BAUGH & WEEDON NDE

TRUFLUX MINI

Industrial Detail Tank Floor Scanner

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The TruFlux Mini is the latest addition to the Baugh and Weedon tank floor scanning range which has been developed to deliver, to the operator, a full package for a complete tank floor scan solution. TruFlux Mini has the capability of scanning the edge of a floor up to the tank shell wall, into corners and under fixed pipework, increasing inspection coverage.

- Scan width 150mm (6”)
- Weight 8kg (17.637lbs), including handle.
- On-board encoder for defect location.
- Robust design features, as per TruFlux.
- Thickness Range 6-12 mm
- (0.236” - 0.472”)*
- Height clearance: 105mm (4.1”)

TruFlux Mini Specification	
Principle Of Operation	Magnetic Flux Leakage
Detection	24 Hall Effect sensors
Scan Width	150 mm
Method of Propulsion	Manual
Speed	Manual (max 500mm/s)
Thickness Range	6-12 mm (0.236” - 0.472”)*
	* On 6-8mm plates with 1-3mm coatings detection of 20%+ wall loss is possible, but this is dependant on the actual volume of the defect. On 10-12mm plates with 1-3mm coatings detection of 40%+ defects is possible, but again this is dependent on the volume of the defect.
Test Through Coatings	Yes
Maximum Coating Thickness	3mm (0.118”)*
	*6-8mm plate with 1-3mm coating 20%+ wall loss is detectable. 10-12mm plate with 1 to 3mm coating 40%+ wall loss is detectable, assuming plates have large volumetric defects.
Maximum Sensitivity	20%
Auto-Stop	No
Power Requirements	5V from USB of laptop or tablet.
Transit Case	Meets IATA requirements for transporting magnetisable material.
Operating Weight	< 3kg (not including tablet)
Real Time Analysis	Yes
Real Time Averaging	Yes
Real Time Digital Signal Processing	Yes
Freeze Screen Alarm	No
Linear Resolution	0.5mm
Speed Compensation Algorithm	Yes
Sensors	24 Channels x 0.5mm
Scan Length	Unlimited
Scan Plate End Zones	Yes
Adjustable Sensitivity Range	Yes
Fully dampened magnetic contact	No
Scan Length Alignment (whilst in magnetic contact)	Yes. The scan track can be fully aligned when the magnet is in contact with the plate, alleviating the need to break contact if track alignment was not achieved.

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