



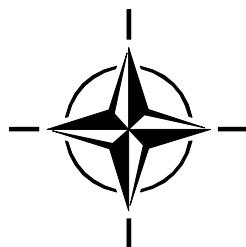
RTO TECHNICAL REPORT

TR-AVT-137

Corrosion and Maintenance Data Sharing

(Partage des données de corrosion
et de maintenance)

Final Report of Task Group AVT-137.



Published November 2011





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The Research and Technology Organisation (RTO) of NATO

RTO is the single focus in NATO for Defence Research and Technology activities. Its mission is to conduct and promote co-operative research and information exchange. The objective is to support the development and effective use of national defence research and technology and to meet the military needs of the Alliance, to maintain a technological lead, and to provide advice to NATO and national decision makers. The RTO performs its mission with the support of an extensive network of national experts. It also ensures effective co-ordination with other NATO bodies involved in R&T activities.

RTO reports both to the Military Committee of NATO and to the Conference of National Armament Directors. It comprises a Research and Technology Board (RTB) as the highest level of national representation and the Research and Technology Agency (RTA), a dedicated staff with its headquarters in Neuilly, near Paris, France. In order to facilitate contacts with the military users and other NATO activities, a small part of the RTA staff is located in NATO Headquarters in Brussels. The Brussels staff also co-ordinates RTO's co-operation with nations in Middle and Eastern Europe, to which RTO attaches particular importance especially as working together in the field of research is one of the more promising areas of co-operation.

The total spectrum of R&T activities is covered by the following 7 bodies:

- AVT Applied Vehicle Technology Panel
- HFM Human Factors and Medicine Panel
- IST Information Systems Technology Panel
- NMSG NATO Modelling and Simulation Group
- SAS System Analysis and Studies Panel
- SCI Systems Concepts and Integration Panel
- SET Sensors and Electronics Technology Panel

These bodies are made up of national representatives as well as generally recognised 'world class' scientists. They also provide a communication link to military users and other NATO bodies. RTO's scientific and technological work is carried out by Technical Teams, created for specific activities and with a specific duration. Such Technical Teams can organise workshops, symposia, field trials, lecture series and training courses. An important function of these Technical Teams is to ensure the continuity of the expert networks.

RTO builds upon earlier co-operation in defence research and technology as set-up under the Advisory Group for Aerospace Research and Development (AGARD) and the Defence Research Group (DRG). AGARD and the DRG share common roots in that they were both established at the initiative of Dr Theodore von Kármán, a leading aerospace scientist, who early on recognised the importance of scientific support for the Allied Armed Forces. RTO is capitalising on these common roots in order to provide the Alliance and the NATO nations with a strong scientific and technological basis that will guarantee a solid base for the future.

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14. Abstract	<p>The increasing average age of military platforms and greater legislative restriction of maintenance materials that has occurred in the past decade has heavily exacerbated the detrimental effects of corrosion on worthiness and maintenance costs. In order to identify the efficacy of different anti-corrosion policies and procedures adopted among the NATO countries, a number of Nations – namely Canada, Germany, Italy, Netherlands, the United Kingdom and the United States – have decided to take part in this Task Group where the exchange of information based on the expertise developed and some maintenance technology demonstrations have been carried out to provide a framework of possible best practices to be applied to maintenance procedures and the corrosion prevention of military vehicles.</p> <p>Furthermore, since effective maintenance and prevention often includes an in-depth analysis of the in-service observed failures, this report also provides a proposal for a common approach to the failure analysis.</p>		





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