

## Public Page

**Contract Number:** September 28, 2007

**Prepared for:** U.S. DOT Pipeline and Hazardous Materials Safety Administration

**Project Title:** Advanced Technologies and Methodology for Automated Ultrasonic Testing Systems Quantification, #261

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### **Progress to date:**

This quarter, the U.S. Department of Transportation's (DOT) Pipeline and Hazardous Materials Administration (PHMSA) signed an agreement with Edison Welding institute (EWI) for a research and development project entitled, "Advanced Technologies and Methodology for Automated Ultrasonic Testing Systems Quantification, #261". The overall objective of the program is to reduce the uncertainty of Automated Ultrasonic Testing (AUT) detection and sizing accuracy with the goal of dramatically improving the predicted reliability of pipelines in the early design stage and will be approached in the following manner:

- Develop a methodology for quantification of AUT systems.
- Advance and quantify AUT system's image-capture capabilities.
- Quantify the performance of multiple AUT systems and establish a guidance document.
- Implement the quantification methodology in field tests and guidance document in Reliability Based Design and Assessment (RBDA) standards.

The deliverables for this program include a methodology to quantify imaging capabilities and AUT systems, probability of detection (POD) and sizing accuracy curves for multiple representative systems, guidance for AUT capabilities and ECA/strain based design approach applicability, and technical justification for modifications of the current requirements for AUT quantification trails demanded by the global practices of majors companies and codes.

The project team is being lead by EWI with cost share contributions from ConocoPhillips, Chevron, ExxonMobil, BP, Heerema, TransCanada Pipeline LTD., UTTechnology, GE Inspection Technologies, UTQuality, Mechanical Integrity, and ISQ (Portugal).

Nearly all cost-share agreements have been fully executed. Kick-off meetings have been held, information is being collected and testing sample configuration is being formulated in support of the first two tasks: developing a methodology for quantification of AUT systems and quantifying AUT system's image-capture capabilities.