

## Transcript for video outlining the tImNexus Damage and Repair Tracker known as DaRT

**Speaker one:** I'm Chris McMullan. I'm an Account Manager for tImNexus. Maintaining the air worthiness of aircraft that were built over 75 years ago represents a significant engineering challenge, and tImNexus has been supplying digital solutions to the Battle of Britain Memorial Flight to address that challenge. And that includes the management of damage and repair. So disparate systems, also the reliance on paper-based processes, that really affected BBMF's ability to track damage and repair and that impacted engineering productivity and aircraft availability.

DaRT can record all damage and repair across the fleet through life, and that minimises risk to life, and it also supports key decision making for multiple stakeholders.

**Speaker two:** I'm Matt Hopkins. I'm an Integration Engineer for tImNexus. The damage and repair tracker is web based, which means you can get to it from anywhere, whether it's your office, your home, or whether you're on the move. The records that you're looking at in there, are the same records that everybody else is looking at, whether they were updated five minutes or even five seconds ago.

Once you've completed the damage report, you can then locate the damage on a number of diagrams of the aircraft from top, bottom, front, rear or left and right, and you can zoom in to place the damage accurately. You can upload photographs of the damage and other supporting information so everybody can see those.

You can see the report in context with all of the other damage and repairs that have been reported on that aircraft. Being able to see the damage that's just been reported in context with all of the other damage on the aircraft can identify any risk that's being carried on that particular aircraft or can identify trends across the whole fleet.

The damage and repair tracker can be utilised on anything. It could be a road vehicle, it could be an aircraft, it could be a ship. We spend a lot of time with the customer understanding what values need to be put into the system, for instance into the lists that are selected, and we also need to upload the relevant diagrams to make sure they reflect the platform being operated.

Having configured the DaRT for the platform concerned, we then run a number of workshops with the customer. This includes helping them draft up policy documentation and training material. We also run training sessions with the various stakeholders that will be using the damage and repair tracker so that they feel confident with it when they start using it.

Once the customer starts using the DaRT, we stay with them using industry standard customer success methodology to make sure they're getting the best return on their investment. Regulations now require operators of vehicles and equipment to track damage and repair; the question is, are you doing that?

**Speaker one:** So, if you're looking for a single source of truth for damage and repair, then we believe we can help you achieve that, and also enable you to ensure it remains compliant with the regulations. If you'd like to find out more, then please do reach out to us via our website:

[www.timnexus.com](http://www.timnexus.com)