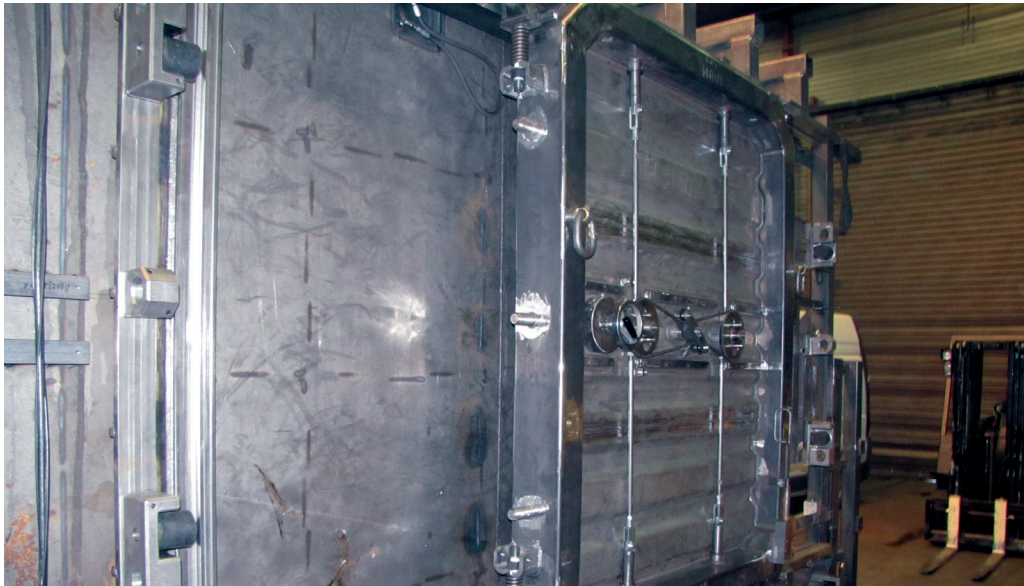


AMGC

Checking the tightness of doors

A set of strict leaktightness tests was carried out on a door designed to be fitted on the Charles-de-Gaulle aircraft carrier. A maximum of 3 mbar pressure variation within 10 minutes (pressure and vacuum pressure) was tolerated. Upon completion of the tests, it was declared "fit for service".



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Cetim's asset

Cetim possesses gas and pressure control equipment and very refined leak measuring instruments which can be implemented



on site and adapted to the most varied configurations. They are used by a team of experienced technicians with "Cofrend 2 Étanchéité" certification (Cofrend 2 - Tightness).

OUR CLIENT

Corporate name
AMGC (Atelier mécanique générale carvinoise)

Activity
Marine deck equipment manufacturer (capstans, winches, doors, cranes, etc.)

Turnover
3.3 million euros

Workforce
23

AMGC, a company specialising in equipment for vessel decks, delivered a water-tight door to the French department of naval construction (DCNS) for the Charles-de-Gaulle aircraft carrier.

The DCNS is a major fleet management institution which relies on an especially strict quality management system whose efficiency has been proven. In fact, this door has given rise to 42 acceptance reports: each component was thoroughly inspected, even the tiniest bolt.

The leaktightness of the door was one of the customer's

essential requirements. "We work with Cetim on a regular basis, points out Allan Reymonenq, general manager of AMGC. *Cetim makes clear and high-quality offers and only Cetim's experts managed to reply promptly to our request.*"

Checks carried out under real conditions

Cetim therefore carried out leaktightness tests at 100 mbar covering overpressure and vacuum pressure. The tests took place on a stand which simulates the location of the door with a mechanical locking system for the door, in order to be as close to actual operating

conditions as possible. The door closes on a chamber in which overpressures are produced by regulating compressed air to 100 mbar or depressurisation to -100 mbar with a high-capacity vacuum pump.

The pressure changes were monitored and recorded in real time for one hour in both cases with one goal: not to lose overpressure or increase vacuum pressure by more than 3 mbar every ten minutes.

The target was reached: AMGC's door is now installed on the Charles-de-Gaulle aircraft carrier, ready for good and faithful service.