

Bombardier Transportation Selects SIMPACK as Common MBS Tool

After an extensive benchmark that took one and a half years, the world's biggest railway company Bombardier Transportation has chosen SIMPACK as the common multi-body simulation tool. The deal which will create a turn over in the million Euro range during the next few years, extends SIMPACK's world market leadership for railway multi-body software.

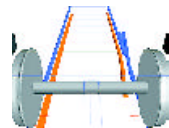
Jakob Wingren, head of the centre of competence 'Vehicle Dynamics' of Bombardier Transportation, comments on the successful evaluation of SIMPACK, "We found that SIMPACK was the tool that best fulfilled our requirements. It was found to comprise both a good graphical interface and a well working rail module. SIMPACK has also proved to be a well qualified tool in several vehicle projects within Bombardier Transportation".

At the starting point of the evaluation the four different simulation programs which were used at Bombardier Transportation in January 2001 were compared.

After this first stage, the number of program systems which were benchmarked in detail was reduced to two – two internationally marketed tools. SIMPACK finally won this benchmark which was comprised of state-of-the-art vehicle models with flexible car bodies imported from FE-packages and controlled systems (by co-simulation with MATLAB Simulink). Though an additional re-evaluation of the Manchester Benchmarks demonstrated that the results based on today's wheel-rail contact modules are

very similar, the software tools showed significant differences in model handling, calculation performance and the connectivity to other CAE-tools which are already established at Bombardier Transportation. SIMPACK will be implemented at eight international Bombardier Transportation sites (Canada, France, Germany, Great Britain, Portugal, Switzerland, Sweden and the USA), attended by the centres of competence in Winterthur, Switzerland and Västerås, Sweden.

With Bombardier Transportation selecting SIMPACK, its worldwide market share for multi-body simulation systems increases as measured by numbers of commercial installations for railway simulation to about 50% (see market review page 12). This market position enables the addition of decisive new developments in SIMPACK Wheel/Rail which will also benefit general features of SIMPACK significantly. INTEC has already scheduled an according extension of the staff to stay on top of the increased support and development efforts. The international presence of INTEC will also be reinforced.



Software

Dr. Wolfgang Trautenberg
INTEC GmbH

INTEC and Centric Software Deliver Next-Generation Collaborative Functional Prototyping Solution

Software

Dr. Stefan Dietz
INTEC GmbH

SIMPACK and FEMFAT - SIMPACK's New Interface to the Durability Software FEMFAT

Wheel/Rail

S. Mulski, Dr. Weidemann
INTEC GmbH

SIMPACK Rail Switches - Switches, Points and Crossings

Automotive

Bob Thurman
Land Rover, Chassis Integration

The Third Generation Range Rover