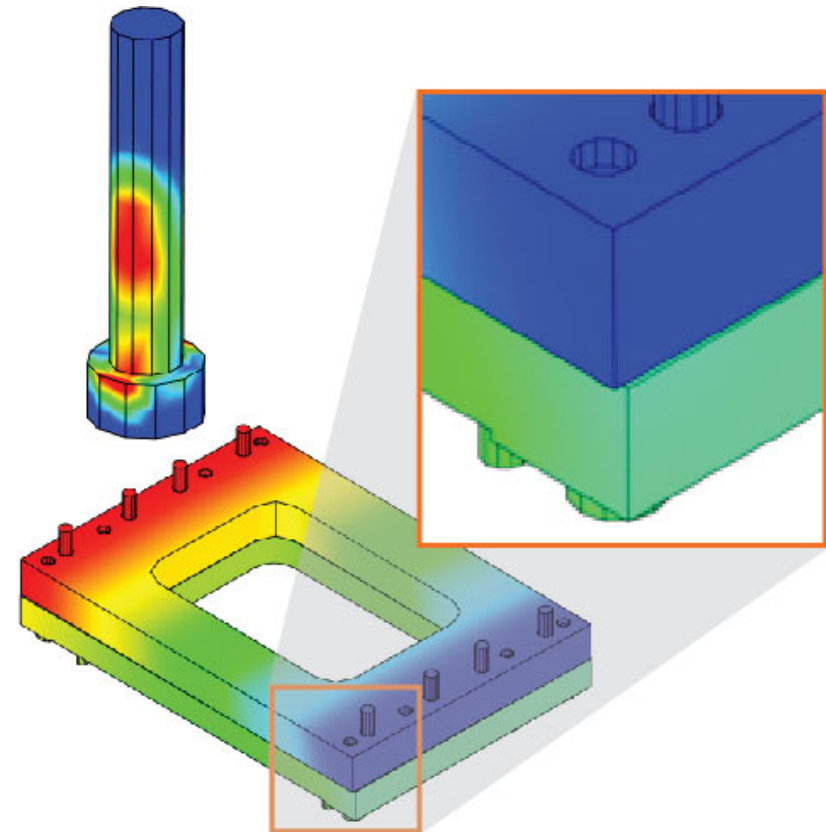
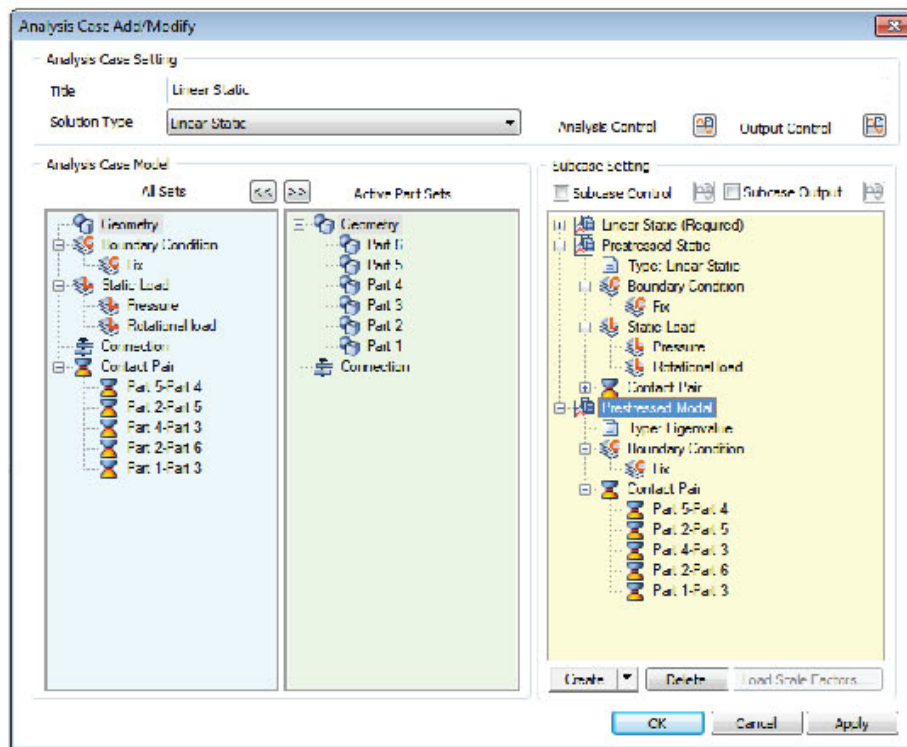


# midas NFX

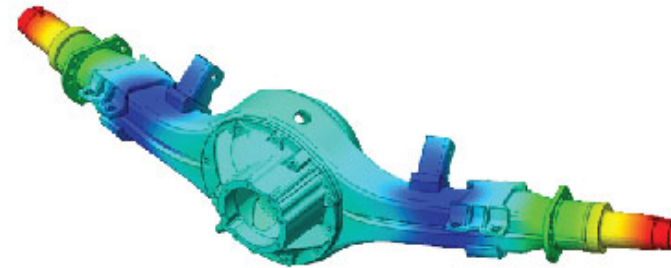


# midas NFX 分析功能

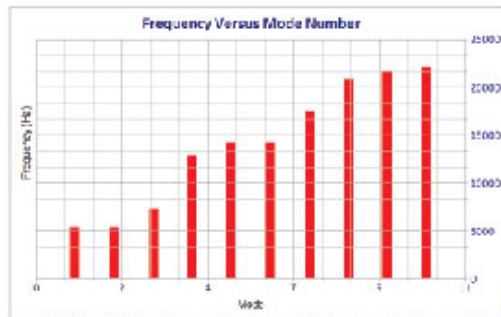
產品設計導向分析軟體



單一模型可以定義多種分析條件和類型，更能進行結果比較 採用線性滑動接觸進行螺栓相對變形及應力分析  
(直觀的用戶界面 拖 & 拉 操作方式)



汽車車軸模態分析  
(7th mode, Free-Free condition)



NUMBER	MASS	STIFFNESS	ORTHOGONALITY LOSS	ERROR MEASURE			
1	1.84e+008	3.37e+004	5.37e+003	1.08e+000	1.16e+008	9.93e+003	1.87e+008
2	1.14e+009	3.37e+004	5.37e+003	1.08e+000	1.14e+009	4.87e+010	1.24e+010
3	2.85e+008	4.58e+004	7.30e+003	1.08e+000	2.85e+008	1.58e+011	1.17e+011
4	8.48e+009	8.56e+004	1.28e+004	1.08e+000	8.48e+009	2.89e+010	8.41e+011
5	2.07e+009	8.33e+004	1.40e+004	1.08e+000	2.07e+009	2.39e+011	3.52e+011

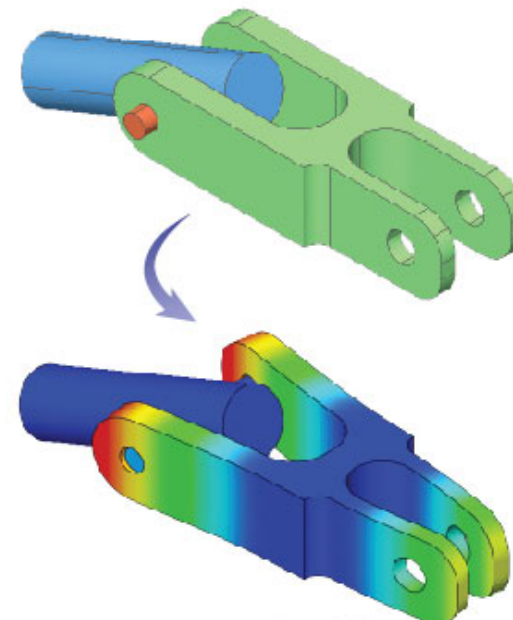
  

EFFECT OF MASS						
MODE NUMBER	T1	T2	T3	R1	R2	R3
1	2.76e+008	5.15e+003	0.00e+000	3.10e+001	1.86e+002	1.23e+001
2	5.17e+003	2.76e+008	0.00e+000	1.65e+002	3.10e+001	1.35e+001
3	0.00e+000	0.00e+000	0.00e+000	7.52e+015	2.95e+015	1.95e+001
4	0.00e+000	8.39e+015	8.01e+003	1.58e+001	1.58e+001	2.23e+011
5	3.48e+005	1.40e+003	0.00e+000	1.88e+001	2.51e+003	4.81e+003
TOTAL	5.15e+003	8.83e+003	8.01e+003	4.82e+001	4.81e+001	4.12e+001
TOTAL IN MODEL	7.66e+003	7.66e+003	7.06e+003	8.03e+000	8.03e+000	9.03e+000

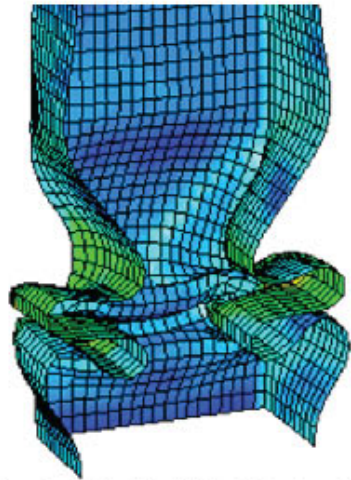
  

PERCENTAGE MODAL DEFORMATION MASS						
MODE NUMBER	T1	T2	T3	R1	R2	R3
1	0.04%	65.42%	0.00%	0.00%	0.00%	0.00%
2	65.42%	0.04%	0.00%	0.00%	0.00%	0.00%
3	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
4	0.00%	0.00%	76.45%	0.00%	0.00%	0.00%
5	0.44%	18.07%	0.00%	0.00%	0.00%	0.00%

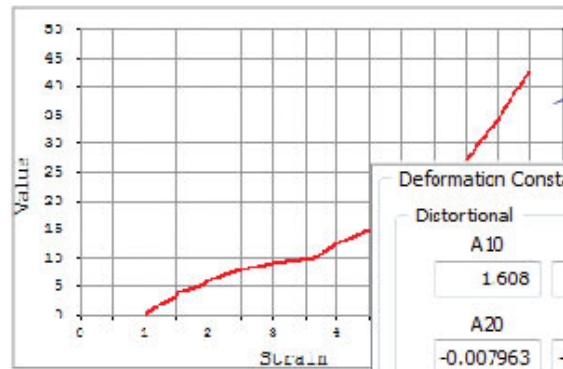
模態分析數值結果



模態分析  
(組裝件滑動接觸)



鋼框架的非線性接觸分析



直接輸入測試數據

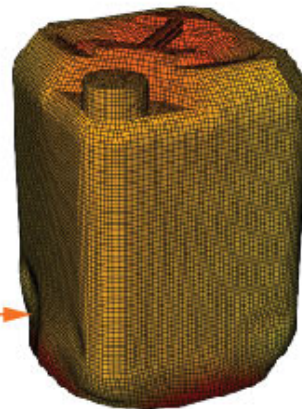
Deformation Constants

Distortional				Volumetric	
A10	A01			D1	
1.608	0.1451			1753	
A20	A11	A02			
-0.007963	-0.006808	0.000239			
A30	A21	A12	A03		
0.000326	0.0001867	-2.206e-00	7.579e-00		

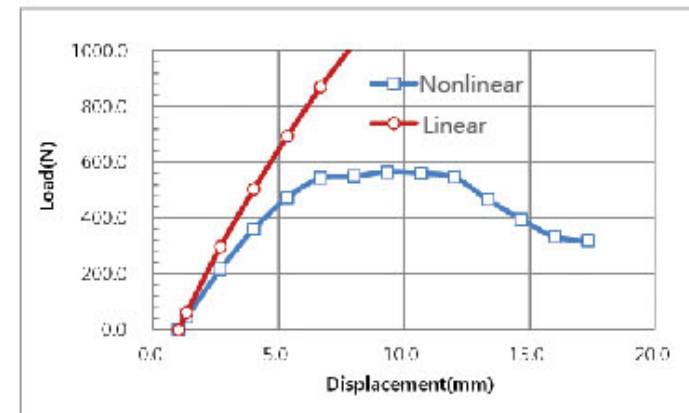
N/mm<sup>2</sup>



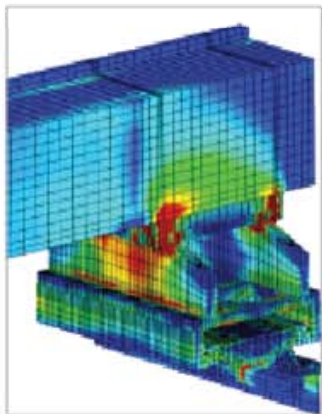
測試結果



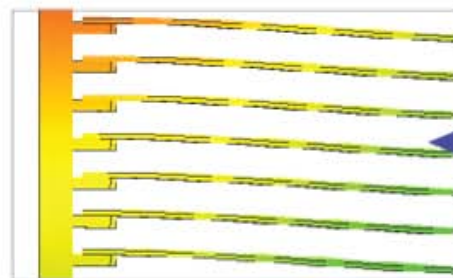
NFX 2012 分析結果



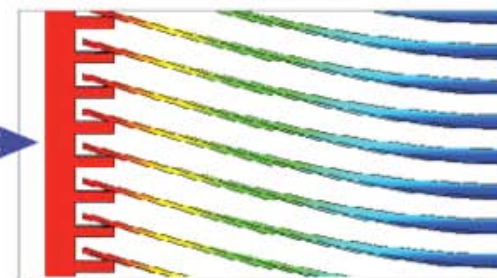
線性分析和非線性分析比較



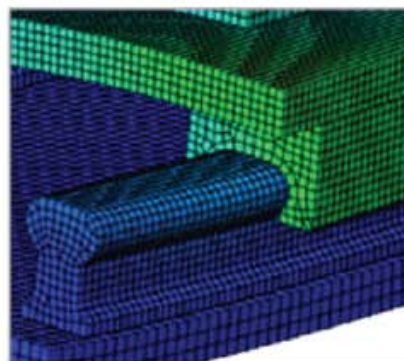
複雜的裝配模型使用自動接觸工具



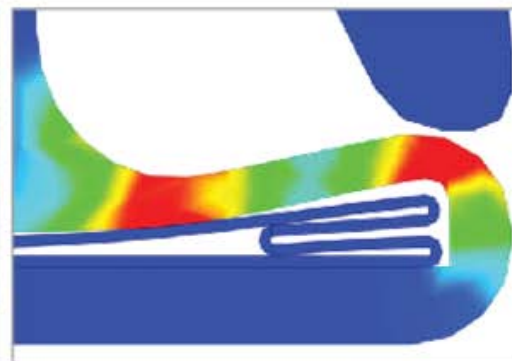
線性接觸  
(單件移動)



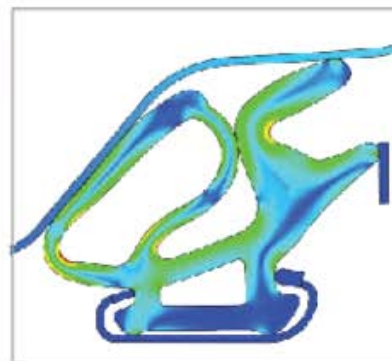
非線性接觸  
(多件移動)



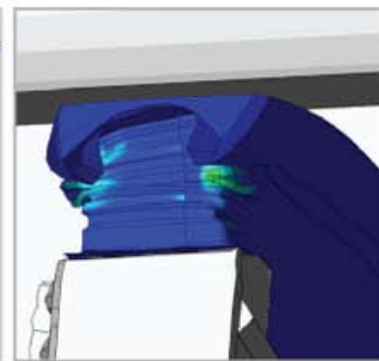
滑軌使用自動接觸



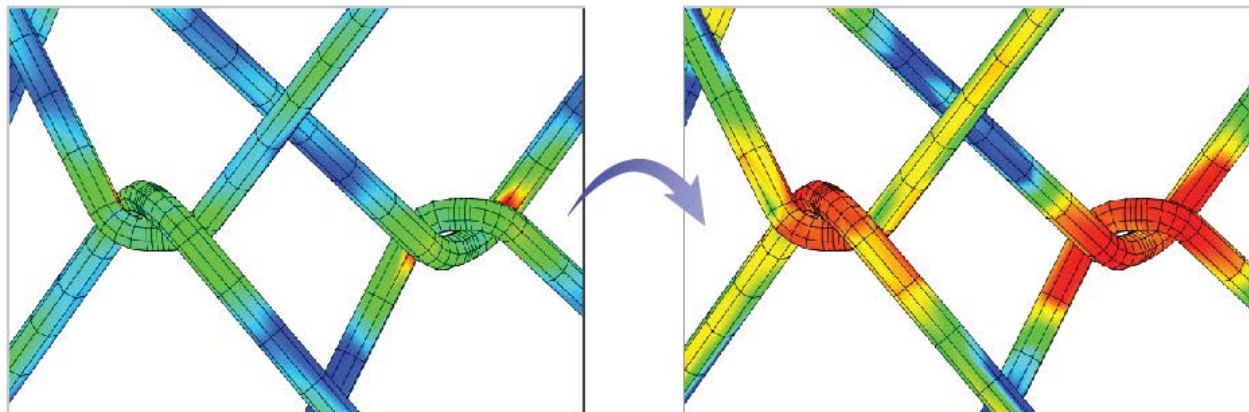
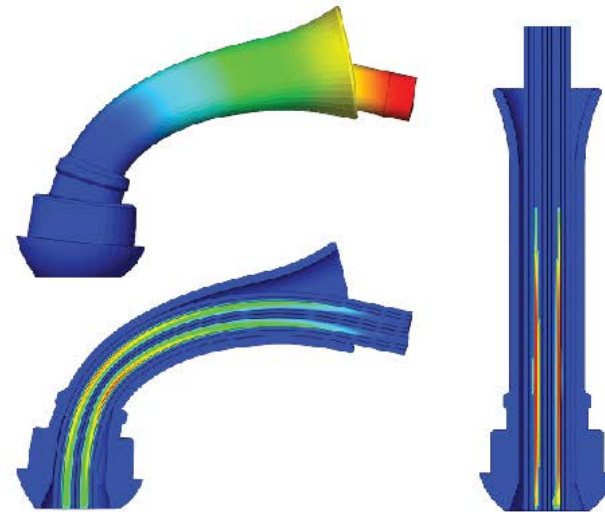
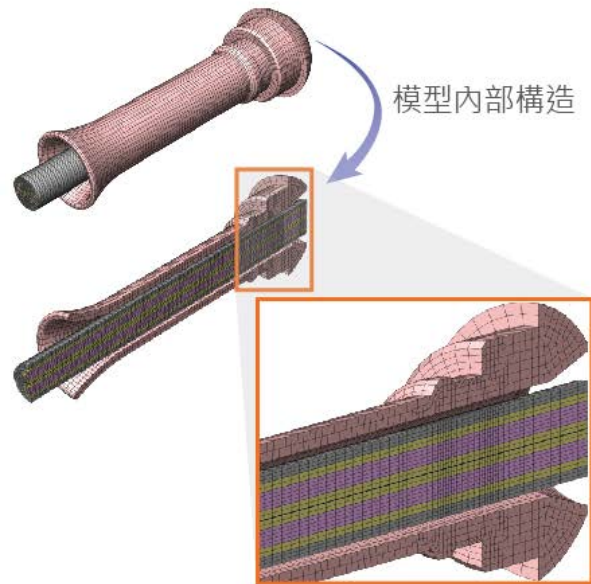
非線性接觸分析  
汽車的門鎖傳感器



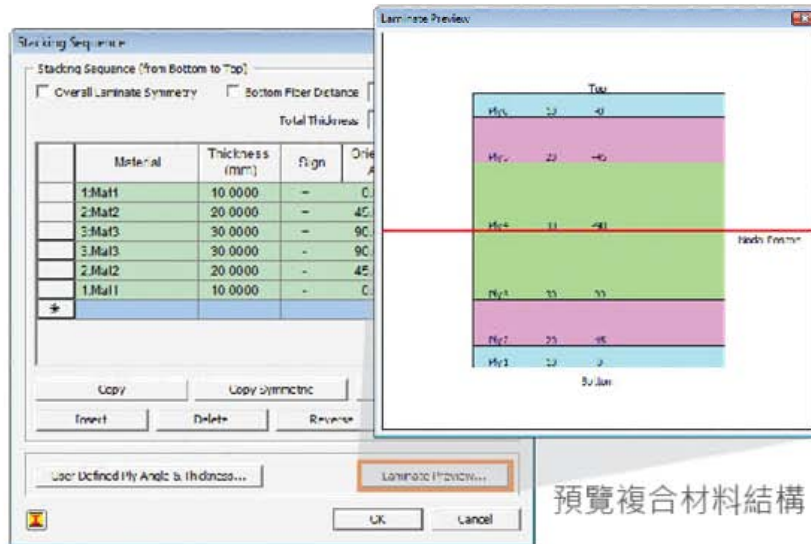
非線性接觸分析  
擋風雨條



汽車的前保險槓碰撞

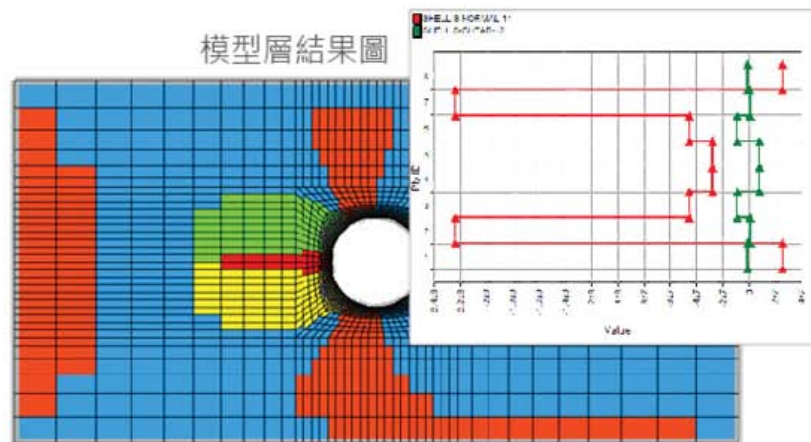


使用自動接觸功能進行靜態分析，並利用分析結果進行醫療支架疲勞壽命預測



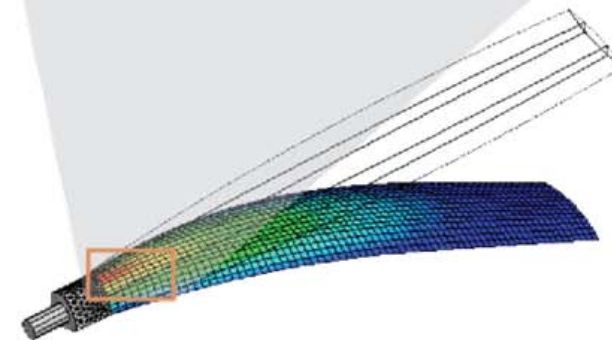
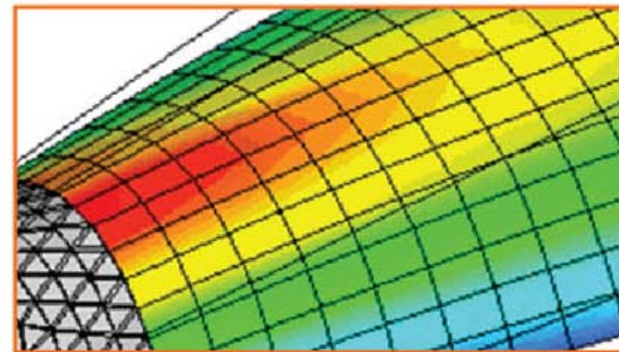
預覽複合材料結構

直觀的圖形用戶界面，用於定義每層結構  
(相容MS-Excel格式)



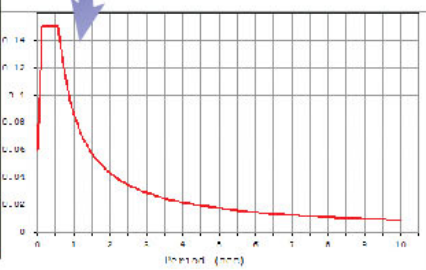
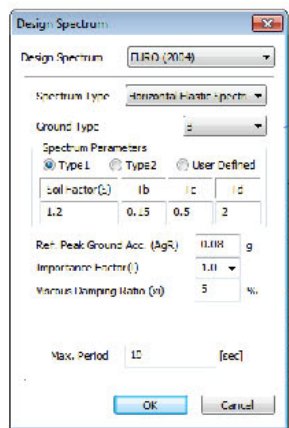
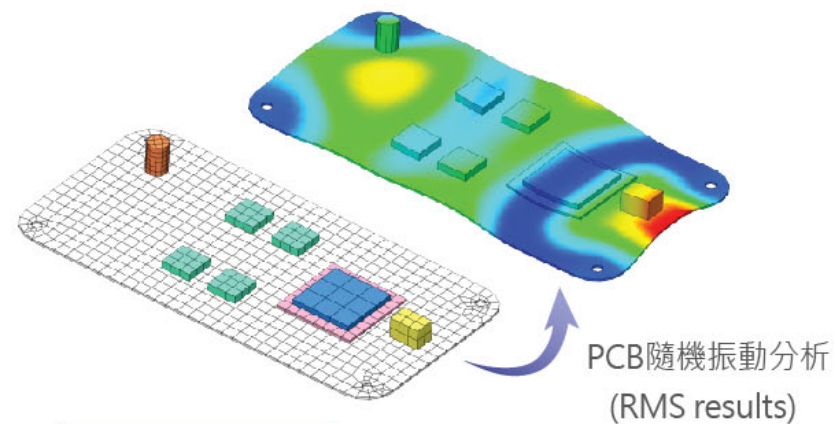
每層最大值/最小值 (Contour, Iso-line)

幾何非線性分析

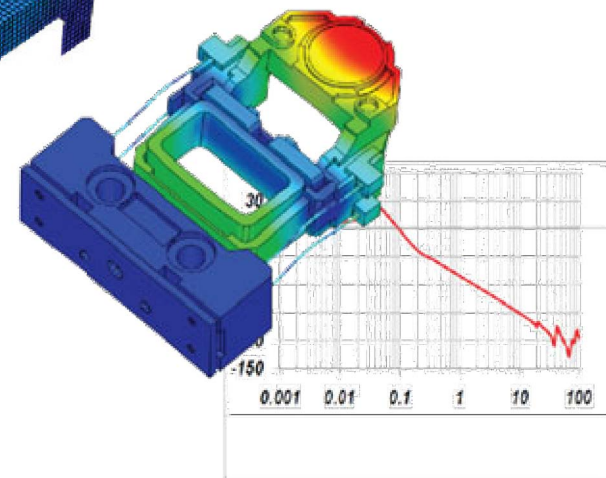
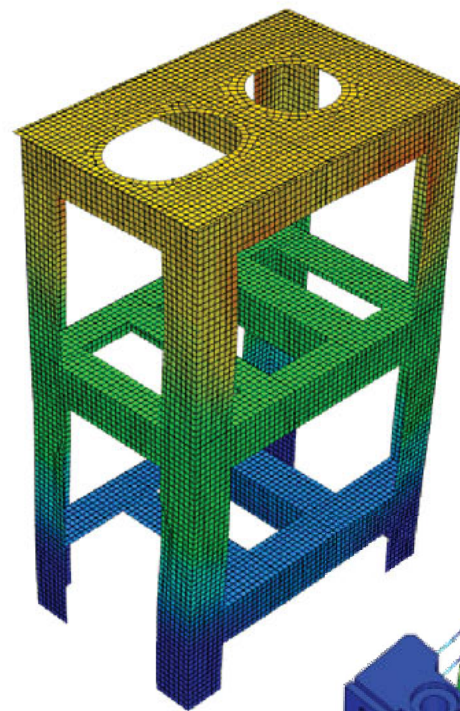


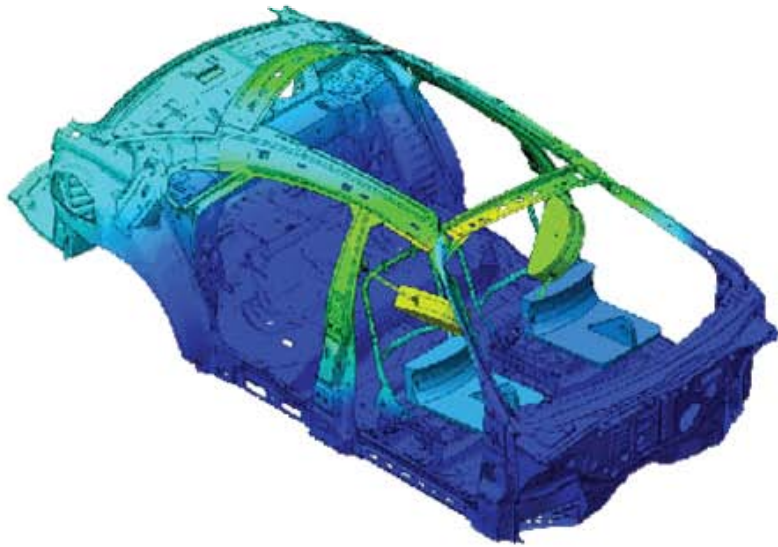
直觀的圖形用戶界面  
(定義疊層材料結構)

# 線性動態分析 (Linear Dynamic Analysis)

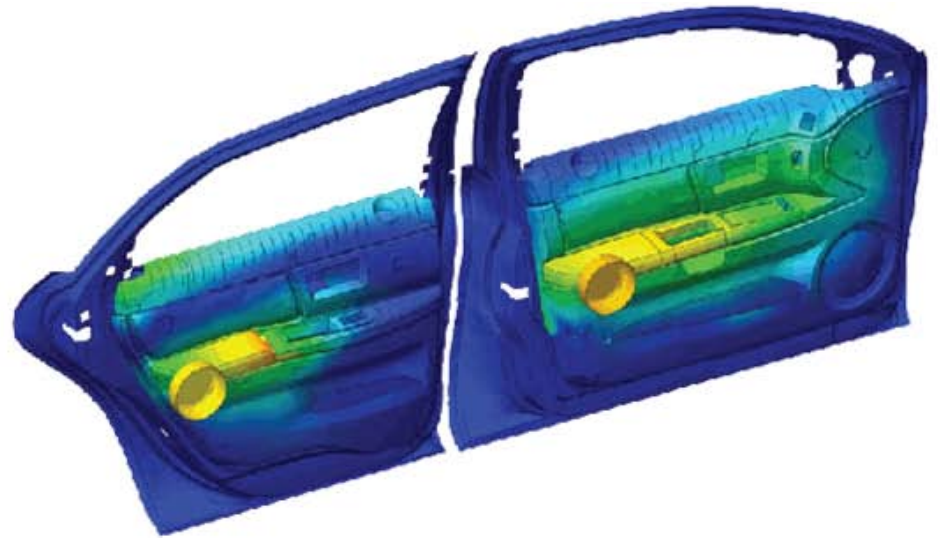


選擇/定義反應譜

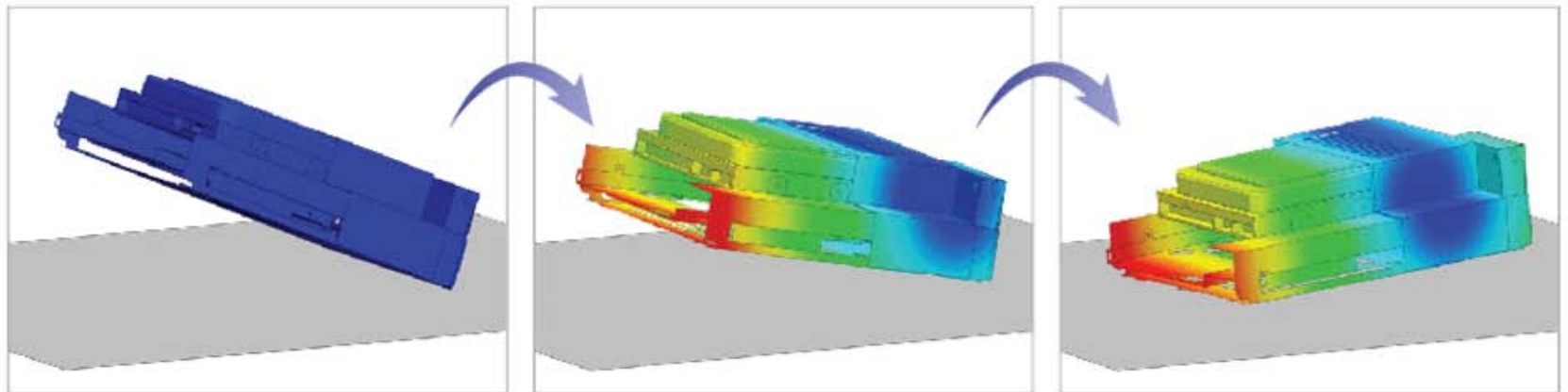




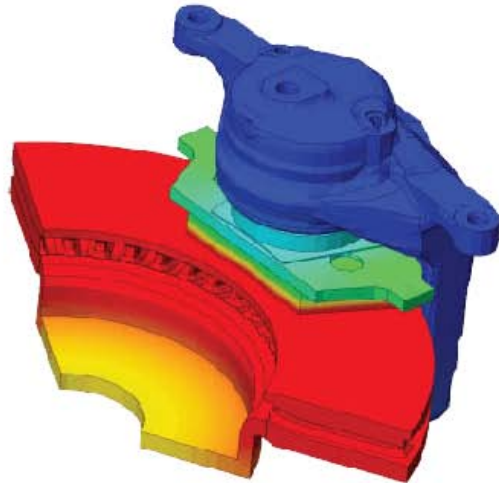
安全袋伸縮環分析



門飾板撞擊分析

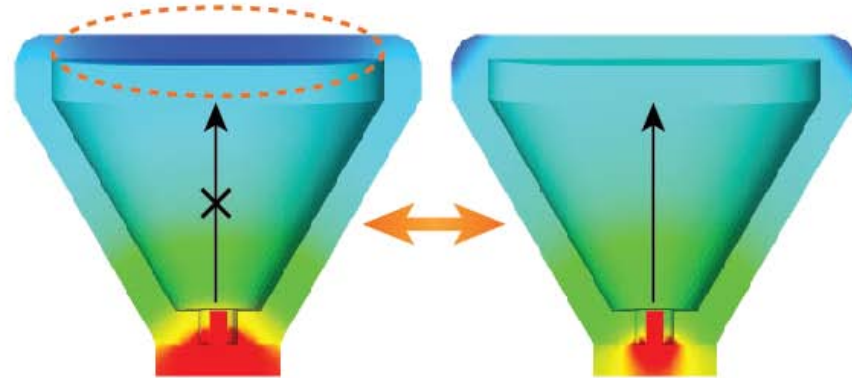


硬碟落摔測試



幾乎沒有增加溫度

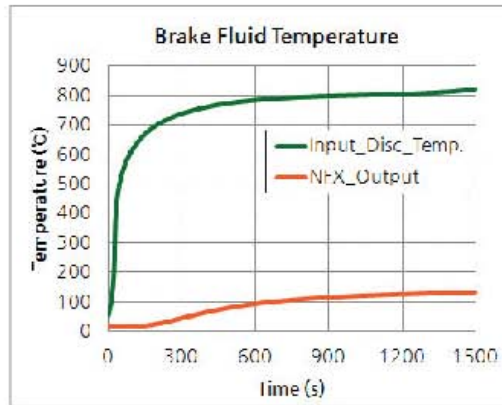
溫度上升



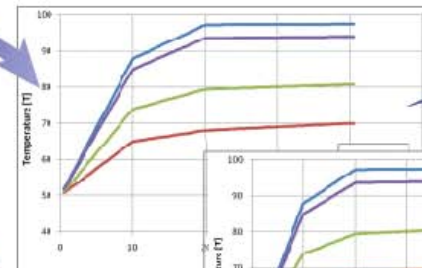
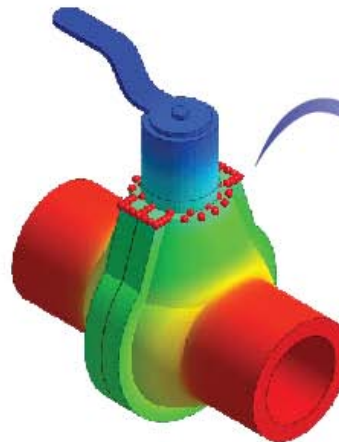
不考慮熱輻射

考慮熱輻射

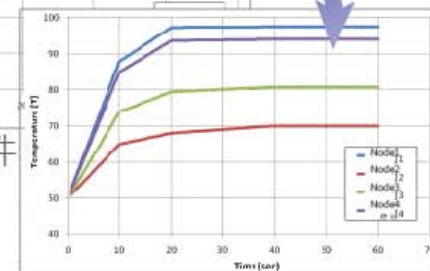
LED燈傳和輻射熱效應溫度分佈



制動系統熱容分析  
(瞬態熱分析, 熱接觸應用)

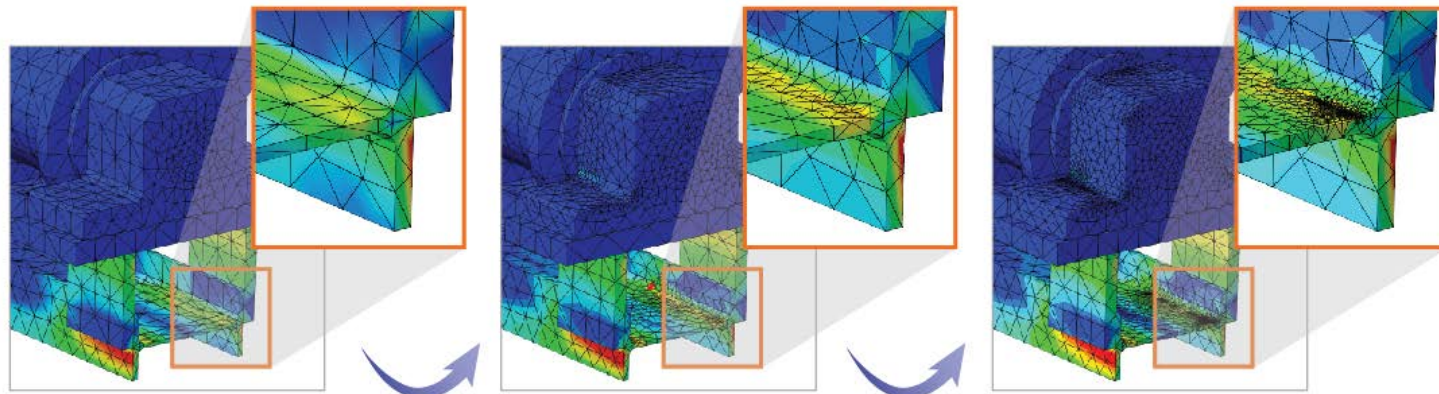


一般分析條件  
(60 sec)



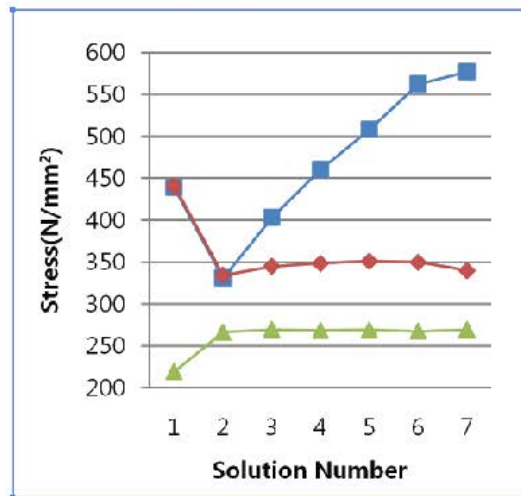
計算完成時間在40.5 sec  
(使用傳感器)

球閥瞬態熱分析  
(使用傳感器)

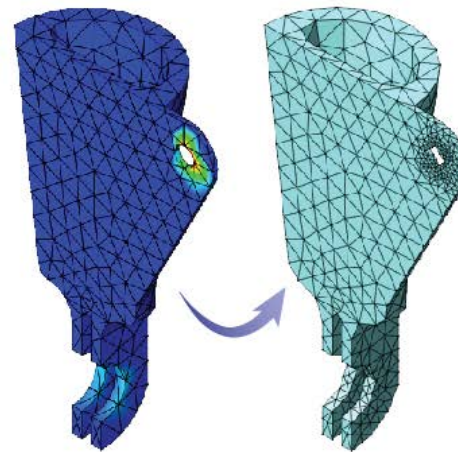


初始網格模型和集力集中區域

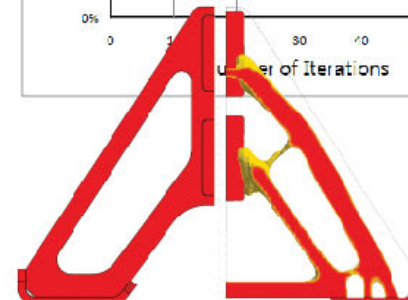
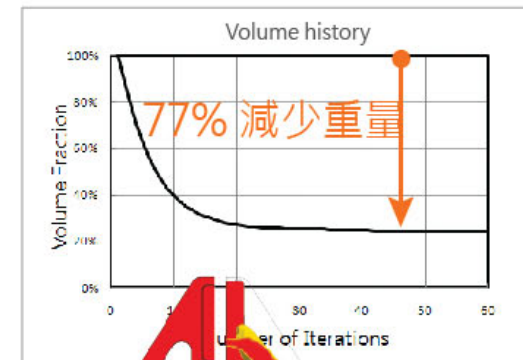
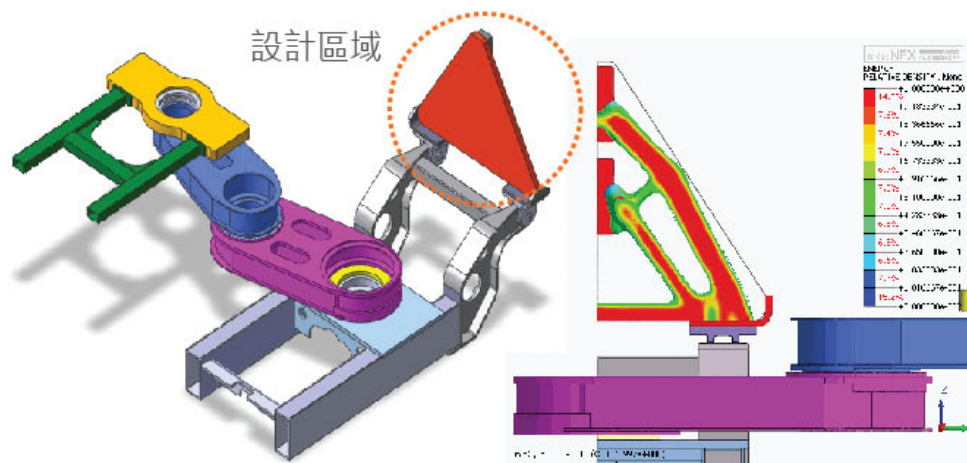
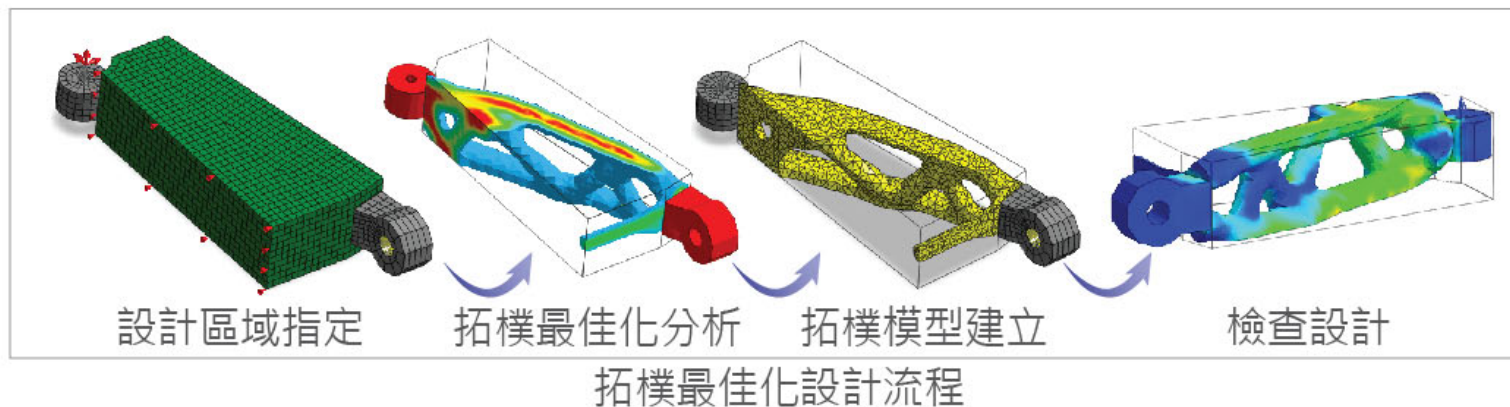
自適應網格分析將網格細化



局佈區域最大應力變化



範例：粗糙網格自動加密  
(錯誤目標: 小於2%)



使用拓樸工具進行概念設計  
(線性結構, 設計目標: 輕量化設計)

與原本設計比較