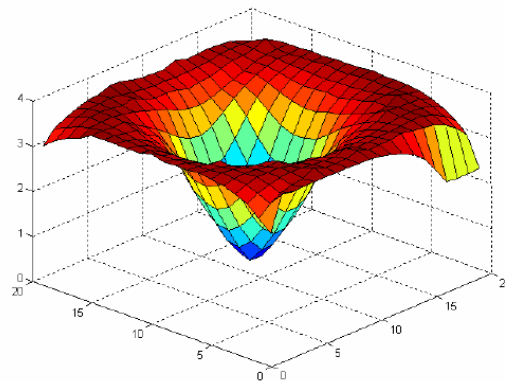
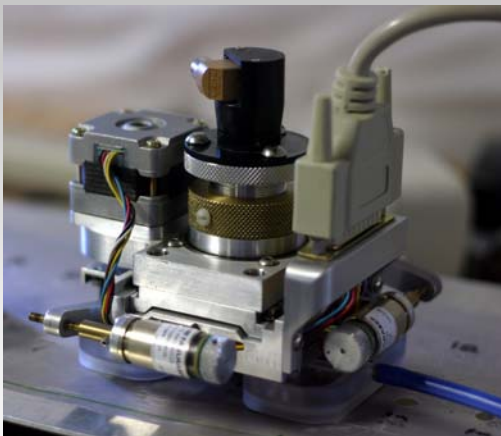


Wide-Spread Fatigue Damage Inspection System

Existing technique suffers technological disadvantages such as low sensitivity in lower layer cracks detection and resulting in the need of re-inspection every two years. It also suffers from low reliability due to human factor. Most importantly, it requires very high inspection cost when fastener holes and surface paint removals are required, or having to inspect from interior aircraft structures.

IMTT's Automated Fastener Holes Inspection System provides fastener holes lower level crack detection with ...

**NO FASTENER & PAINT REMOVAL REQUIRED,
HIGH SENSITIVITY
TOTAL EFFICIENCY & RELIABILITY**



IMTT

3141 W. Torreys Peak Dr.
Superior, CO 80027, USA

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<http://www.imtt-usa.com>

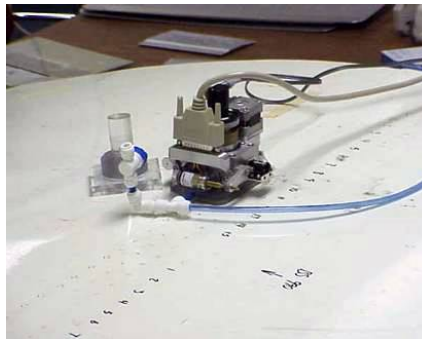
Automated Fastener Holes Inspection System



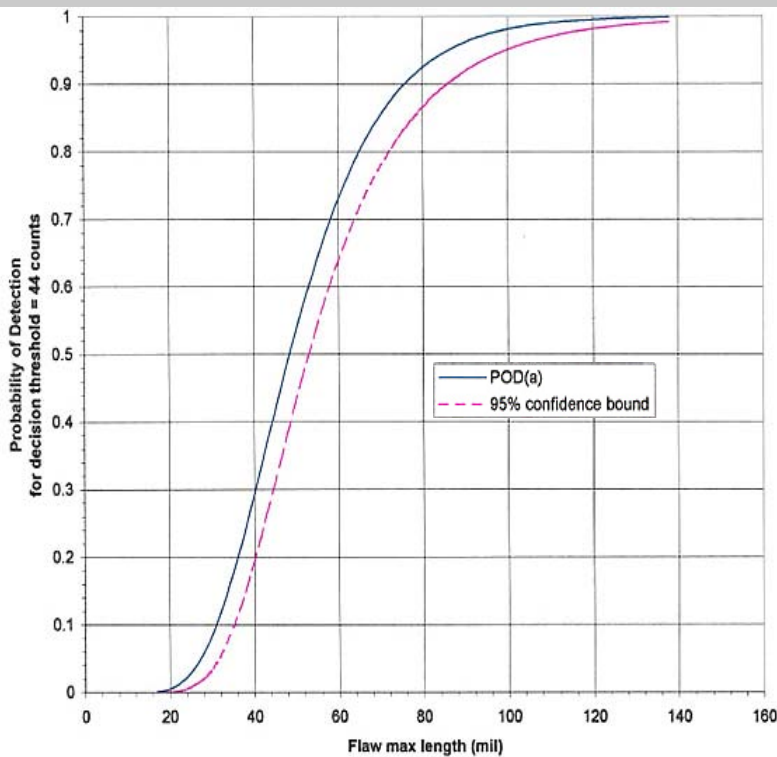
Auto-Centering Scanner



RFEC Rotational Probe



Applications of Fastener Inspection System on B727 Testbed



Recent FAA/AANC test results:

PoD Record

Date:	10/06/2006
Total fastener tested:	239
Crack size (POD 90):	75.7mil
Crack size (POD 90/95):	85.8mil
False call rate:	1.67%



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