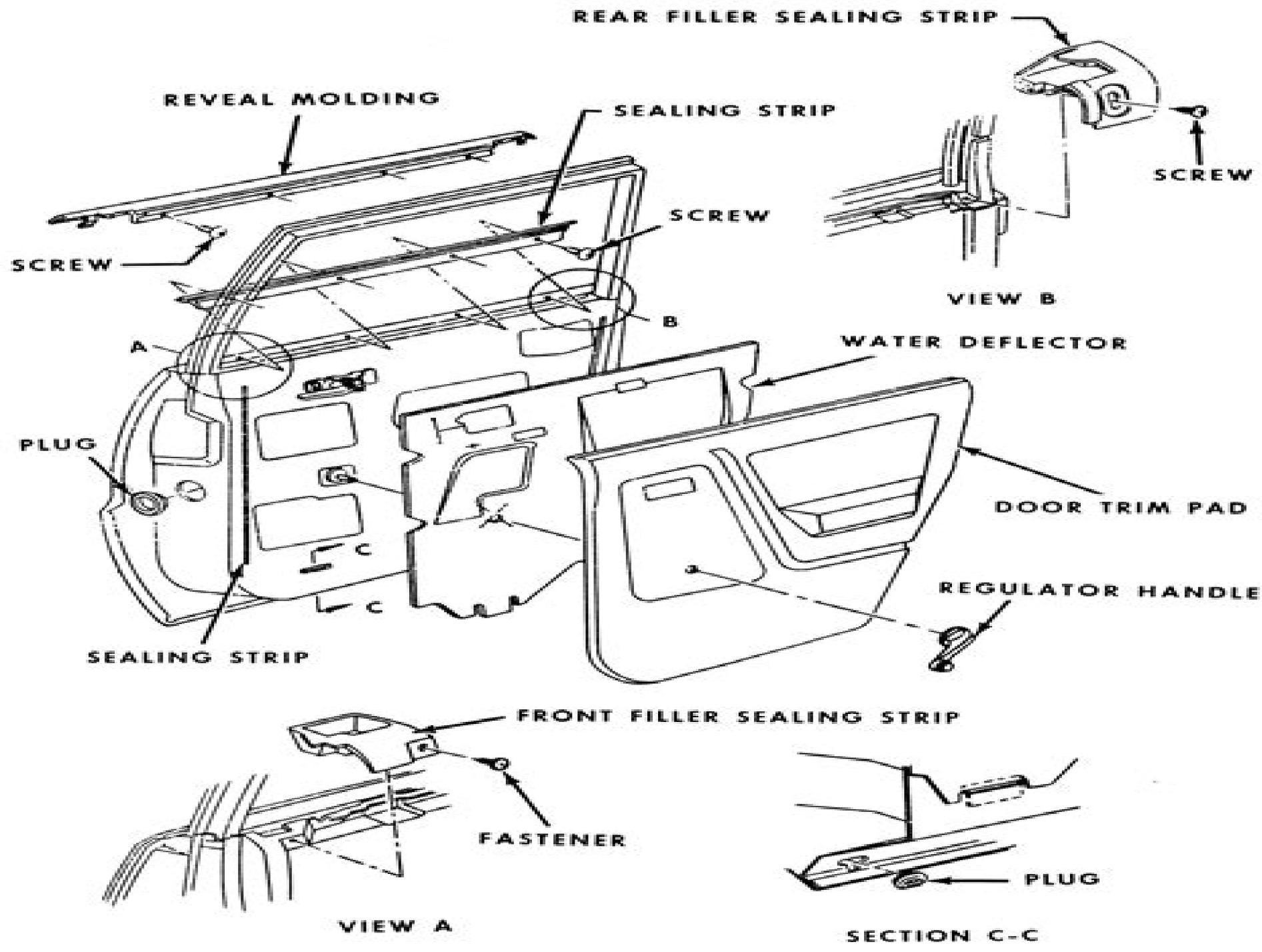
FRONT FILLER SEALING STRIP

FASTENER

PLUG

VIEW A

SECTION C-C



# Automotive Door Trim Design Guidelines

**American Society of Mechanical  
Engineers. Winter Annual Meeting**



## **Automotive Door Trim Design Guidelines:**

**Ergonomics in the Automotive Design Process** Vivek D. Bhise, 2016-04-19 The auto industry is facing tough competition and severe economic constraints Their products need to be designed right the first time with the right combinations of features that not only satisfy the customers but continually please and delight them by providing increased functionality comfort convenience safety and craftsmanship Based on the author's forty plus years of experience as a human factors researcher engineer manager and teacher who has conducted numerous studies and analyses Ergonomics in the Automotive Design Process covers the entire range of ergonomics issues involved in designing a car or truck and provides evaluation techniques to avoid costly mistakes and assure high customer satisfaction The book begins with the definitions and goals of ergonomics historic background and ergonomics approaches It covers human characteristics capabilities and limitations considered in vehicle design in key areas such as anthropometry biomechanics and human information processing It then examines how the driver and the occupants are positioned in the vehicle space and how package drawings and or computer aided design models are created from key vehicle dimensions used in the automobile industry The author describes design tools used in the industry for occupant packaging driver vision and applications of other psychophysical methods He covers important driver information processing concepts and models and driver error categories to understand key considerations and principles used in designing controls displays and their usages including current issues related to driver workload and driver distractions The author has included only the topics and materials that he found to be useful in designing car and truck products and concentrated on the ergonomic issues generally discussed in the automotive design studios and product development teams He distills the information needed to be a member of an automotive product development team and create an ergonomically superior vehicle

*16th International Technical Conference on the Enhanced Safety of Vehicles*, 1998

*An Index of U.S. Voluntary Engineering Standards, Supplement 1* William J. Slattery, 1972

**Advances in Occupational Ergonomics and Safety** Shrawan Kumar, 1998 Ergonomics touches every man woman and child each day of their lives whether they recognise it or not Ergonomics or lack of it plays a more significant role in the lives of about two thirds of the world's population over 10 years of age who work for one third of their lives to make a living There are 120 million occupational accidents and injuries and 200 000 fatalities each year according to WHO 95 Occupational accidents injuries and fatalities are undesired events The occupational activities are planned and designed and executed with a purpose under supervision but accidents are not Hence it stands to reason that better planning design and execution will help to reduce these undesirable outcomes One must also recognise that under global scheme of biological evolution the human beings were not designed to endure a life long exposure to artificial activities repetitively Thus occupational health problems are inevitable if we do not return to nature for our sustenance As a society we have chosen to live and work as we do In fact there is a far rapid evolution mutation and speciation of occupations than of any

biological organism This places us in a situation where better planning design and execution of our occupational activities have become absolute necessity However since ergonomics is a modifier and not a causal factor its significance does not become immediately apparent to us Perhaps it is for this reason that even in developed world occupational health services are available to between 20% to 50% of the work force and less than 10% of the workforce in the developing countries Occupational health services are remedial approaches The rational wisdom of the human race should strive to get proactive control of undesirable outcomes through ergonomics Unfortunately it is sadly lacking even today On an optimistic note one can observe that its presence and application is slowly increasing

**An Index of U.S. Voluntary Engineering Standards** William J. Slattery,1972

**An Index of U.S. Voluntary Engineering Standards. Supplement** William J. Slattery,1972

Concurrent Engineering Andrew Kusiak,1993-01-12 Presents a top down approach to the design development testing and recyclability of products components and systems across a wide range of industries Starting with the desired result and working back through the details it shows how to produce goods taking into account the challenges of actual manufacture what the reliability requirements should be quality control associated costs customer needs and more Additional features include case studies and team negotiating Also well illustrated with figures photographs charts and tables and includes an extensive bibliography

**ASME Technical Papers** , Standards for Cabinets and Cutout Boxes ,1916 **Advances in Occupational Ergonomics and Safety ...** ,1998 *Design for Manufacture* American Society of Mechanical Engineers. Winter Annual Meeting,1992 Property Assessment Manual for Wisconsin Assessors ,1982 **Automobile Journal** ,1917

**Automotive Industries** ,1997 **Technical Literature Abstracts** Society of Automotive Engineers,2000 *The SAE Journal* Society of Automotive Engineers,1930 1938 1946 include as a separate section the Society s Transactions

**Engineered Materials Abstracts** ,1989-04 **Automotive Abstracts** John Younger,1923 *Automotive Industries, the Automobile* ,1921 **Automotive Engineering** ,1921

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