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INTEC'S STRATEGY

The market for multi-body simulation is highly dynamic, characterised by a tenfold worldwide expansion rate and a constant push towards new application fields, for example, detailed investigations of complex gear trains in wind turbines. Additionally a growing demand for using sophisticated multi-body models in non-multi-body environments by control experts can be seen. Also the overall complexity of multi-body models seems to continually push the boundaries. An example is the simulation of complete engines consisting of valve-, gear-, chain- and crank train including flexible bodies with a huge number of degrees of freedom. HLA and EHD being also included. The frequency content of multi-body applications has been moved into the acoustic range, for simulating the acoustics of oil pumps. Last, but not least, the CAD environment at the customers site is undergoing large changes like the switch from CATIA V4 to CATIA V5.

INTEC's response to meet the requirements of a highly dynamic multi-body market is to perpetually produce new ideas, implement them in software

and offer expanded and new solutions to the customer. This was proven at the SIMPACK User Meeting 2004 at Eisenach, where a huge number of new products for automotive, railway, engine, plants and machinery tool simulation were introduced to the participants. A new solver option for flexible bodies, a completely new process efficient 2D-plot environment, SIMPACK for Linux, a real-time car model, a process from general multi-body models to real-time hardware, and a completely new interface to CATIA V5, are only a few of the more than 100 new features.

INTEC's future strategy is to concentrate on the multi-body core business, the product line SIMPACK, and to offer highly sophisticated interfaces to plug SIMPACK into customer defined CAE process landscapes. A continually changing landscape due to the individual projects.

I am happy that all SIMPACK News readers can look back on a successful Year 2004 and I look forward to working together with all our customers and clients in 2005.

NEW UNIVERSITY AND RESEARCH LICENCES SINCE JULY 2004

Beijing University of Chemical Technology, P.R. China
Nihon University, Tokyo, Japan
Shonan Koka University, Fujisawa City, Japan
TU München, Fakultät für Sportwissenschaft, Germany
University of Cooperative Education, Mosbach, Germany

NEW COMMERCIAL LICENCES SINCE JULY 2004

Ansaldobreda, Pistoia, Italy
BMW M GmbH, München, Germany
BMW Motorrad, München, Germany
BMW Motorsport, München, Germany
MAN Nürnberg, Germany
MesH Engineering Team, Dettenhausen, Germany
Nissan Diesel, Japan
Voith Turbo Scharfenberg GmbH & Co. KG, Salzgitter, Germany