

Objectives

- Used InspectTerra's passive magnetic iCamm NDT tool for flaw inspection of TTC's streetcar tracks in Toronto, Ontario
- Scanned both East and West bound tracks over a distance of approx. 120 m
- Typical scanning speed was 2 to 3 m/min

How iCamm Works

- The inherent magnetic field of the rail is changed by flaws (both internal and external), which can be detected by the sensors on the iCamm scanner

Highlights

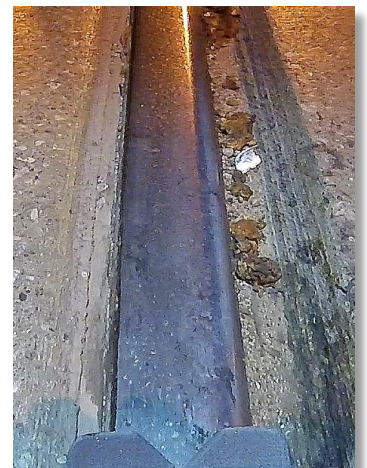
- Readily identified various types of rail defects, such as pitting, corrugated rail, rolling contact fatigue induced flaws, as well as welds and grinding marks
- Also identified several potential **internal defects/cracks** in some sections of the test area
- The iCamm scanning had minimal impact on regular streetcar operation (beyond normal street traffic control)



Example of rail surface pitting.



Example of corrugated rail.



RCF induced flaking and head checks.

Typical iCamm Results

