

Johannes Gerl,
INTEC GmbH



Johannes Gerl,
Director Sales and Marketing

MARKET REVIEW

Currently things are changing at a dramatic rate. Since Mechanical Dynamics International was taken over by MSC Software Corp., the world of multi-body simulation has changed with – as much as we can say at the moment – a more positive effect on INTEC's business and the consideration of SIMPACK as an alternative to ADAMS. So the wheel rail market today shows clear results of the last years competition and the truck market does as well. In the car area the trend to consider SIMPACK as alternative gathers way.

Apart from the commercial issues, the technical requirements of multi-body simulation tools are also changing. Multi-body simulation in the automotive industry shows a change towards exploring higher frequencies and towards supplying models for mechatronic system design.

The fields of application are extending from vehicle handling and ride

comfort towards the effects of NVH on the car body and sub-frames; and high-frequency, non-linear drive train effects. This is a positive development for SIMPACK, as its strengths lie in the simulation of models which are complex, high frequent and strongly non-linear. Further developments, which are currently running internally as prototype implementations, promise to add more content and value to the models.

Finally, new simulation applications are emerging in the field of the development and testing of active systems and electronic controller units using hardware in the loop (HIL) simulation. The models that are used in these new applications are fairly simple, however, they are required to run in realtime and outside of the usual Windows or UNIX environments. SIMPACK Code Export and other new technologies currently in the final testing phase will offer excellent SIMPACK-based software for HIL due to be released during the coming months.

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