# **Design the Difference**

Liberare il potenziale dell'Additive Manufacturing con nuove tecniche di progettazione

Ing. Giulio Turinetti 25 September 2017



#### **Altair Numbers**



Founded **1985** Headquarted in Troy, MI US

# 48 offices

in 22 countries

**\$323M** 2016 Billings

50+ ISV partners under our unique, patented licensing model



# 2500+

Engineers, scientists and creative thinkers

5000+

60,000+

Customer Installations globally

Users



# Our Vision

To radically change the way organizations design products and make decisions



#### 5,000 customers installations worldwide

Automotive	Aerospace	Heavy Equipment	Government
CHRYSLER RENAULT RE	BAE SYSTEMS BOEING AIRBUS BOMBARDIER GROUP EMBRAER HONEYWEII	ALSTOM CATERPILLAR° DSHKDSH	COLORIST
Life/Earth Sciences	Electronics/Consumer Goods	Energy	Architecture
The Chemical Company	EBM BOSCH	ConocoPhillips ExonMobil	AECOM



#### **Altair Solver Technology**



#### Multiphysics Simulation and Optimization



#### **Mechanical**





#### **Fluid flow and Thermal**





#### **Electromagnetics**





#### **Multi-Physics**





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#### ALM Process



#### Main elements of ALM Technology

![](_page_10_Figure_2.jpeg)

![](_page_10_Picture_3.jpeg)

#### How to get benefits

![](_page_11_Picture_2.jpeg)

**Slow** Process

Very expensive Powders

Massive parts have huge distorsion

![](_page_11_Picture_6.jpeg)

Huge ratio between material and void

**Complexity** is for free

Lattice is allowed

![](_page_11_Picture_10.jpeg)

Mass reduction has a big impact on the whole result

To get most benefit we need to think complex shapes

![](_page_11_Picture_13.jpeg)

![](_page_12_Picture_2.jpeg)

### The Additive Manufacturing Design Challenge

![](_page_13_Picture_2.jpeg)

# How can a designer come up with the best possible shape?

![](_page_13_Picture_4.jpeg)

picture by courtesy of Laser Zentrum Nord 🛂

![](_page_13_Picture_6.jpeg)

![](_page_13_Picture_7.jpeg)

#### **Topology Optimization**

Given the package space and loading conditions for a

design problem, optimization quickly generates the

ideal shape.

![](_page_14_Picture_5.jpeg)

![](_page_14_Picture_6.jpeg)

![](_page_14_Picture_7.jpeg)

#### Never too soon to optimize

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![](_page_15_Figure_3.jpeg)

#### **Altair Topology Optimization is OptiStruct**

4KSS

![](_page_16_Picture_2.jpeg)

Altair is the premier provider of design optimization software, driving design processes of

leading manufacturers for over 20 years

![](_page_16_Picture_5.jpeg)

![](_page_16_Picture_6.jpeg)

#### Make the design Manufacturable

![](_page_17_Picture_2.jpeg)

![](_page_17_Picture_3.jpeg)

Suitable for Casting - ALM

Introducing Manufacturing constraints the final desing has more doable shape for that manufacturing technology, But with the

#### Same Performaces

- Stress
- Stiffness
- Mass...

![](_page_17_Picture_10.jpeg)

Suitable for Milling, Stamping

![](_page_17_Picture_12.jpeg)

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#### **Shape the Inspiration**

![](_page_18_Picture_2.jpeg)

![](_page_18_Picture_3.jpeg)

![](_page_18_Picture_4.jpeg)

![](_page_18_Picture_5.jpeg)

![](_page_18_Picture_6.jpeg)

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Model Preparation Conceptual Optimization

![](_page_19_Picture_4.jpeg)

![](_page_19_Picture_5.jpeg)

![](_page_19_Picture_6.jpeg)

![](_page_20_Picture_2.jpeg)

![](_page_20_Picture_3.jpeg)

![](_page_21_Figure_1.jpeg)

![](_page_21_Picture_2.jpeg)

#### 🛆 Altair

![](_page_22_Figure_3.jpeg)

![](_page_22_Picture_4.jpeg)

![](_page_23_Figure_1.jpeg)

![](_page_23_Picture_2.jpeg)

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#### **Shape the Inspiration**

# Model PreparationConceptual<br/>OptimizationConcept<br/>ValidationConcept<br/>ModificationCompare<br/>ResultsConcept<br/>Interpretation<br/>CAD

![](_page_24_Picture_3.jpeg)

![](_page_24_Picture_4.jpeg)

![](_page_24_Picture_5.jpeg)

# Shape the Inspiration Concept Model Preparation Concept Validation Concept Modification Compare Results Concept Interpretation CAD Final CAD

![](_page_25_Picture_2.jpeg)

#### Advance geometry recontruction via full PolyNurbs technology and many more

![](_page_25_Picture_4.jpeg)

### **Process Exploration**

![](_page_26_Picture_2.jpeg)

#### Is the ALM technology Limitless?

#### **Types of support**

![](_page_27_Picture_4.jpeg)

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![](_page_27_Picture_9.jpeg)

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![](_page_27_Picture_21.jpeg)

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![](_page_27_Picture_25.jpeg)

appetience is not probably tool require on a longer of the balance. at MALE the carrier a spiritual mean of the design of the design of the second second

#### How to consider the NEW Manufacturing Constraints?

![](_page_27_Picture_28.jpeg)

![](_page_27_Picture_29.jpeg)

#### **Overhang angle Constraint**

In general supports represent a problem:

- Wasted material
- Time consuming
- Influence the surface finish
- Manual operation

![](_page_28_Picture_7.jpeg)

Initial design "Free" No manufacturing constraint

#### Minimise Support Structure by Overhang Angle Control 45° respect to Building Direction

![](_page_28_Picture_10.jpeg)

![](_page_28_Picture_11.jpeg)

#### **Expansion to third party software**

Altair's business model allows for programs such as the Altair Partner Alliance (APA)

Third Party Organizations' products are included under the Altair licensing for seamless access by customers 50 signed partners and 1500+ companies with APA access to date

No additional costs for customers

92% of customers who have access to APA have downloaded an APA product

![](_page_29_Picture_6.jpeg)

600 companies downloaded a product they'd never tried before just in 2016

![](_page_29_Picture_8.jpeg)

#### **Process Exploration via APA softwares**

In ALM process simulation Altair can offer different softwares to manage model recontruction and process simulation.

![](_page_30_Figure_3.jpeg)

Fast and advanced geometry reconstruction starting from STL Process simulation (Meso and Macro scale) Process simulation (Macro scale) with Inherent Strain Approach

![](_page_30_Picture_7.jpeg)

# **Robust Design**

![](_page_31_Picture_2.jpeg)

#### **Fail Safe**

- A fail safe design is one that in an event of failure, responds or results in a way that will cause no or minimum harm
- Fail-safe structure must support 80-100% limit loads without catastrophic failure (*Airframe structural design by Michael NIU*)

![](_page_32_Picture_4.jpeg)

![](_page_32_Picture_5.jpeg)

Delta airlines flight 1288, the aircraft suffered an engine explosion however the rest of the plane remained controllable and the most passengers survived unharmed.

![](_page_32_Picture_7.jpeg)

#### **Fail Safe Optimization**

![](_page_33_Picture_2.jpeg)

Setting damage Zones in all the design space

![](_page_33_Picture_4.jpeg)

Create several models with defects.

Each variation has to fits the topology optimization requests

Final results is the Optimal compromise amongs all the defected variations Redundant load-path

![](_page_33_Picture_8.jpeg)

#### **Fail Safe Optimization**

![](_page_34_Figure_2.jpeg)

![](_page_34_Picture_3.jpeg)

#### **Robust Design – Topology Optimization (RBTO)**

![](_page_35_Figure_2.jpeg)

Due to manufacturing process we introduce a set of variable parameters like:

- UTS of the material
- Young Modulus
- Orthotropy (before Heat treatment)

We need to switch to <u>deterministic</u> approach to <u>Stochastic</u> approach since the very beginning as Topology Optimization

![](_page_35_Picture_8.jpeg)

#### **Robust Design – Topology Optimization (RBTO)**

![](_page_36_Picture_2.jpeg)

![](_page_36_Picture_3.jpeg)

#### **Robust Design – Validation**

4231

Static Max Value = 3 1190E-004

X

STANDARD\_OPTIMIZATION

LOAD= 1000N

YOUNG=116.5Gpa

MAX DISPL=0.5mm

**OBJ=MIN MASS** 

RBTO RESULT VARIABLE MATERIAL LOAD= 1000N YOUNG=93.2Gpa OBJ=MIN MASS MAX DISPL=0.5mm

4234 Static Max. Value = 2.330E-004

Even with the worst scenario (low material property) the final design respect all the mechanical performances

![](_page_37_Picture_5.jpeg)

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## Lattice Structures

![](_page_38_Picture_2.jpeg)

![](_page_38_Picture_3.jpeg)

#### Lattice structures are natural from Topology results

![](_page_39_Figure_2.jpeg)

![](_page_39_Picture_3.jpeg)

#### **Lattice Structure Workflow**

Classic ALM redesign process

![](_page_40_Figure_3.jpeg)

![](_page_40_Picture_4.jpeg)

## How all of this becomes REAL

![](_page_41_Picture_2.jpeg)

![](_page_42_Picture_0.jpeg)

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#### From the Printer into Space

![](_page_43_Picture_2.jpeg)

**3D Printed Antenna Bracket for Sentinel-1 Satellite:** 

- 43% weight reduction (from 1.626 kg to 0.936 kg)
- Increased Eigen frequency (70Hz → 90 Hz)
- Improved static behaviour, strength, stiffness, stability

![](_page_43_Picture_7.jpeg)

![](_page_43_Picture_8.jpeg)

ahead. RUAG

#### Verification

![](_page_44_Picture_3.jpeg)

- Comparison of CAD model with physical model through Computer Tomography.
- Scan resolution of 320  $\mu m$

![](_page_44_Figure_6.jpeg)

Together

ahead. RUAG

#### **Design process summary**

#### Design

- Functional analysis
- Topology optimization
- CAD Interpretation
- Size/Shape optimization
- Detail stress analysis

#### Manufacturing

- Optimization
- Post-Processing
- Samples definition
- Process control

#### **Verification / Testing**

- Quality control
- Test definition
- Qualification testing
- Model correlation

![](_page_45_Picture_18.jpeg)

![](_page_45_Picture_19.jpeg)

![](_page_45_Picture_20.jpeg)

![](_page_45_Picture_21.jpeg)

![](_page_45_Picture_22.jpeg)

#### 42% Weight save

![](_page_45_Picture_24.jpeg)

#### **Camera bracket – Optimization model and problem definition**

![](_page_46_Picture_2.jpeg)

![](_page_46_Picture_3.jpeg)

- Material: Titanium
- Package Space Defined by Airframe
   Compartment
- Non-Design Regions to Accommodate
   Fixings
- Loading and Boundary Conditions
   Consistent with Baseline
  - Lateral
  - Longitudinal
  - Modal

![](_page_46_Picture_11.jpeg)

![](_page_46_Picture_12.jpeg)

Objective	Minimise Mass
Constraints	First Mode Natural Frequency Longitudinal Displacement Lateral Displacement

![](_page_46_Picture_14.jpeg)

#### **Design process summary**

![](_page_47_Picture_2.jpeg)

![](_page_47_Picture_3.jpeg)

#### 38% WEIGHT SAVE

![](_page_47_Picture_5.jpeg)