



KULR VIBE

FAQ

KULR Technology Group Inc.
Tel.: +1 858 866 8478
www.kulrtechnology.com

What is call-in service?

Call-in service is used when a company/mechanic needs an immediate track and balance solution. We ask a few questions such as type model, as well as any maintenance history that may have affected the balance. The four most important pieces of information are 1. IPS level, 2. Phase or clock angle, 3. Blade Track measurement and 4. Flight regime. Those pieces of information are all that is required for our VIBE Team to provide a solution. The caller must have equipment installed or a carry-on kit used to obtain this data.

Is there a fee for call-in service?

Yes. The fees are structured for a fleet of aircraft in the form of an annual contract, based on fleet size. Also, we provide “one-time” solutions as well. For instance, we take emergency calls for companies that do not have an annual contract.

Is VIBE an onboard system or software?

VIBE is a standalone software. The software resides on our server. We access the server for immediate track and balance solutions.

What makes your system different from competitor software?

Most systems are based off of coefficients to develop their balance program. Those coefficients are based on an average, and because of that, the program will not match perfectly with your actual aircraft adjustments. VIBE develops an individual balance program unique to just that aircraft. Our suggested solutions are unique to that tail number. A history file is created for that tail number and all subsequent solutions are a result of “learning” algorithms for the main rotor head, tail rotor, all drive shafts, and other spinning/rotating components. VIBE never stops refining and adapts to wear changes over time.

Do I have to purchase more equipment?

No, your equipment and we get the data from you from that equipment. Your equipment; our Solution.

Is the solution approved by the FAA or the manufacture of the aircraft?

We give you a suggested solution that is based off your current approved adjustments. So you don't need manufacturer permission to do it or the FAA, and you are just following manufacture adjustment procedures.

If you are using our data and our equipment, then what benefit(s) are you providing?

Again, we will build you a custom balance program, specific to the tail number being balanced, that allows you to make fewer adjustments and get better results faster.

How does the software work and decide what to adjust?

The software employs the fundamental components necessary for developing a well-rounded program, namely vibration level (IPS), phase angle, blade track measurements, and flight regimes. Once you have collected the relevant data, it is fed into the KULR VIBE system, which utilizes a prioritized, adaptive, and straightforward approach to identify the necessary adjustments. This method yields a singular type of corrective solution. Once the aircraft responds to the initial correction, the process is repeated, but this time with modifications tailored specifically to that aircraft, resulting in a precise and customized recommendation.

How can a user access the solutions?

KULR provides several options.

1. Call-in service where the technician speaks directly to our VIBE experts.
2. We offer a cloud-based service where the mechanic inputs data (blade track, vibe and phase angle for each flight regime) and track and balance solutions are returned.
3. KULR also offers an online site as well.
4. Custom programming for integration is yet another option for access to the solutions. These require engineering support.

Is KULR VIBE just for helicopters?

No, KULR VIBE is not just for helicopters. provides balance solutions for any system that spins or rotates. In fact, KULR VIBE can balance the simplest product to the most complex. More than 75 industries can benefit from KULR VIBE. Examples: energy sectors, turbines, fans, vehicles, drones, motors, engines, transmissions, production equipment, factory tooling equipment, marine, submarine, spacecraft, etc.

How does KULR VIBE save the user money?

KULR VIBE provides extremely low vibration levels. Decrease cost, decrease maintenance, decrease downtime, decrease parts consumption, decrease lost man hours, decrease maintenance, decrease lost revenue due to nonoperational platform. Increase production, increase revenue, increased platform availability and reliability.

Is KULR VIBE approved for use in military applications?

It depends on what service/branch you are in. The Air National Guard/Air Force Reserve conducted a utility test in 2008. The results were outstanding. The US Air Force approved use of the software for the H-60 community. We encourage you to contact your Program Management Team for use. KULR will be happy to provide information, demonstrations, etc for your leadership.

Do you have helicopter results you can share?

Yes we do. Please see the attached matrix:

Aircraft	Start IPS	Adjusts	Final IPS	Vibration Reduction
H60 Pavehawk, Sikorsky	1.023	2	0.006	99.45%
H60 Blackhawk, Sikorsky	0.569	1	0.032	94.4%
AH64 Apache, Boeing	3.337	3	0.068	98.0%
AH64 Apache, Boeing	0.870	2	0.084	90.3%
S76, Sikorsky	0.760	3	0.030	96.1%
B412, Bell	1.250	3	0.064	94.9%