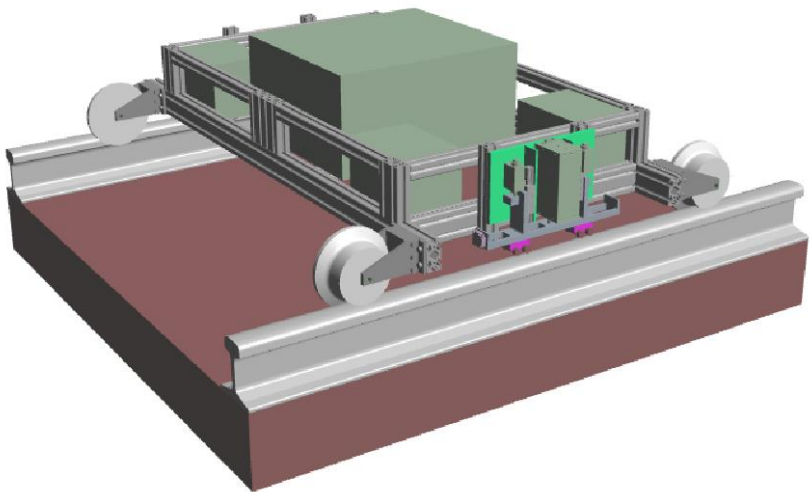


# RIFLEX

Rail Inspection by Flexible Electromagnetic Acoustic Transducer



- Increase infrastructure availability, through reduced possession times and personnel exposure time leading to improved operational safety
- Increased efficiency by removing requirement for repeated inspection to verify results
- Increased detection due to greater rail head coverage
- Optimising maintenance scheduling, leading to efficient maintenance activities

RIFLEX, a system overcoming the main limiting factors of inspection of the rail head for cracks: the speed of inspection due to the contact with the rail head, or, the inherent capability limitations of non-contact techniques. Easily deployed manually or by locomotive.

Parameter	Value	Unit
Max rail speed acquisition	70 (112)	miles/hr (km/hr)
Defects detectable	Wheelslip Squats Shelling Rolling contact fatigue	
Max penetration depth	5	mm
EMAT frequency range	20 - 1000	kHz
Data rate (typical)	150	Msample/sec

**Contact:**

 TWI Technology Centre  
(Wales)  
Harbourside Business Park  
Harbourside Road  
Port Talbot  
SA13 1SB  
UK  
 [info@riflexproject.eu](mailto:info@riflexproject.eu)  
 [www.riflexproject.eu](http://www.riflexproject.eu)