

Overview Of Electroimpact Projects 737 Wing Flex

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Overview Of Electroimpact Projects 737

The Automated Floor Drilling Equipment (AFDE) for the Boeing 737 is fully CNC controlled machine which works inside the completed fuselage and uses the standard entry and exit doors and windows for fuselage access. The Electroimpact designed and manufactured servo-feed/servo spindle drills for the 737 AFDE were optimized for the 737 AFDE application, including a long nose to allow drilling closely next to upstanding floor structures.

Electroimpact | 737 Automated Floor Drilling Equipment

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Panel Assembly Line Boeing 737. ©
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Electroimpact | Boeing 737 Panel Assembly Line

Boeing 737 NG. One of Electroimpact's major programs in 1995 was the design and manufacture of an Automatic Spar Assembly Tool, known as ASAT3. This third generation system builds the wing spars of all Boeing 737 NG variants. Electroimpact teamed up with Henri Line-Machine Tools (Granby, Quebec Canada) and Nova-Tech Engineering to build and install a total of 6 lines including 10 machines and 12 fixtures.

Electroimpact | ASAT3

Electroimpact is an engineer-driven company. We are able to maintain continuity throughout the project process because the same engineer is involved in every stage of the project, from initial planning and development, to final assembly, tooling setting and

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buyoff.

Electroimpact | About Us

"This award is presented to Peter Zieve in recognition of Electroimpact's outstanding performance implementing 737 AWFIS machines. Electroimpact's exceptional support included development of never-before-implemented technologies, customization and integration of existing technologies, and optimization of designs after production testing.

Electroimpact | Awards

Electroimpact's robots, which work only on the outside of 777 and 777X aircraft structures and at mid-body sections, remain on the job and are working "as per Boeing's specifications," Zieve said.

Boeing Commercial Airplanes warned 'inside-outside' robots ...

August 05, 2014 in Commercial.
Boeing's 737 factory in Renton, Wash. is now the home of a key piece of

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machinery used to support higher production rates through advanced manufacturing. The 737 program recently received the first of nine wing panel assembly machines, nicknamed “PAL” for Panel Assembly Line. The high-speed, state-of-the-art machines will help build the wing panels twice as fast as today’s methods with pinpoint accuracy.

Boeing: 737 Has a New Friend in PAL

At Boeing, an engineer works on one small piece of a massive airplane project. At Electroimpact, an engineer must integrate his piece into the whole and get out on the shop floor with the rest of...

Massive, speedy robots ready to build composite wings for ...

Electroimpact won huge contracts on Boeing’s 777X project that have provided plenty of work for the past few years. To secure its future, it needs

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Boeing to thrive and build another new jet ...

Layoffs begin as aviation collapse due to coronavirus hits ...

Electroimpact will design and build the machines in a new 30,000-square-foot, temperature-controlled building now under construction in Mukilteo, two miles from Boeing's Everett widebody-jet plant....

Electroimpact to build fiber-laying machines for Boeing's ...

Boeing's latest jet, the 737 MAX, should start delivering to airlines by May, even as 737 production ramps up to 47 jets per month. To handle it all at the Renton plant, Boeing has installed a ...

Boeing ramps up automation, innovation as it readies ...

But Todd Rudberg, Electroimpact's project manager, hopes Boeing, too, will buy this automated fiber placement, or AFP, machine to build the giant carbon-

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fiber composite wing of its soon-to-be ...

Electroimpact: Mukilteo's airplane toolmakers | HeraldNet.com

The 737 program recently received the first of nine wing panel assembly machines, nicknamed "PAL" for Panel Assembly Line. The high-speed, state-of-the-art machines will help build the wing panels twice as fast as today's methods with pinpoint accuracy.

Boeing: 737 has a new friend in PAL

Line Quality inspectors inspect 737 MAX wing skin panels and stringers in the new panel assembly line that uses automation to drill holes and install fasteners in the upper and lower wing panels. The skins and stringers were machined by Boeing Fabrication Skin and Spar in Auburn and Fredrickson, Wash.

Boeing: Assembly of First 737 MAX Wing Begins

Electroimpact Sep 1999 - Present 20

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years 10 months Managed a growing team of controls engineers while working on small (8-axis gantry drill) to large (20-axis riveting machines) controls projects.

Curt Hayes - Lead Software Controls Engineer ...

Electroimpact also provides tooling to Embraer for the wings of its KC-390, a military transport. In nearby Renton, it provided the latest technology to automate the drilling and fastening of the...

Robots ready to build composite wings for Boeing 777X ...

The 737 MAX series has been offered in four variants, offering 138 to 204 seats in typical two-class configuration and a 3,215 to 3,825 nmi (5,954 to 7,084 km) range. The 737 MAX 7, MAX 8 (including the denser, 200-seat MAX 200), and MAX 9 are intended to replace the 737-700, -800, and -900, respectively.

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Boeing 737 MAX - Wikipedia

Robotic Drilling System for 737 Aileron
2007-01-3821 Boeing's wholly owned subsidiary in Australia, Hawker de Havilland produces all ailerons for the Boeing 737 family of aircraft. Increasing production rates required to meet market demand drove the requirements for a new updated approach to assembly of these parts.

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