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# Simulative study on integrated optical multimode waveguides with guided beams based on the system standardization of elements

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**Abstract:** This study has outlined simulative study on integrated optical multimode waveguides with guided beams based on the system standardization of elements. Deflection of a cantilever are clarified with a point force at the free end, due to the distributed weight at the beam, with a mass at the free end, and at the free end under acceleration. The bending of a double clamped beam under its distributed weight, deflection with the central mass double clamped beam under its weight, the buckling of a double clamped beam due to a compressive stress, out of plane deflection (OPD) of a bent beam suspension, OPD of a folded beam suspension, and OPD of a serpentine beam suspension are also clarified and reviewed. Dependence of cross section of beam on torsion constant is outlined. The stiffness ratio of lateral to vertical motion of hammock suspension is also clarified. The design of a crab-leg suspension and the dependence of the stiffness on thigh section of the crab leg flexure and the design of a folded flexure

suspension and the dependence of stiffness on ratio of column beam lengths are also reported.

**Keywords:** beam deflection; guided beams; MEMSolver simulation; stiffness ratio; surface structure.

## 1 Introduction

There are many structures of beams [1–9]. These types includes cantilever, clamped beams, bent beams, folded beams, serpentine beams, and guided beams [10–18]. The cantilever types can be divided into end loading which the cantilever beam (CM) with a point force at the free end can be displayed and analyzed [17, 19–28]. The distributed load which the bending of a CM under its own weight is investigated [29–41]. The mass at free end which the bending of a CM with a mass at the free end and acceleration load which the cantilever with end mass under acceleration is demonstrated [42–53]. The clamped beam (CB) types can be divided into the center loading which the bending of beam forced is observed [54–74].

In this work, the distributed load which the bending of a double CB due to its weight is outlined [75–83]. The central mass can be divided into the distributed load which the bending of a double clamped beam with a central mass is clarified [84–93]. Acceleration load which the double CB with a central mass and the buckling stress which the buckling of a double CB is outlined [94–103]. The bent beam which the design of a corner beam or bent beam suspension is observed. The folded beam which the design of a folded beam suspension for planar motion is outlined [104–114]. The serpentine beam (SM) which the design of a SM suspension is observed [115–128]. The torsion bar which the design of a torsion bar beam suspension is reported. The guided beam which the design of a guided beam hammock suspension and guide beam are reported. The crab leg flexure which the design of a crab leg suspension through the crab leg and the folded flexure through the design of a folded flexure suspension through the flexure are reported in the simulation results [129–153].

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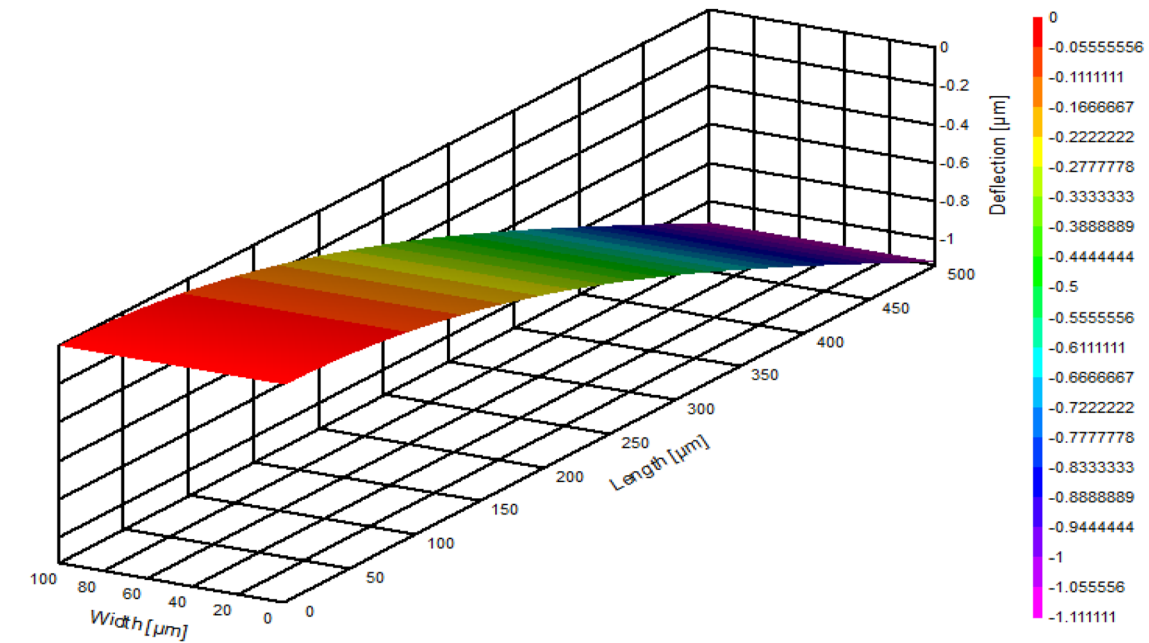
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## 2 Models performance parameters and discussions

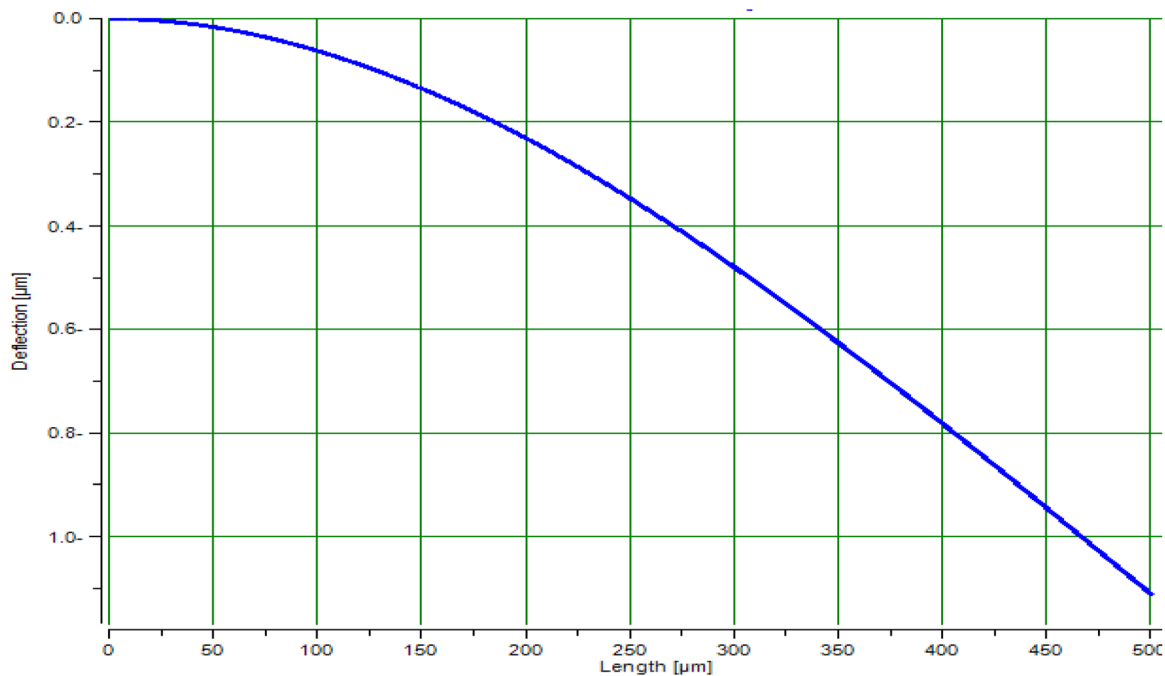
Figure 1(a) clarifies the bending of a CB with a point force at the free end. Where the cantilever length, width, and

thickness are 500  $\mu\text{m}$ , 100  $\mu\text{m}$ , and 5  $\mu\text{m}$ , force at free end is 5  $\mu\text{N}$ , Young's modulus (YM) is 180 GPa. As the length of cantilever increases, this results in the decrease of the deflection of a cantilever.

The obtained results clarified the tip deflection is 1.111  $\mu\text{m}$ , the maximum stress is 6 MPa, and the spring



(a)



(b)

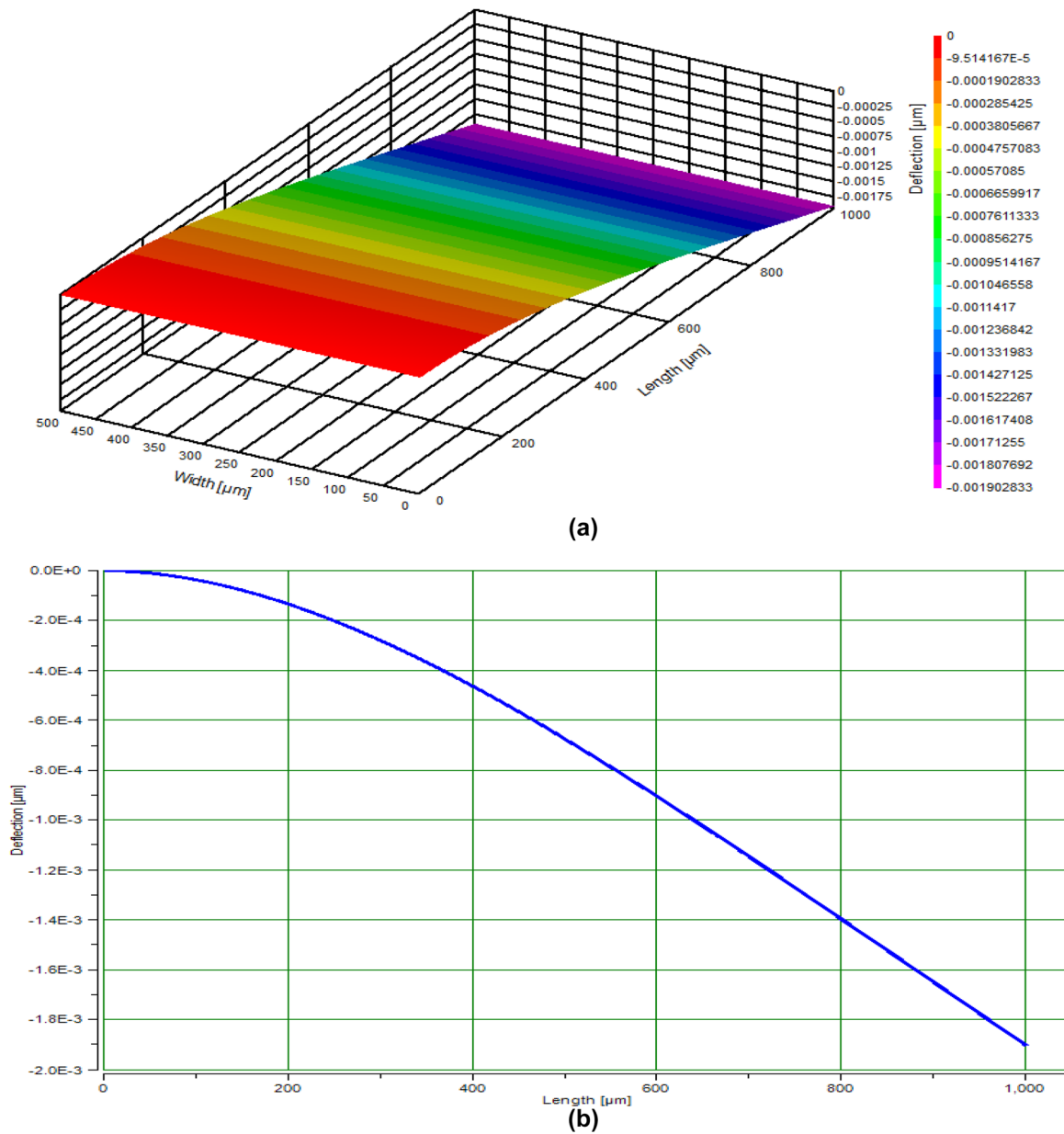
**Figure 1:** Cantilever deflection variations against length. (a) Cantilever deflection with a point force at the free end. (b) Deflection of cantilever variations versus cantilever length variations with a point force at the free end.

constant is 4.5 N/m. Figure 1(b) outlines the deflection of a cantilever variations versus cantilever length variations with a point force at the free end. It is demonstrated that the deflection of a cantilever decreases with the increase of cantilever length.

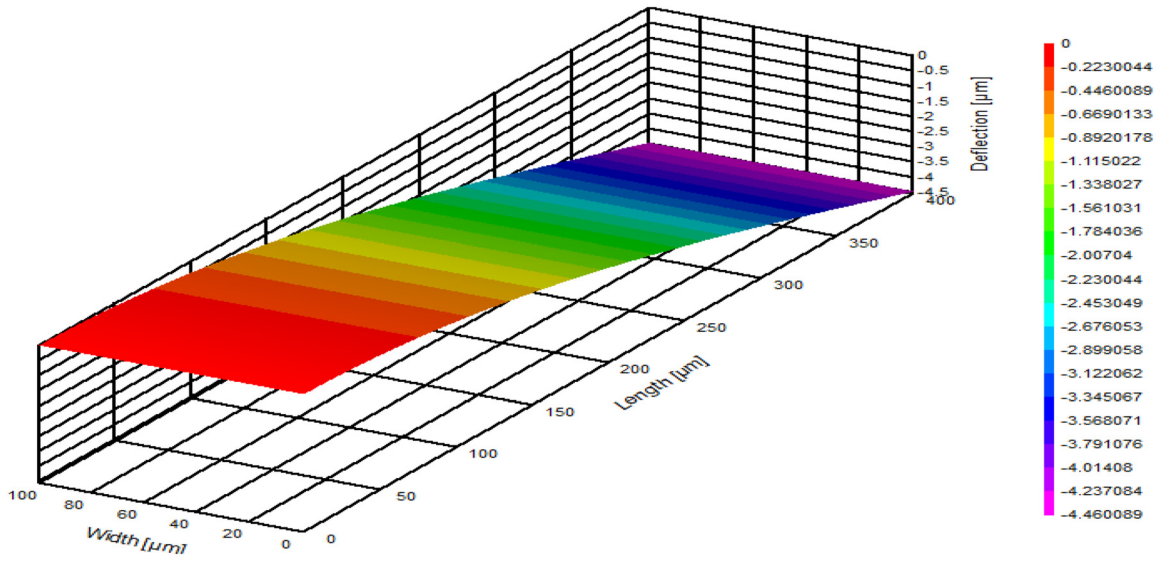
Figure 2(a) outlines the bending of a cantilever due to the distributed weight of the beam. Where the length of cantilever is 1000  $\mu\text{m}$ , cantilever width is 500  $\mu\text{m}$ , cantilever thickness is 10  $\mu\text{m}$ , the density is 2330  $\text{kg}/\text{m}^3$ , and Young's modulus is 180 GPa. The clarified results show that the tip deflection is 1.903 E-003  $\mu\text{m}$ , the maximum stress is 6.850

E-003 MPa, the spring constant is 22.5 N/m. Figure 2(b) shows the deflection of a cantilever variations against cantilever length variations due to the distributed weight at the beam. It is clear that the deflection of a cantilever decreases with the increase of cantilever length.

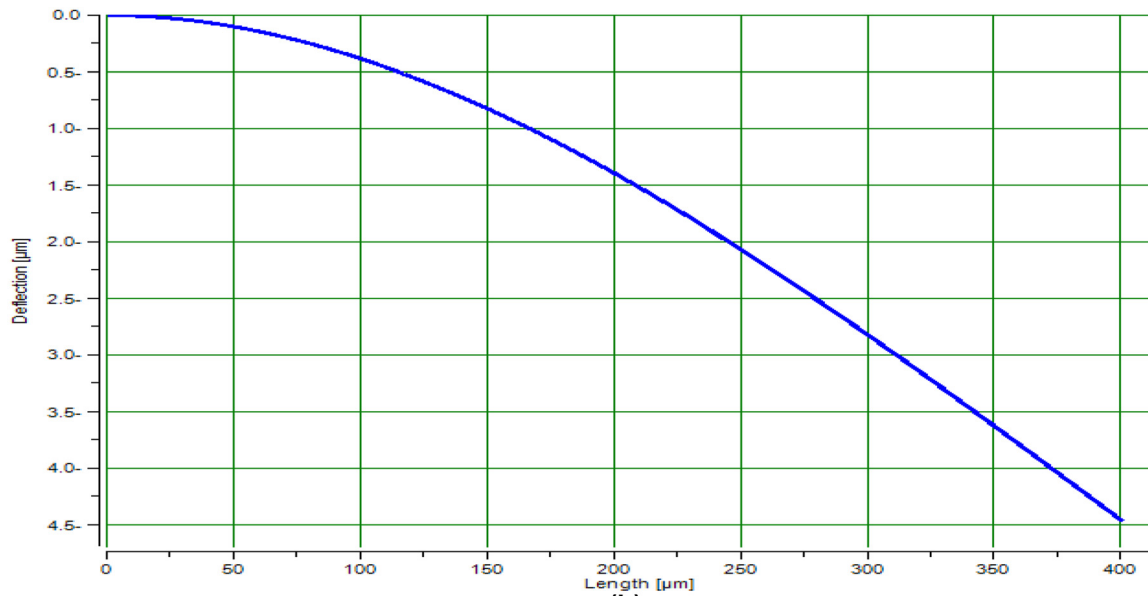
Figure 3(a) clarifies the bending of a cantilever due to a mass at the free end. Where the cantilever length, width, and thickness are 400  $\mu\text{m}$ , 100  $\mu\text{m}$ , and 5  $\mu\text{m}$ , Mass at free end is 4E-06 kg, and YM is 180 GPa. The clarified results show that the tip deflection is 4.46  $\mu\text{m}$ , the maximum stress is 37.632 MPa, and the spring constant is 8.79 N/m. Figure 1(b)



**Figure 2:** Deflection against cantilever. (a) Deflection of a cantilever due to the distributed weight at the beam. (b) Deflection of cantilever variations versus cantilever length variations.



(a)



(b)

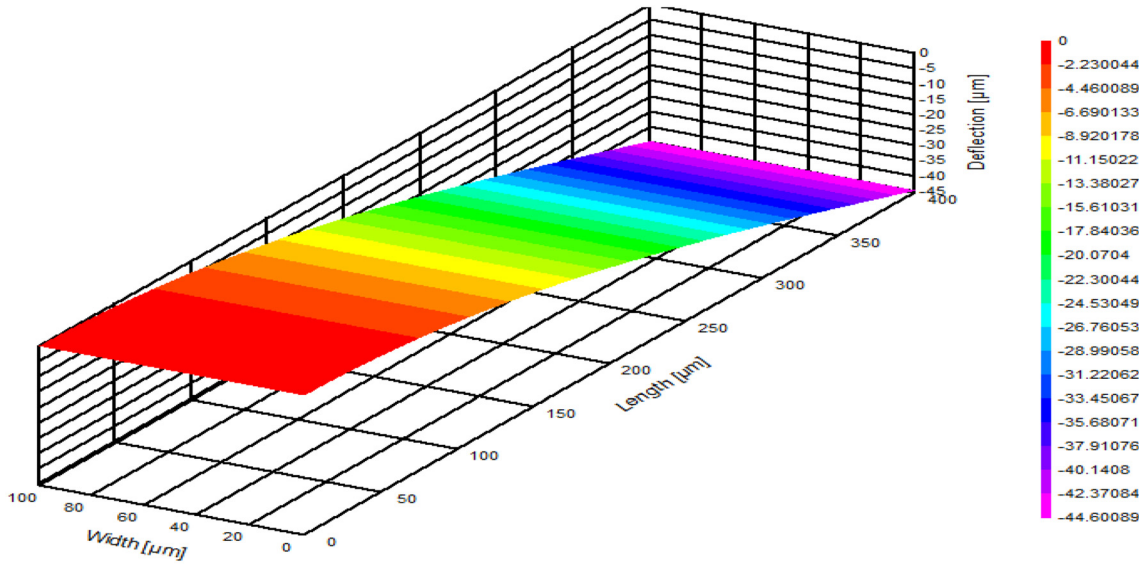
**Figure 3:** Cantilever deflection variations against Cantilever length. (a) Deflection of a cantilever with a mass at the free end. (b) Deflection of cantilever variations versus cantilever length variations with a mass at the free end.

outlines the deflection of a cantilever variations versus cantilever length variations with a mass at the free end. It is demonstrated that the deflection of a cantilever decreases with the increase of cantilever length.

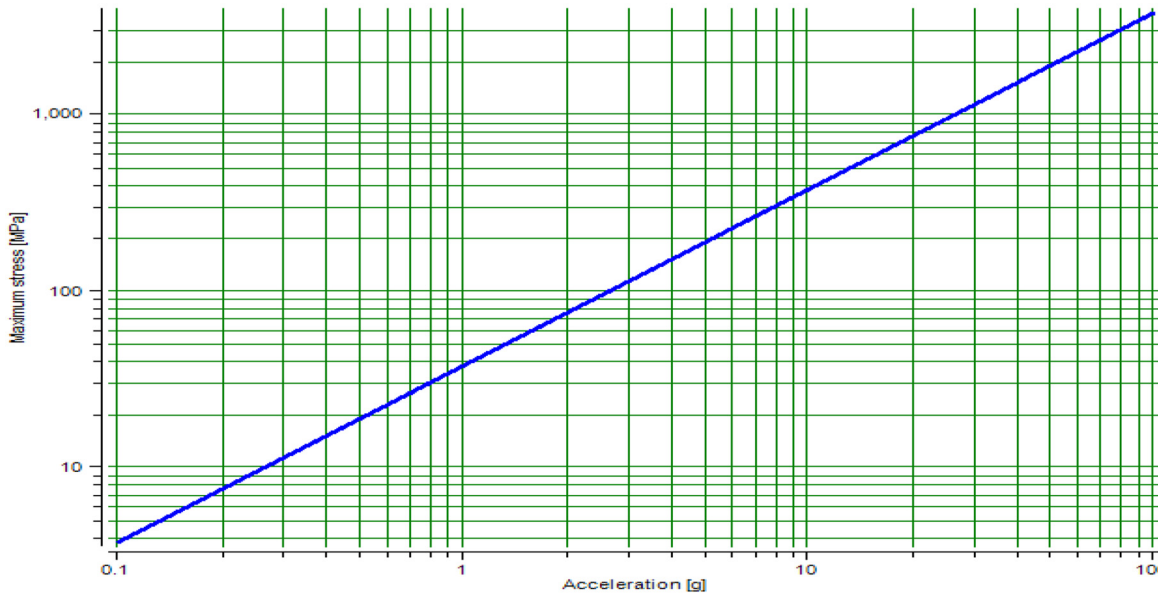
Figure 4(a) outlines the cantilever with a mass at the free end under acceleration. Where the beam length, width, and thickness are 400 μm, 100 μm, and 5 μm, mass at free end is 4E-06 kg, acceleration is 10 g, and YM is 180 GPa. It is clear that from the results that the maximum deflection is 44.601 μm, the maximum stress is 376.32 MPa, and the

maximum strain is 2090.7 microstrains. Figure 4(b) outlines the maximum stress versus acceleration for a cantilever mass structure. The maximum stress increases as the acceleration increases.

Figure 5(a) shows the deflection of a BC at both ends with a force at the center. Where the beam length, width, and thickness are 525 μm, 250 μm, and 5 μm, the force at center is 100 μN, and Young’s modulus is 180 GPa. The clarified results assured that the tip deflection is 0.1608 μm, the maximum stress is 6.3 MPa, and the spring constant is



(a)



(b)

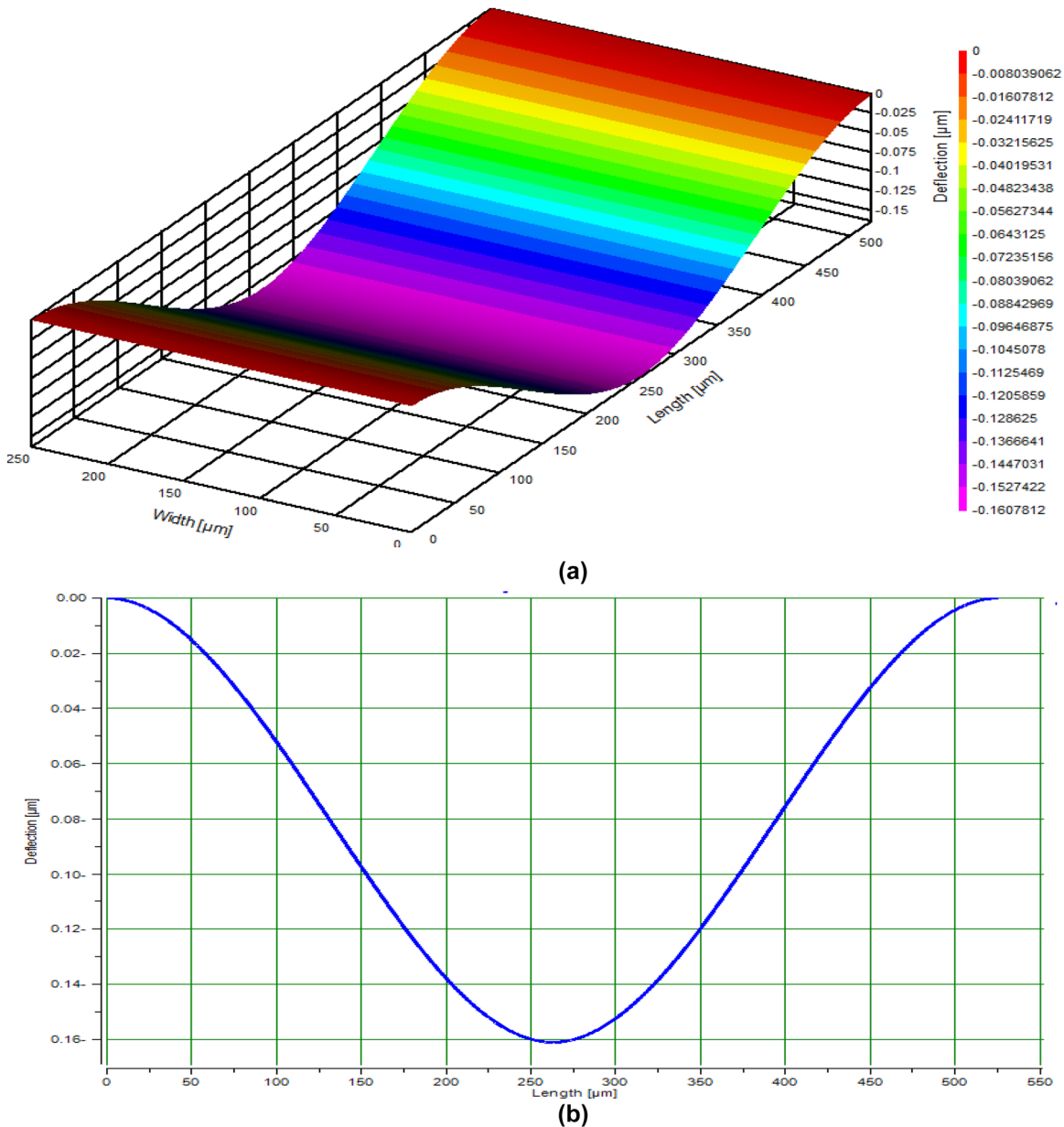
**Figure 4:** Maximum stress variations against acceleration variations. (a) Deflection of a cantilever at the free end under acceleration. (b) Maximum stress versus acceleration for a cantilever mass structure.

621.963 N/m. Figure 5(b) shows the beam clamped deflection variations with the length beam variations based a force at the center. As the beam length changes from 1 to 275  $\mu\text{m}$ , this results in the decreases of deflection of a beam exponentially. But as the beam length changes from 275 to 525  $\mu\text{m}$ , this results in the increases of deflection of a beam exponentially.

Figure 6(a) outlines the bending of a double CB under its distributed weight. Where the beam length, width, and thickness are 835  $\mu\text{m}$ , 125  $\mu\text{m}$ , and 7.5  $\mu\text{m}$ , the density is 2330  $\text{kg/m}^3$ , and YM is 180 GPa. The simulation results

assured that the tip deflection is 3.426 E-005  $\mu\text{m}$ , the maximum stress is 1.061 E-003 MPa, and the spring constant is 260.872 N/m. As the length of beam varies from 1 to 425  $\mu\text{m}$ , this results in the decreases of deflection of a beam exponentially. But as the length of beam varies from 425 to 835  $\mu\text{m}$ , this results in the increases of deflection of a beam exponentially.

Figure 7(a) clarifies the deflection of a double CB with a central mass under its weight. Where the beam length, width, and thickness are 400  $\mu\text{m}$ , 100  $\mu\text{m}$ , and 5  $\mu\text{m}$ , the mass length is 1500  $\mu\text{m}$ , the mass width is 1500  $\mu\text{m}$ , the mass

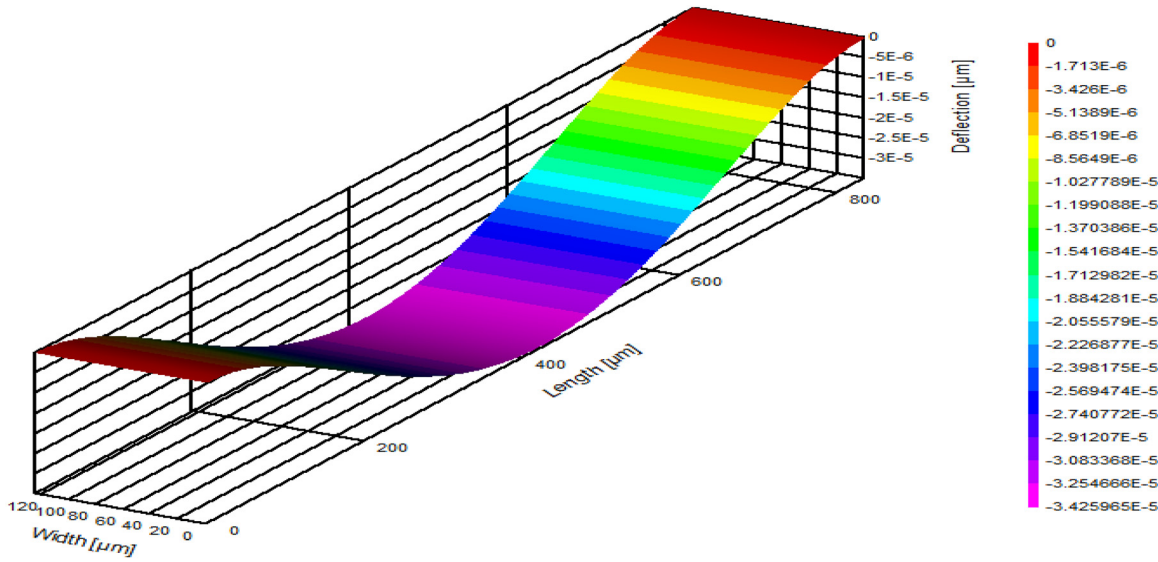


**Figure 5:** Beam clamped deflection variations versus Cantilever length. (a) Deflection of a beam clamped (BC) at both ends with force at the center. (b) Deflection of BC variations with the beam length variations at both ends with a force at the center.

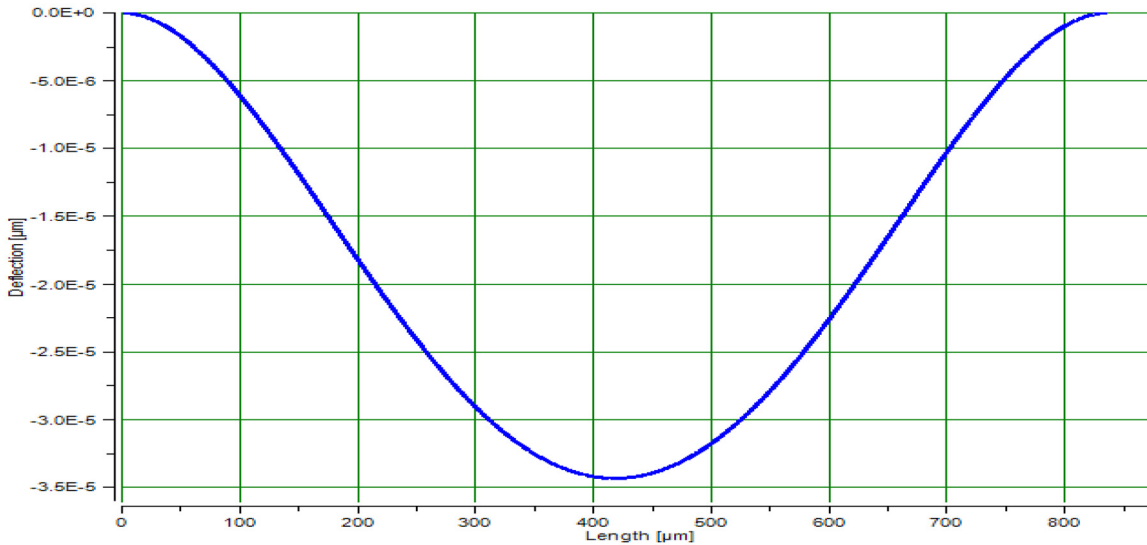
thickness is  $400 \mu\text{m}$ , density is  $2330 \text{ kg/m}^3$ , and Young's modulus is  $180 \text{ GPa}$ . The simulation results indicates that the deflection of the central mass is  $0.292 \mu\text{m}$ , The maximum stress is  $4.934 \text{ MPa}$ , and The spring constant is  $70.312 \text{ N/m}$ . Figure 7(b) shows the stress on top of a double CB with a central mass under its weight in the relation to beam length. The stress decreases linearly with the increase of beam length.

Figure 8(a) clarifies the buckling of a double CB due to a compressive stress. Where the beam length, width, and

thickness are  $400 \mu\text{m}$ ,  $125 \mu\text{m}$  and  $3 \mu\text{m}$ , compressive stress is  $45 \text{ MPa}$ , Young's modulus is  $180 \text{ GPa}$ , and the simulation results show that the buckling stress is  $33.276 \text{ MPa}$ , the buckling force is  $1.248\text{E} + 004 \mu\text{N}$ , and the maximum deflection is  $1.678 \mu\text{m}$ . Figure 8(b). Deflection or Buckling of a double CB due to a compressive stress in relation to beam length is clarified in Figure 8(b). The deflection increases exponentially with the increase of beam length up to  $200 \mu\text{m}$  and then



(a)



(b)

**Figure 6:** Beam clamped bending variations versus beam length. (a) Bending of a double clamped beam under its distributed weight. (b) Deflection of double CB variations with the beam length variations under its distributed weight.

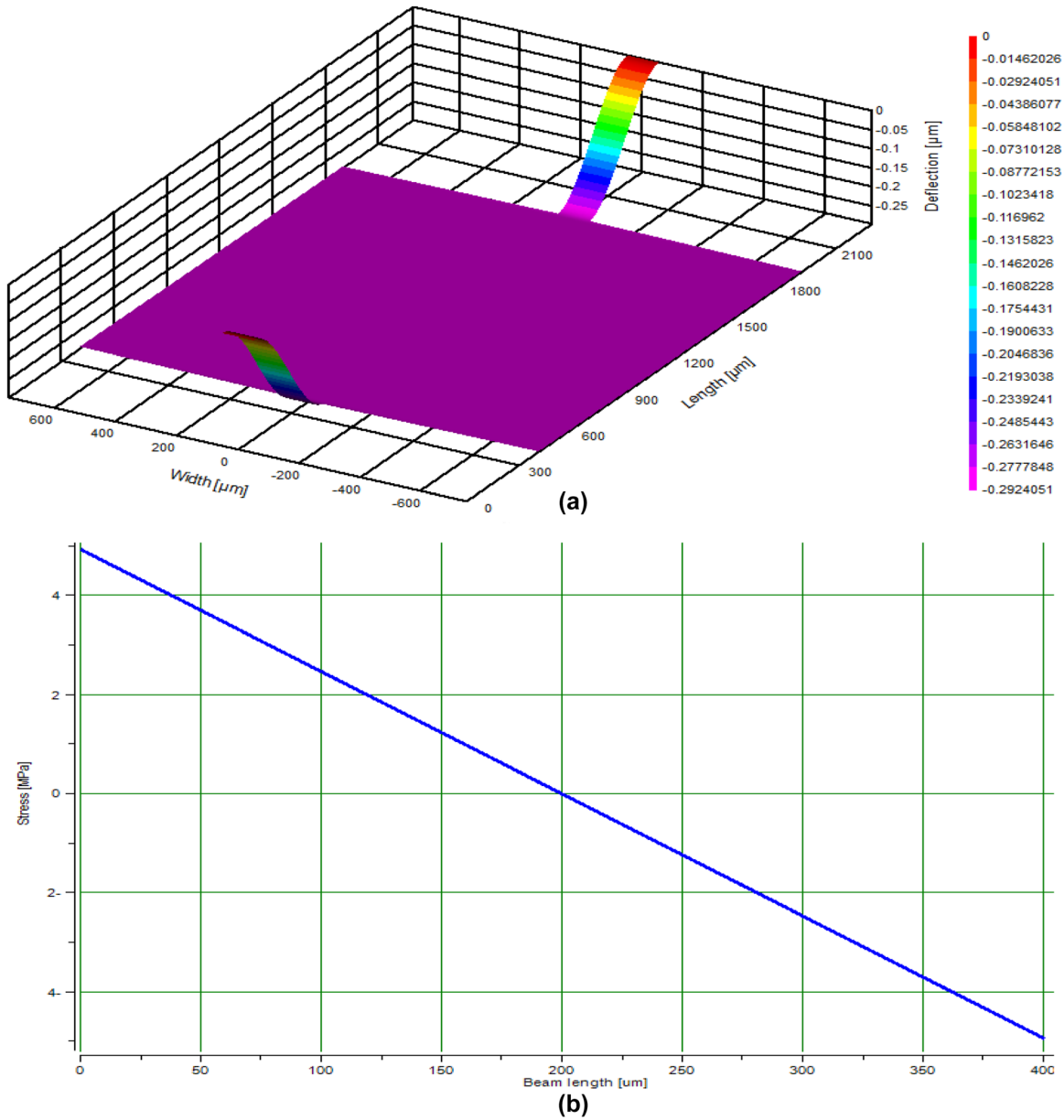
decreases exponentially with the beam length varies from 200 to 400 μm.

Figure 9(a) outlines the design of a corner beam or bent beam suspension. Where the length of a leg of the beam length, width, and thickness are 40 μm, 5 μm, and 3 μm, YM is 180 GPa, and Poisson’s ratio (PR) is 0.3.

The results assured that the spring constant (SC) of a single bent beam in X axis is 650.55 N/m, the SC of a single bent beam in Y axis is 650.55 N/m, and the SC of a

single bent beam in Z axis is 35.13 N/m. The effect of beam design on in plane stiffness of a bent beam is clarified in Figure 9(b). The SC in x-direction decreases linearly with (length/width) ratio of beam variations. Figure 10(a) outlines the design of a folded beam suspension for planar motion. Where the first leg beam length is 50 μm, second leg beam length is 30 μm, third leg beam length is 85 μm, beam width is 15 μm, beam thickness is 5 μm, YM is 180 GPa, and PR is 0.3.



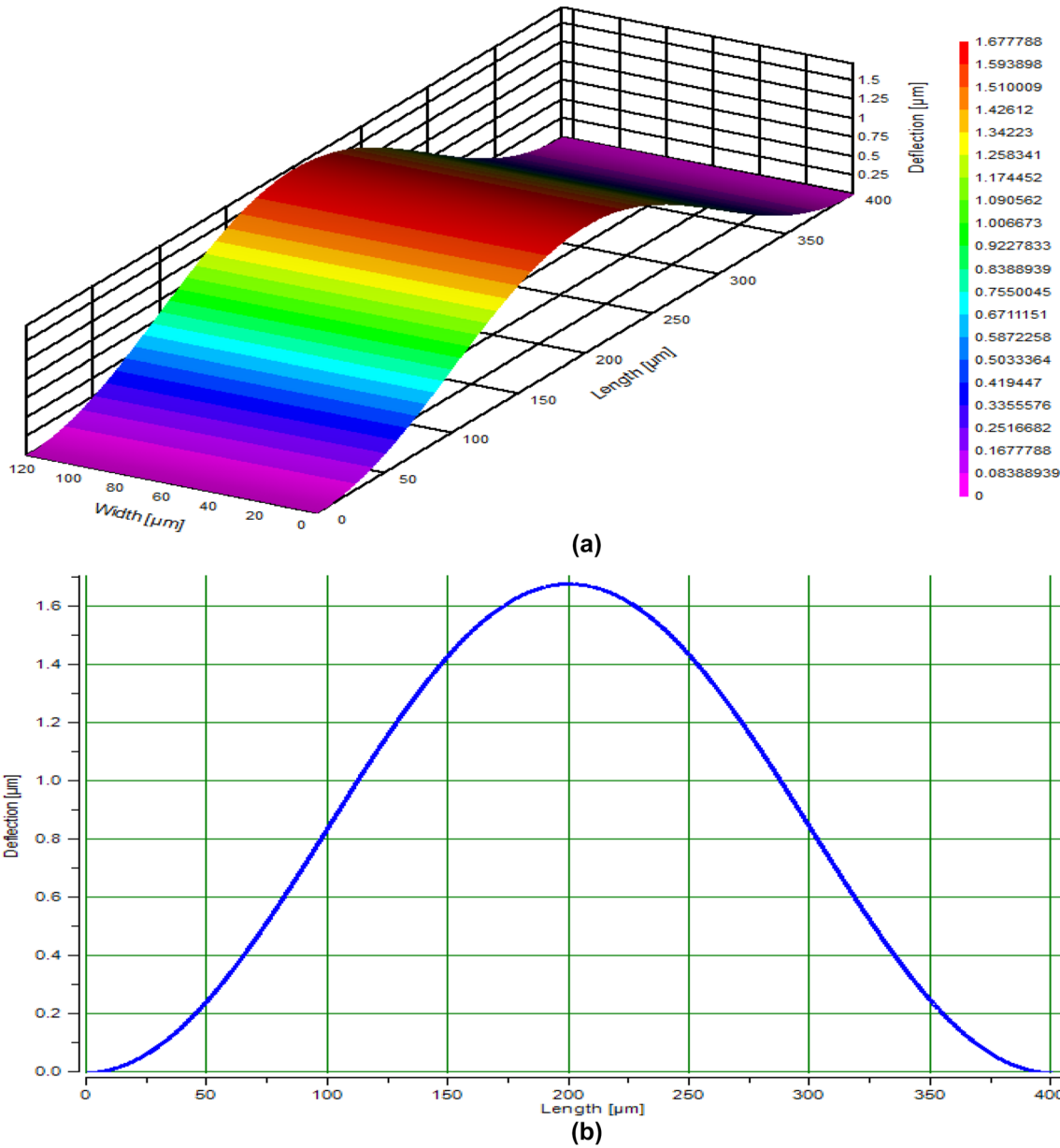


**Figure 7:** Beam clamped deflection variations versus cantilever length. (a) Deflection of a double CB with a central mass under its weight. (b) Stress on top of a double CB with a central mass under its weight in the relation to beam length.

The simulation results assured that the SC of a single beam in  $X$  axis is 1466.329 N/m, The SC of a single beam in  $Y$  axis is 2960.526 N/m, and SC of a single beam in  $Z$  axis is 206.045 N/m. Figure 10(b) clarifies out of plane deflection of a folded beam suspension. The SC decreases linearly with beam (length 2/length 1) [%] in all  $x$ ,  $y$ , and  $z$  directions. Figure 11(a) shows the design of a serpentine beam. Where the long arm length beam is 100  $\mu\text{m}$ , the short arm length

beam is 20  $\mu\text{m}$ , width beam is 15  $\mu\text{m}$ , thickness beam is 9  $\mu\text{m}$ ,  $Y_M$  is 180 GPa, and  $PR$  is 0.3.

The simulation results assured that the spring constant in  $X$  for one beam is 262.861 N/m, The SC in  $Z$  for one beam is 81.881 N/m, and The torsional spring constant for one beam in  $X$  axis is  $3.713E + 005 \mu\text{N}\mu\text{m}/\text{rad}$ . Figure 11(b) shows the dependence of stiffness on short leg of the serpentine beam. The spring constant decreases linearly



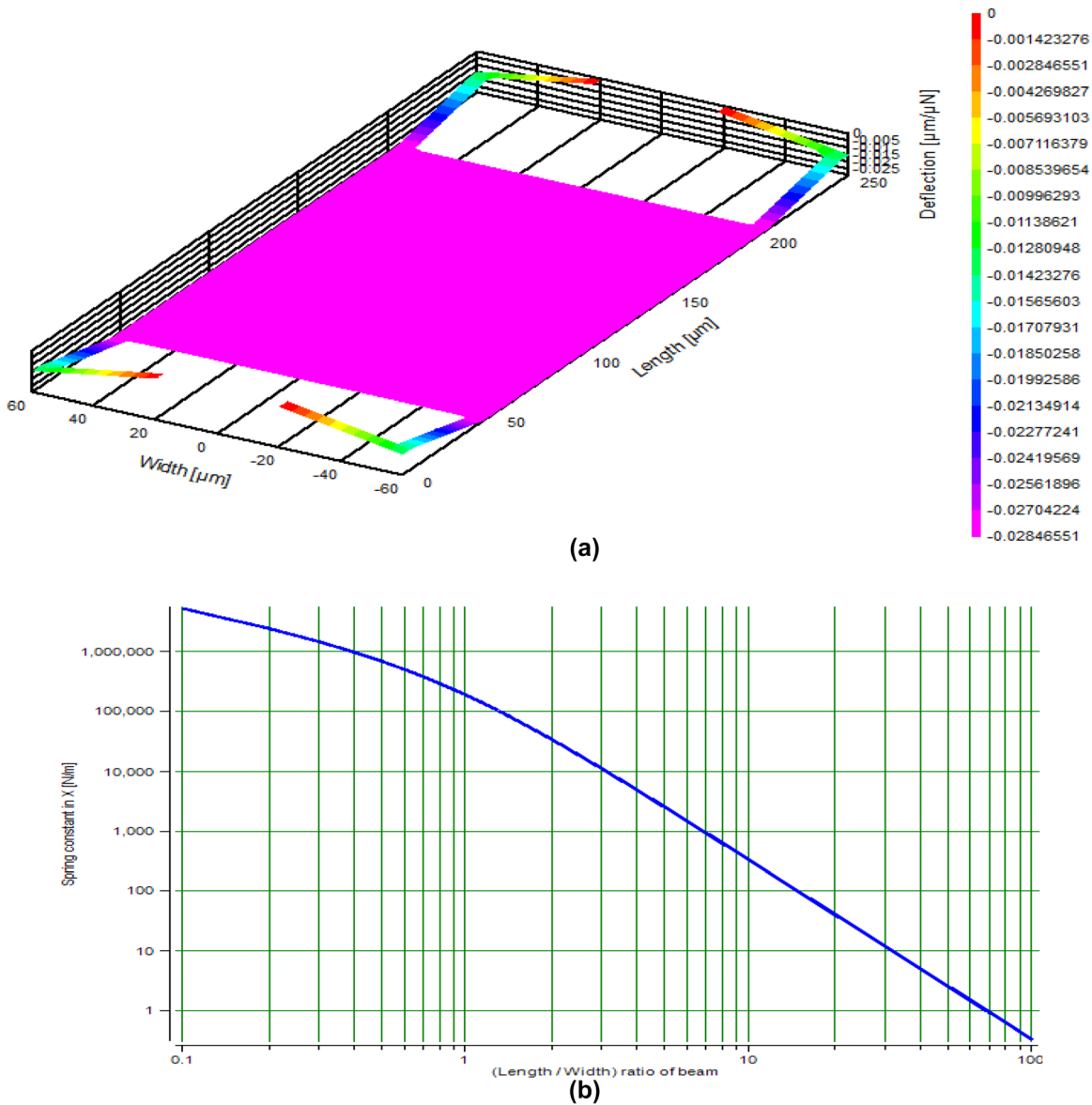
**Figure 8:** Beam clamped buckling variations versus beam length. (a) Buckling of a double CB due to a compressive stress. (b) Deflection or buckling of a double CB due to a compressive stress in relation to beam length.

with beam (length 2/length 1) [%] in all  $x$ ,  $y$ , and  $z$  directions. Figure 12 clarifies the design of a torsion bar beam suspension. Where the beam length is  $100 \mu\text{m}$ , longer shorter side of cross section are  $40$  and  $9 \mu\text{m}$ , applied torque is  $350,000 \mu\text{N}\mu\text{m}$ ,  $Y\text{M}$  is  $180 \text{ GPa}$ , and  $\text{PR}$  is  $0.3$ .

The results show that the torsional stiffness constant is  $5.773\text{E} + 006 \mu\text{N}\mu\text{m}/\text{rad}$ , and the maximum shearing stress is  $377.209 \text{ MPa}$ . The Figure also clarifies the dependence of cross section of beam on torsion constant and the relation between the spring constant and shorter/longer side length

is also clarified. As longer/shorter side length ratio increases, this results in the increase of the spring constant. Figure 13 shows the design of a guided beam hammock suspension. Where the beam length is  $750 \mu\text{m}$ , the beam width is  $5 \mu\text{m}$ , the beam thickness is  $15 \mu\text{m}$ , and  $Y\text{M}$  is  $180 \text{ GPa}$ . The Stiffness ratio of lateral to vertical motion of hammock suspension is also clarified.

The results demonstrated that the  $\text{SC}$  in  $X$  axis is  $3.2 \text{ N/m}$ , the spring constant in  $Y$  axis is  $18,000 \text{ N/m}$ , and The  $\text{SC}$  in  $Z$  axis is  $28.8 \text{ N/m}$ . The lateral shiftiness/out of plane shiftiness



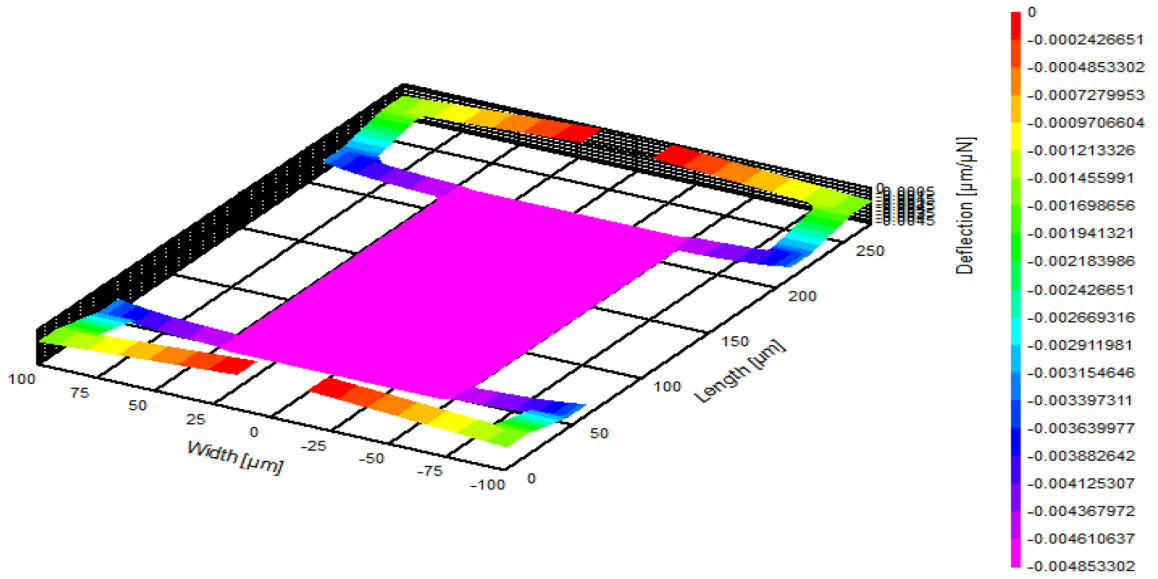
**Figure 9:** Beam bent suspension variations versus beam dimensions. (a) Out of plane deflection of a bent beam suspension. (b) Spring constant in  $x$ -direction variations in relation to length/width ratio of beam.

ratio increases as the beam width to thickness ratio also increases. Figure 14 shows the design of a crab-leg suspension and the dependence of the stiffness on thigh section of the crab leg flexure. Where the shin leg beam length is  $150\ \mu\text{m}$ , the shin leg beam width is  $10\ \mu\text{m}$ , the thigh leg beam length is  $100\ \mu\text{m}$ , width of thigh leg of beam is  $10\ \mu\text{m}$ , thickness of beam is  $5\ \mu\text{m}$ , YM is  $180\ \text{GPa}$ , and PR is  $0.3$ .

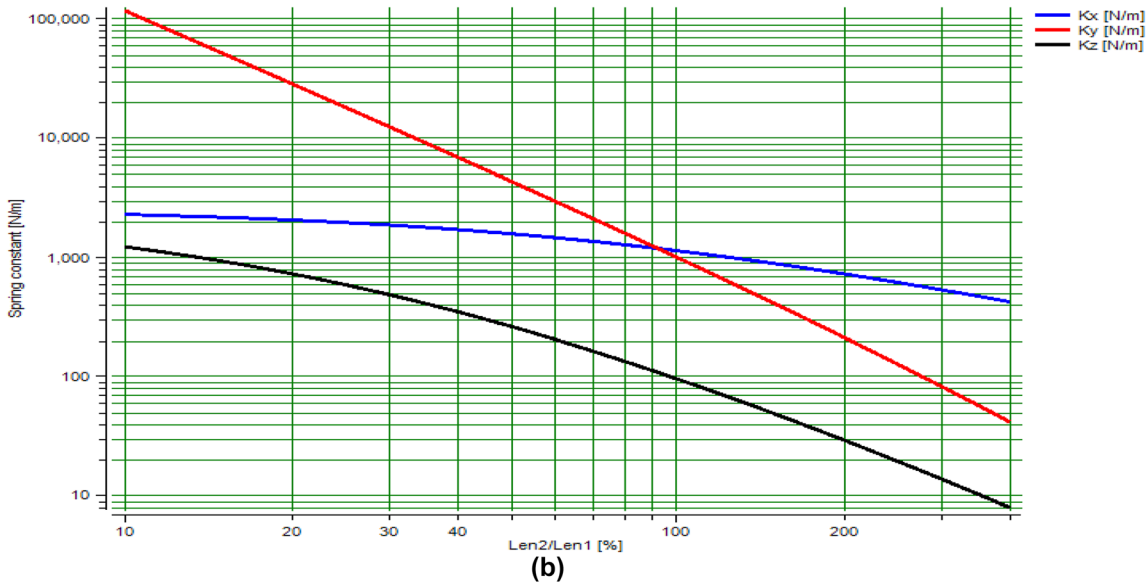
The results assured that the SC of the suspension in  $X$  axis is  $746.667\ \text{N/m}$ , the SC of the suspension in  $Y$  axis is  $1980\ \text{N/m}$ , and the SC of the suspension in  $Z$  axis is  $89.471\ \text{N/m}$ . The SC decreases linearly in  $x$  and  $y$  directions as thigh length increases. Also the spring constant decreases exponentially in  $z$  direction as thigh length increases. Figure 15 outlines the

design of a folded flexure suspension and the dependence of stiffness on ratio of column beam lengths. Where the length of outer column beam is  $100\ \mu\text{m}$ , length of inner column beam is  $100\ \mu\text{m}$ , width of column beam is  $5\ \mu\text{m}$ , length of outer truss beam is  $95\ \mu\text{m}$ , length of inner truss beam is  $95\ \mu\text{m}$ , width of truss beam is  $5\ \mu\text{m}$ , beam thickness is  $12\ \mu\text{m}$ , YM is  $160\ \text{GPa}$ , and PR is  $0.3$ .

The results clarified that the spring constant of the suspension in  $X$  axis is  $306.736\ \text{N/m}$ , the SC of the suspension in  $Y$  axis is  $489.056\ \text{N/m}$ , and the SC of the suspension in  $Z$  axis is  $425.668\ \text{N/m}$ . The spring constant decreases linearly for all  $x, y, z$  directions with the column beam length ratio [inner/outer].



(a)



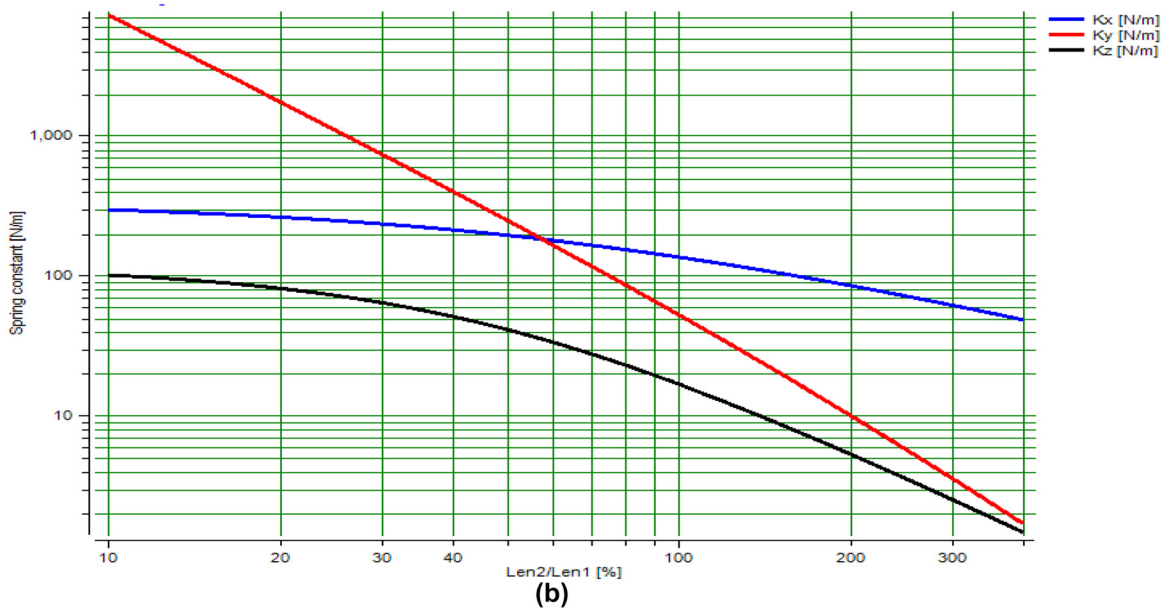
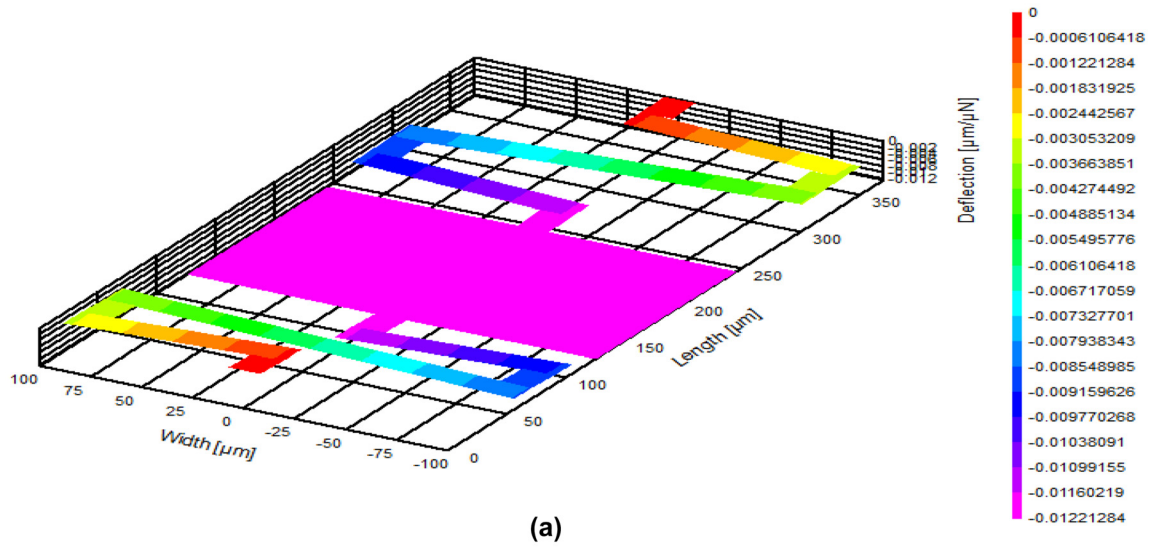
(b)

**Figure 10:** Plane deflection variations versus folded beam dimensions. (a) Out of plane deflection of a folded beam suspension. (b) Dependence of stiffness on mid-section of the folded beam.

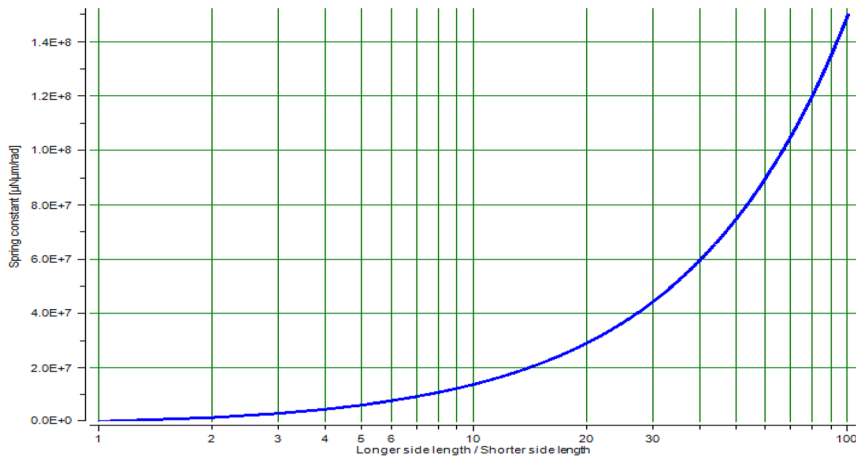
### 3 Conclusions

We have outlined the review study on different guided beams surface structure mechanics in MEMS by using MEMSolver simulation. The design of a crab-leg suspension and the dependence of the stiffness on thigh section of the crab leg flexure is clarified. The design of a folded flexure

suspension and the dependence of stiffness on ratio of column beam lengths is demonstrated. Besides the design of a guided beam hammock suspension, the design of a serpentine beam and the design of a torsion bar beam suspension are presented. The design of a folded beam suspension for planar motion, the design of a corner beam or bent beam suspension, the buckling of a double CB due to a compressive



**Figure 11:** Plane deflection variations versus short leg of serpentine length. (a) Out of plane deflection of a serpentine beam suspension. (b) Dependence of stiffness on short leg of the serpentine beam.



**Figure 12:** Dependence of cross section of beam on torsion constant.

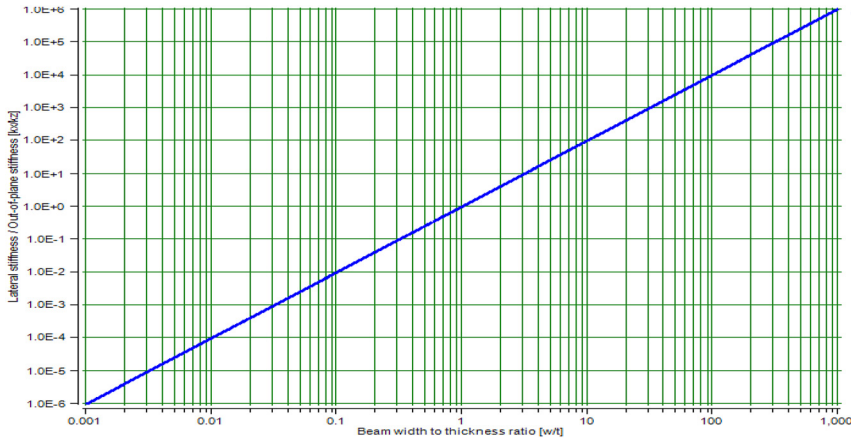


Figure 13: Stiffness ratio of lateral to vertical motion of hammock suspension.

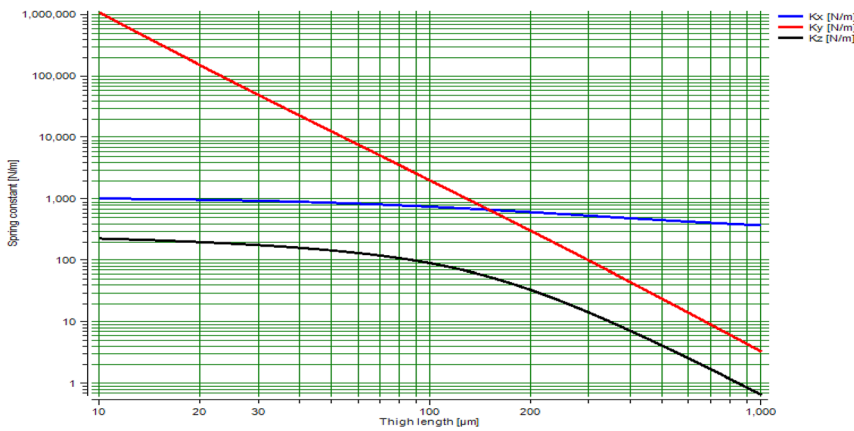


Figure 14: Spring constant variations in various x, y, and z directions against thigh length.

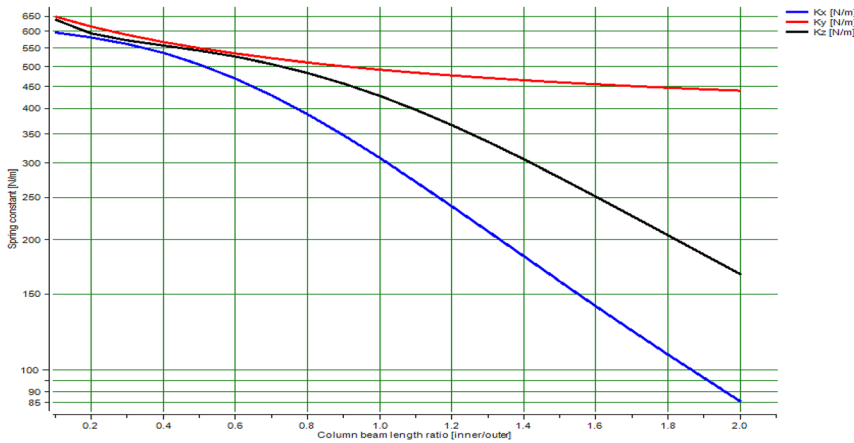


Figure 15: Spring constant versus column beam length ratio [inner/outer] in various x, y, and z directions.

stress, the deflection of a double CB with a central mass under its weight, and the bending of a double clamped beam under its distributed weight are demonstrated.

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**Conflict of interest statement:** The authors declare no conflicts of interest regarding this article.

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