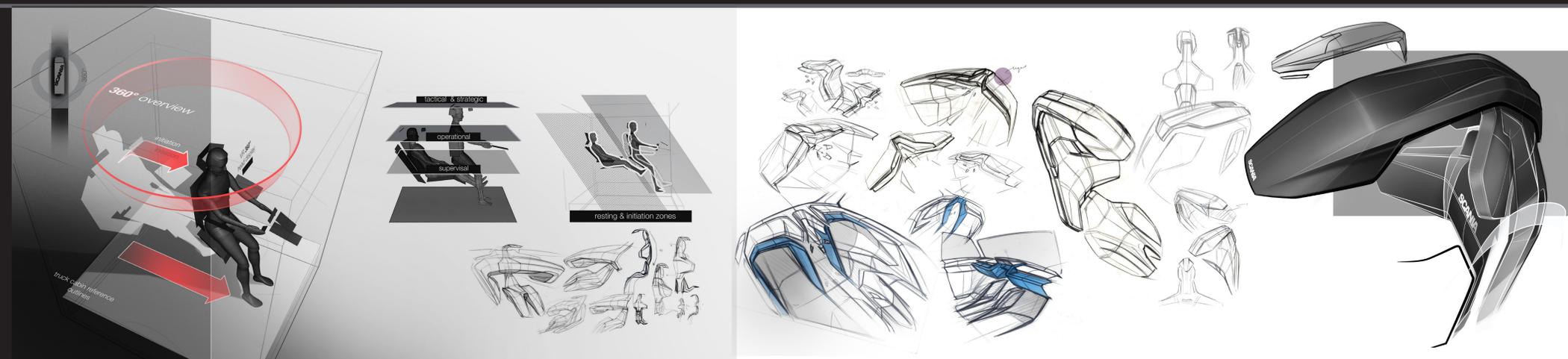


# Scania *Switch*

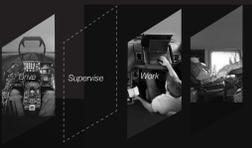
The concept is based on the knowledge of a flexible future context that is facing the automotive industry by reducing ergonomic impact for the drivers and improving it further through the flexibility to switch between modes.

The final result is a semi-autonomous truck interior that is suited for a new type of future driver. The interior is focused on the user needs and tasks such as: autonomous management of logistics, operating routes with other truck drivers and units, enjoying spare time while not driving and also the possibility to actively taking over the control manually in case of emergency.

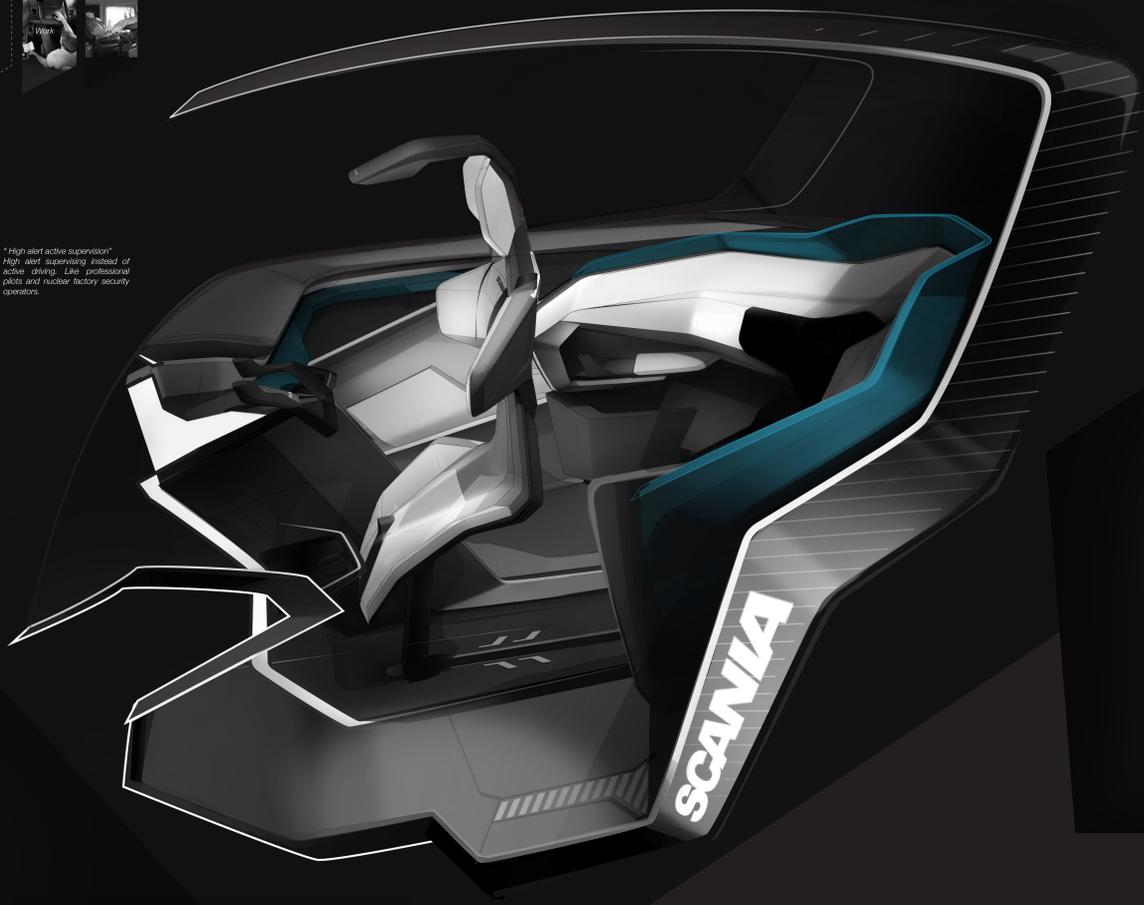
By separating and dividing the truck interior in different divisions and user modes, such as Operational, Tactical and Strategic, that divides the specific functions above, the architecture can maintain a clear separation between work and leisure for the driver when he or she is driving or not. This way the driver could easily switch between the modes to reduce the cognitive impact of increasing future information cognitive impact, without losing the sense of control and create a safe and comfortable work environment for her self.



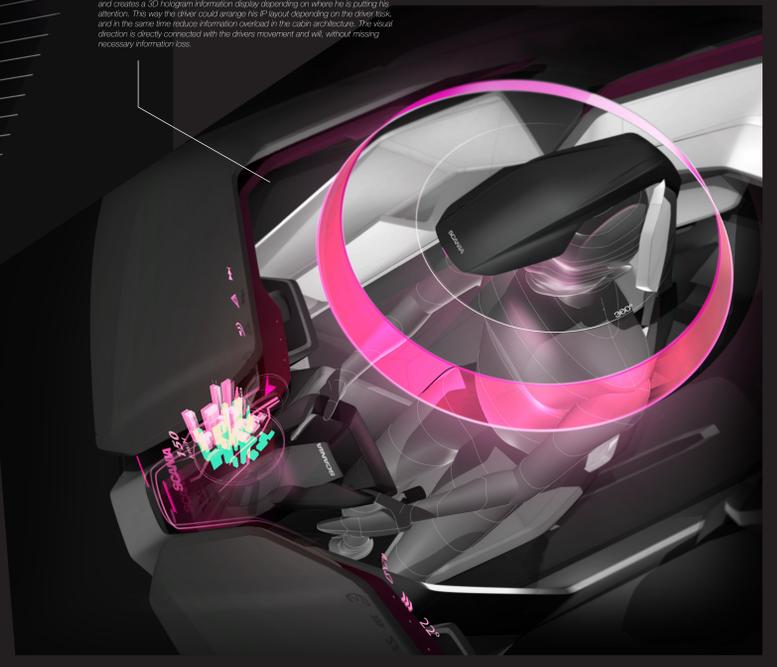
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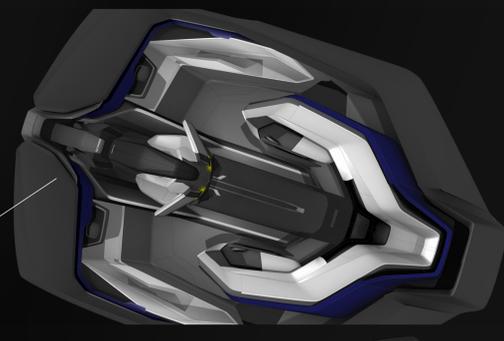
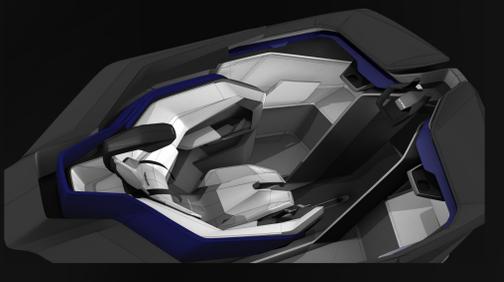
"High alert active supervision"  
High alert supervising instead of active driving. Deep professional pilots and nuclear factory security operators.



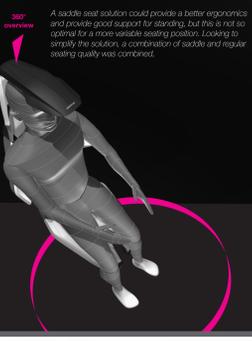
The VR technology is provided with information that is projected to the driver eyes and creates a 3D hologram information display depending on where he is putting his attention. This way the driver could arrange his layout depending on the driver task, and in the same time reduce information overload in the color architecture. The seat direction is directly connected with the drivers movement and will, without missing necessary information base.



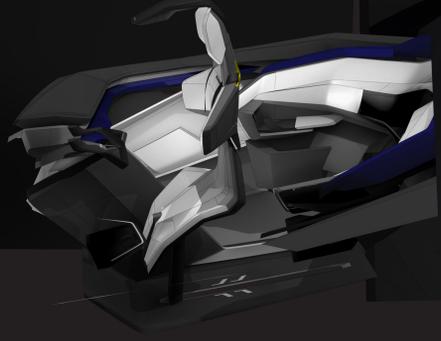
The driver have the possibility to monitor the system while not driving. The VR display enables the driver to choose between different interaction settings accordingly to his or her personal reference.



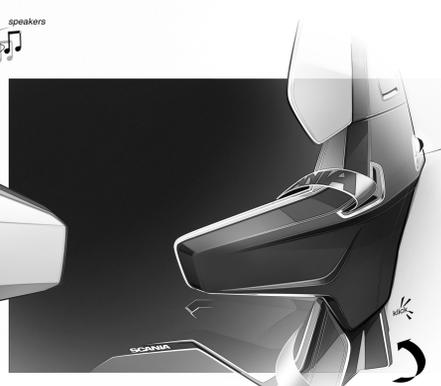
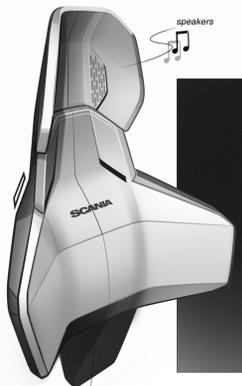
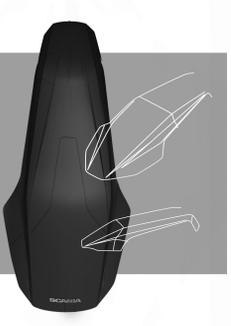
the seat can raise to a standing position for variable ergonomic seating posture and for different working modes. Such as standing and lying positions.



A saddle seat solution could provide a better ergonomics and provide good support for standing, but this is not so optimal for a more variable seating position. Looking to simplify the solution, a combination of saddle and regular seating really less compromise.



**SCANIA**



speakers

belt release

lower belt release





SCANIA

**GOT IT!**

**GOOD JOB!  
YOUVE GOT CONTROL NOW!**



JOE!  
THE SYSTEM HAS BEEN HACKED...

IT'S NOT RESPONDING!  
THE ROAD HAS CHANGED TO A MANUAL DRIVE!

YOU NEED TO TAKE OVER!

**WHAT THE...**

WHAT IS HAPPENING ROGER ...



\*ZOP ZOP\*

"HAA"



JOE!  
HIGH MANUAL TRAFFIC IS AHEAD!

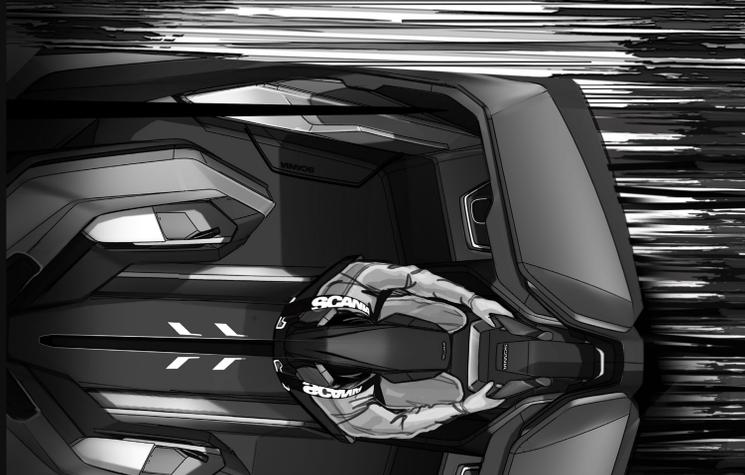
"AAH"  
CENTRAL!  
IM IN OPERATIONAL NOW

I HAVE TO INTERSECT THE CARGO BEFORE IT REACHES THE MANUAL ROAD!

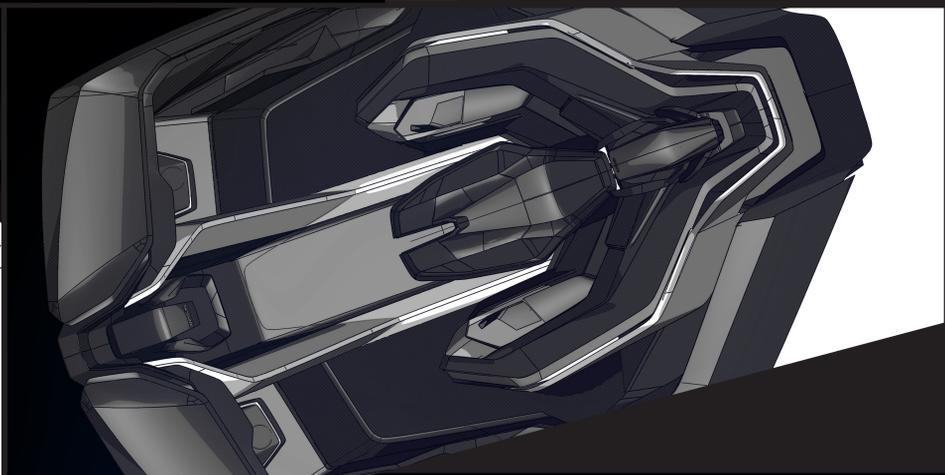


JOE SWITCHES FROM TACTICAL MODE TO OPERATIONAL MODE

THE SEAT TRANSFORMS TO A VERTICAL SEATING POSITION



GEEH...  
AL MOST...  
THERE



Umeå Institute of Design  
Master Degree Project  
Transportation Design