HOW AN IAS OSPREY PROJECT RUNS.

An inspection project should not start with a machine quote. It should start with a technical answer: can this inspection be automated reliably, yes or no. Every phase below is separately scoped and separately approved, and each one names exactly what you provide and exactly what you receive, so both sides know what done looks like before work starts.

This is the process for the IAS Osprey Inspection System. Machines, panels and retrofits are scoped and quoted job by job.

0 Inspection Fit Review

FREE · 30 TO 60 MINUTES

YOU PROVIDE

- The defect, with representative good and bad samples
- How the inspection is done today, and why it is still manual
- Line speed, product variation and SKU mix
- What the problem costs in labor, scrap, escapes or rework

YOU RECEIVE

- A straight answer on whether your application is a good fit for automated inspection
- A recommended next step, including conventional vision or an off-the-shelf sensor if that solves it cheaper
- A fixed scope Phase 1 proposal if the application is a fit

GATE Proceed only when the problem is technically plausible and economically meaningful, samples are available, and someone owns the eventual production decision. No accuracy promises are made at this stage.

1 Osprey Feasibility Study

2 TO 4 WEEKS

One question, answered quickly: can the defect be reliably distinguished from good product? We place an image capture station on your shop floor to collect data from real product running on your line. We then train the AI model to show a proof of concept.

YOU PROVIDE

- A spot on your shop floor for our image capture station, plus known bad examples for each defect class
- A network connection for the capture station, so collected images can be sent back to IAS; your images remain yours and are used only for your models
- Clear defect definitions and acceptance criteria
- Timely access to your subject matter experts

YOU RECEIVE

- A GO, CONDITIONAL GO or NO-GO recommendation
- Measured validation results from bench camera, lighting and model testing
- Known limitations and failure modes, in writing
- A recommended production architecture with a budgetary price range

GATE Proceed only on a GO or CONDITIONAL GO with the limitations in writing. A defensible no-go is a successful outcome of this phase, and this is the cheapest place to learn it. The clock starts once data collection is complete.

2 Production Validation

8 TO 12 WEEKS

We prove it on our line, set up to simulate yours at your required speed, before the machine is engineered.

YOU PROVIDE

- Representative product shipped to IAS in production quantity
- Operators and quality personnel for ground truth review
- Line details: speed, conveyance, spacing and reject window
- Written performance and acceptance metrics

YOU RECEIVE

- A production validation report
- Measured false accept and false reject rates against operator disposition
- A validated camera, lighting, compute and controls architecture
- Documented remaining risks and a defined Phase 3 quotation

GATE Before deployment is quoted, we ask you to reconfirm the business case, the budget path and the timing. If any of those have changed, the project stops here, on purpose.

3 Production Deployment

SCOPED PER PROJECT · SCHEDULE QUOTED AT THE PHASE 2 GATE

The validated application is engineered into a production machine, installed and accepted against written criteria.

YOU PROVIDE

- Approved system scope and purchase order
- Facility requirements and production line access
- Network, safety and plant standards
- Final FAT and SAT acceptance criteria

YOU RECEIVE

- A complete production inspection system, with reject handling and machine safety
- Control panels from our UL 508A listed shop, with full electrical and controls documentation
- The trained models and configured runtime for the contracted application, on a deployment architecture engineered to your plant standards
- FAT and SAT records, operator training and a handoff package

GATE Acceptance is against written FAT and SAT criteria agreed before the build. New SKUs, new defect classes and additional lines are scoped separately.

4 Osprey Assist

PER SITE, PER YEAR

Ongoing support, model management and retraining as products and line conditions change.

YOU PROVIDE

- Remote access when required
- Notice of product and SKU changes
- Representative samples for new defects

YOU RECEIVE

- System health and performance reviews
- Model and version management, backups and software support
- Data analytics dashboards for quick decision making
- Retraining for drift on covered SKUs within the plan, and an optional annual onsite review
- Support hours and response commitments, defined in writing in the agreement

SCOPE A deployment covers the SKU set named in the acceptance criteria. New SKU or new defect packages are quoted by complexity, and similar formats are typically grouped into one package rather than quoted per label. New lines and new sites are new deployment scopes.

ALIGNMENT

The rules both sides can count on

Separate approvals

Each phase is approved on the results of the one before it. No open-ended engineering, and no surprise scope.

Written acceptance

Every phase has acceptance criteria in writing before work starts, so done means the same thing to both of us.

Your schedule

Schedules start when each phase has the data and samples it needs.

We stop at no

A no-go or a changed business case ends the project cleanly. We do not rescue a dead project with more engineering.

WHERE TO START If your operators can see the defect, but conventional machine vision cannot reliably detect it, show it to IAS. For defects that are hard to see with a standard camera, we can also apply other types of sensors. Call 812-213-0557 or write info@ias-in.com; we usually reply within 24 to 48 hours.