

The background is a dark blue gradient with a white line-art illustration. At the top, a network of dots connected by lines represents a global or digital network. Below this, a city skyline is visible. In the foreground, a high-speed train is moving towards the right, and a car is on a road to the left. A wind turbine is on the right side. The text 'ReliaSoft Cloud' is centered in a large, white, sans-serif font.

ReliaSoft Cloud

Practicalities



Please type any questions you have into the Q&A chat box.



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speed, insight, access



collaboration and accessibility



easy to use SaaS deployment

ReliaSoft Cloud

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**extract vital insights and
follow through on tasks**

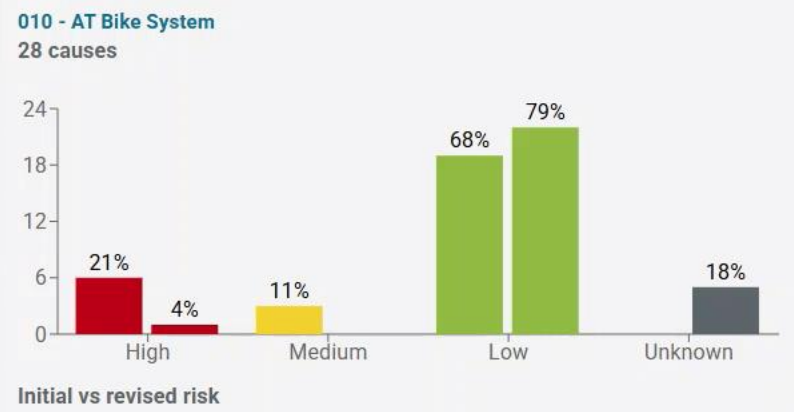


dynamic dashboards cut through noise

My recently viewed FMEAs

- 010 - AT Bike System
16-Jan-2025 03:54:19 PM
- 092 - Hand Brake Subsystem | Brake Cable
16-Jan-2025 01:40:04 PM
- 010 - AT Bike System New
10-Jan-2025 05:03:06 PM
- 090 - Hand Brake Subsystem
10-Jan-2025 03:15:12 PM
- All Terrain Bike Process
10-Jan-2025 02:28:30 PM
- CMOS Memory Fabrication Process
10-Jan-2025 02:08:08 PM
- 01 - Projector System
10-Jan-2025 01:58:04 PM
- View all

Risk profile (my last viewed FMEA)



My open actions

- Verify or modify bicycle performance test regimen to ensure adequate handle bar adjus...
Due: 03-Jan-2025
- Revise Bicycle system stability testing to include enhanced steering regimen
Due: 03-Jan-2025
- Redesign brake lever to handle bar fastening mechanism to ensure adequate travel is ...
Due: 03-Jan-2025
- Offer free safety clinics to all bicycle users, covering proper brake adjustment, and othe...
Due: 10-Jan-2025
- Modify bicycle durability test #789 to add brake lever to handle bar checks at various st...
Due: 10-Jan-2025
- Perform Tire Design FMEA jointly with tire manufacturer
Due: 24-Jan-2025
- Based on Tire Design FMEA, modify tire composition for enhanced durability
Due: 03-Feb-2025

Recent changes (all FMEAs)

- Edit action - Offer free safety clinics to all bicycle users, covering proper brake adju...
Zachary Graves - 16-Jan-2025 03:51:22 PM
- Edit action - Offer free safety clinics to all bicycle users, covering proper brake adju...
Zachary Graves - 16-Jan-2025 03:48:23 PM
- Edit action - Offer free safety clinics to all bicycle users, covering proper brake adju...
Zachary Graves - 16-Jan-2025 03:48:03 PM
- Edit action - Offer free safety clinics to all bicycle users, covering proper brake adju...
Zachary Graves - 16-Jan-2025 03:47:14 PM
- Edit cause - Insufficient friction delivered by hand brake subsystem between brake ...
Zachary Graves - 16-Jan-2025 03:36:02 PM
- Edit cause - Insufficient friction delivered by hand brake subsystem between brake ...
Zachary Graves - 16-Jan-2025 03:35:47 PM
- Edit cause - Insufficient friction delivered by hand brake subsystem between brake ...
Zachary Graves - 16-Jan-2025 03:30:04 PM

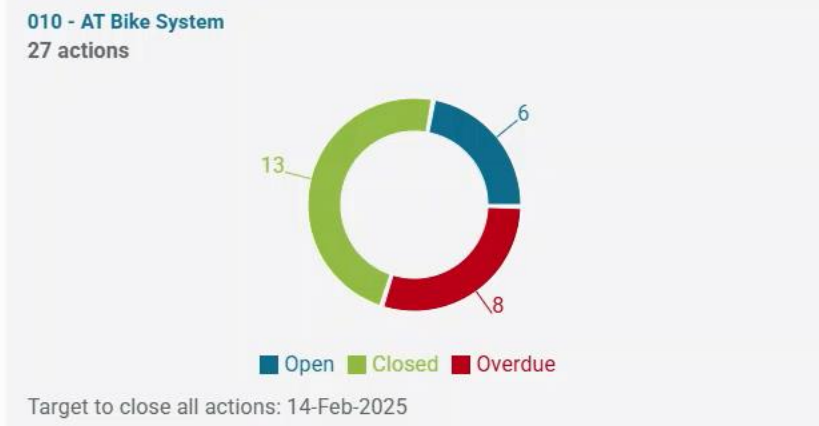
Top failure causes (my last viewed FMEA)

010 - AT Bike System

Potential causes of failure	Risk	New risk
Excessive brake wear	H	H
Insufficient friction delivered by hand bra...	H	L
Brake system mis-adjusted by bicycle us...	H	L
Underperforming brake system capacity ...	L	L
Excessive bicycle operator weight	L	L

Rows per page: 51-5 of 28

Actions (my last viewed FMEA)





**make use of critical
knowledge base**

The background is a dark blue gradient with a white line-art network overlay consisting of dots and connecting lines. Various transportation and infrastructure elements are depicted in white line art: a large commercial airplane in the upper center, a drone to the left of the main text, a city skyline with various buildings in the middle ground, a high-speed train in the lower right foreground, a car on a road in the lower left foreground, and a wind turbine on the right side.

increase efficiency with AI-powered tools

J1739 (2021) Design - ZG Segment | All Terrain Bike (DFMEA) | 010 - AT Bike System

WORKSHEET TREE HEADER

Functions	Potential failure modes	Potential effects of failure	SEV	Potential causes of failure	OCC	Control type	Current design controls	DET	Risk	Recommended actions	Responsibility	Target completion date	Actions taken	Effective date	New SEV	New OCC	New DET	New risk
Handle Bar S/S interfaces with the Hand Brake S/S to provide a user adjustable brake lever mechanism that remains fixed in orientation under all operating conditions	Brake lever becomes loose	Brake lever moves in relation to handle bar potentially resulting in operator not able to stop bicycle (10,10)	10	Brake lever to handle bar fastening bolt comes loose or breaks due to inadequate fastener selection (too small)	1	Prev	Use of ASME fastener guidelines during fastener selection	3	L						10	1	3	L
						Det	Bicycle system durability test # 789.											
				Brake lever clamp feature bottoms out without providing sufficient clamp force to handle bar	7	Det	Bicycle system durability test # 789.	3	H	Redesign brake lever to handle bar fastening mechanism to ensure adequate travel is provided for clamping	Zachary Graves	03-Jan-2025						
							Modify bicycle durability test #789 to add brake lever to handle bar checks at various stages in the test regimen	Zachary Graves	10-Jan-2025									
	Brake lever cannot be adjusted by user	Brake lever mis-orientation may result in operator hand fatigue (5,-)	5	Brake lever to handle bar fastening bolt is over torqued making it impossible for normal user to perform adjustment procedure	3	Det	Bicycle system durability test # 789_1	9	L	Communicate this issue to the Process FMEA team so that the assembler cannot over torque brake lever to handle bar during assembly	Product manager	14-Feb-2025						
										Error proof the brake lever to handle bar fastening feature to make it impossible to over	Design engineer	14-Feb-2025						

Function

Functions *

Handle Bar S/S interfaces with the Hand Brake S/S to provide a user adjustable brake lever mechanism that remains fixed in orientation under all operating conditions



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Q&A