

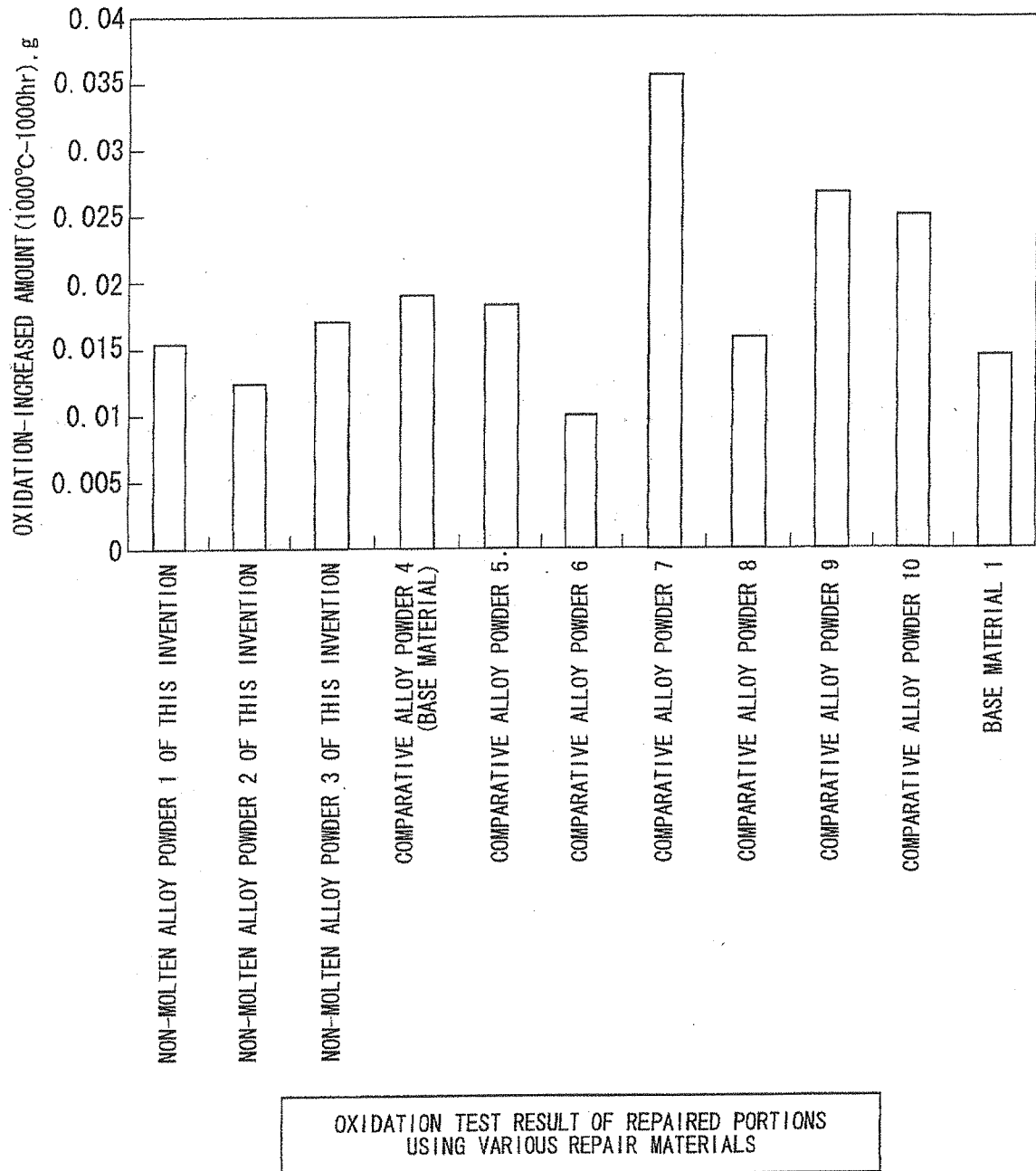


FIG. 1

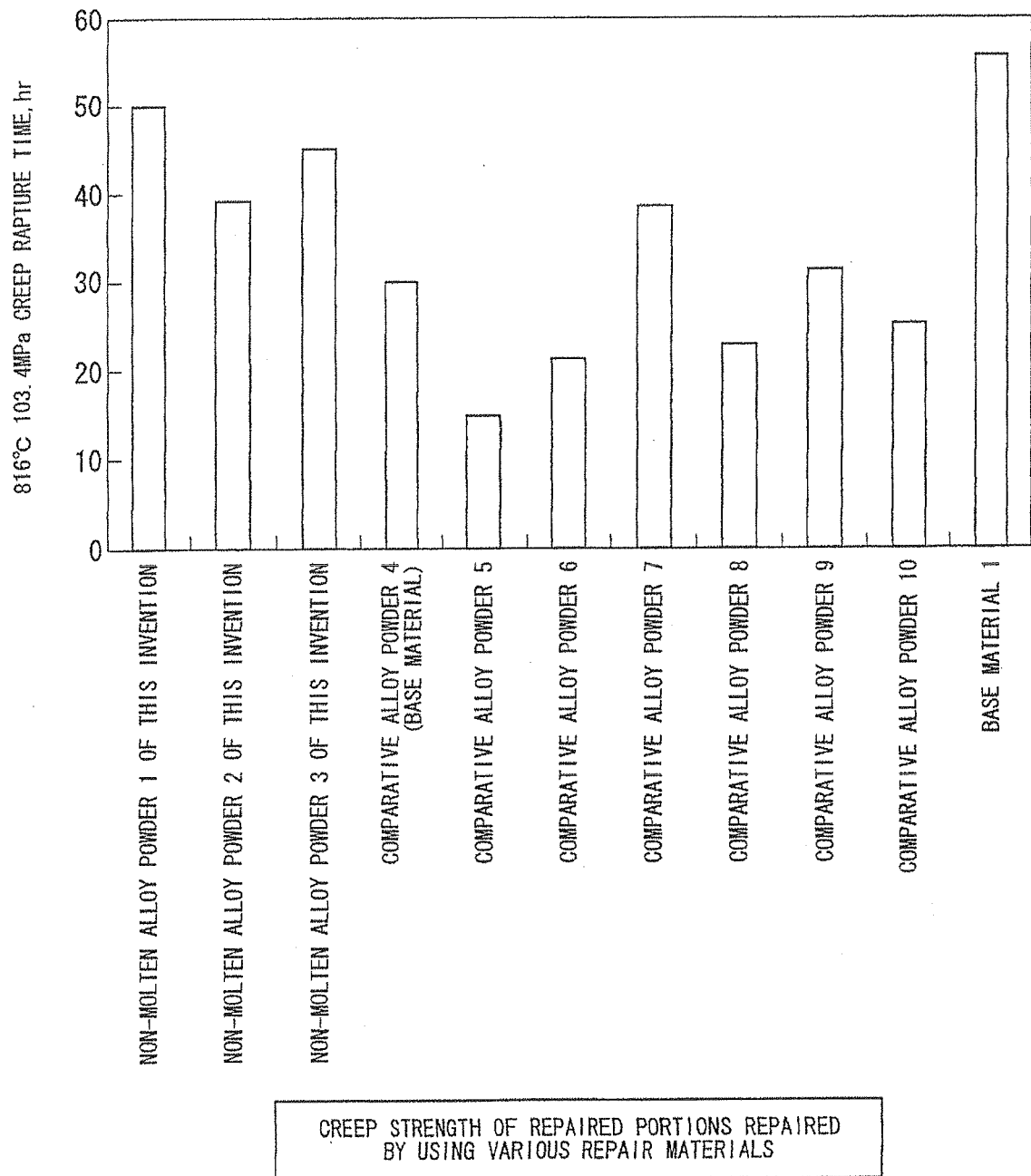
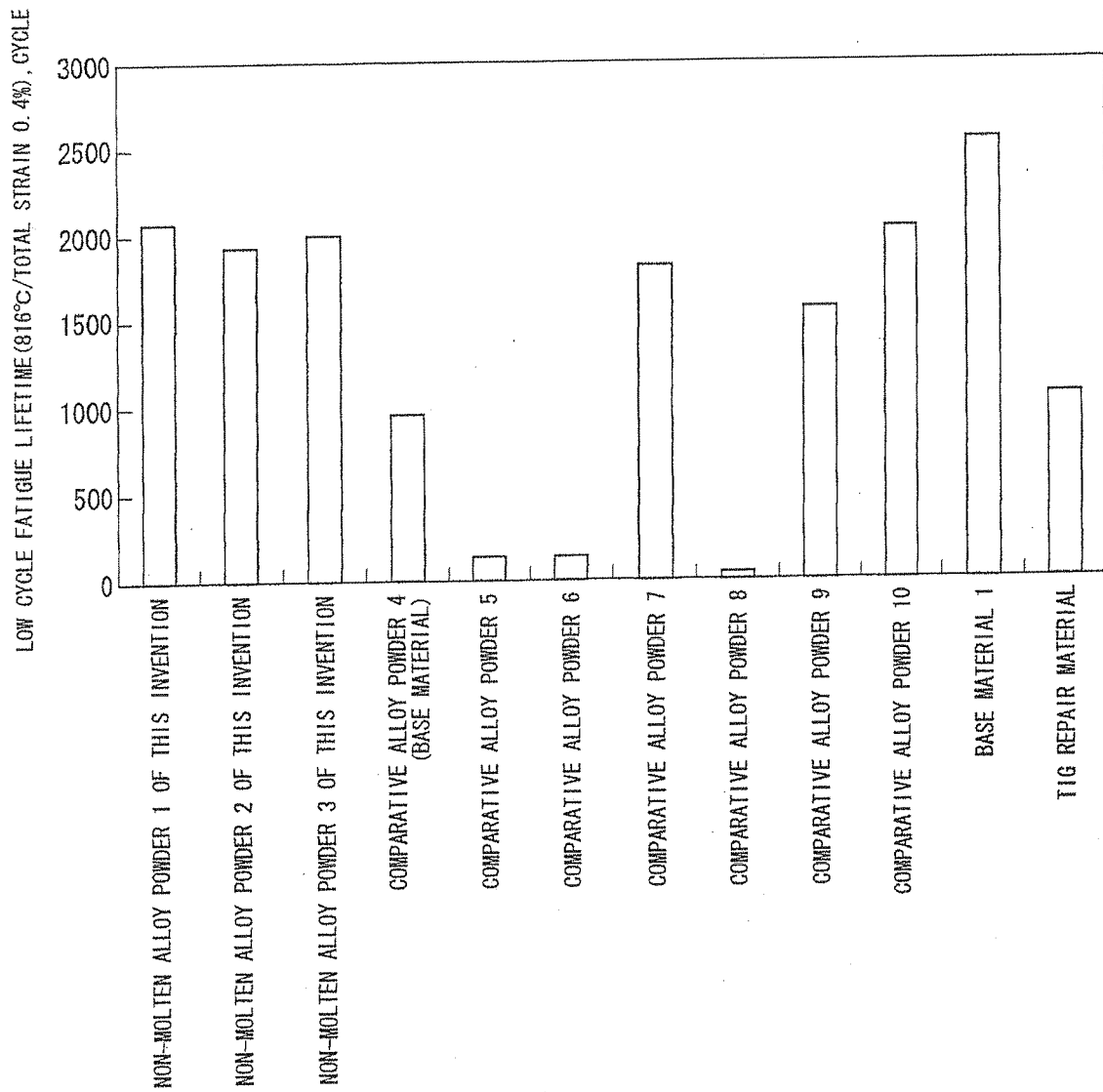
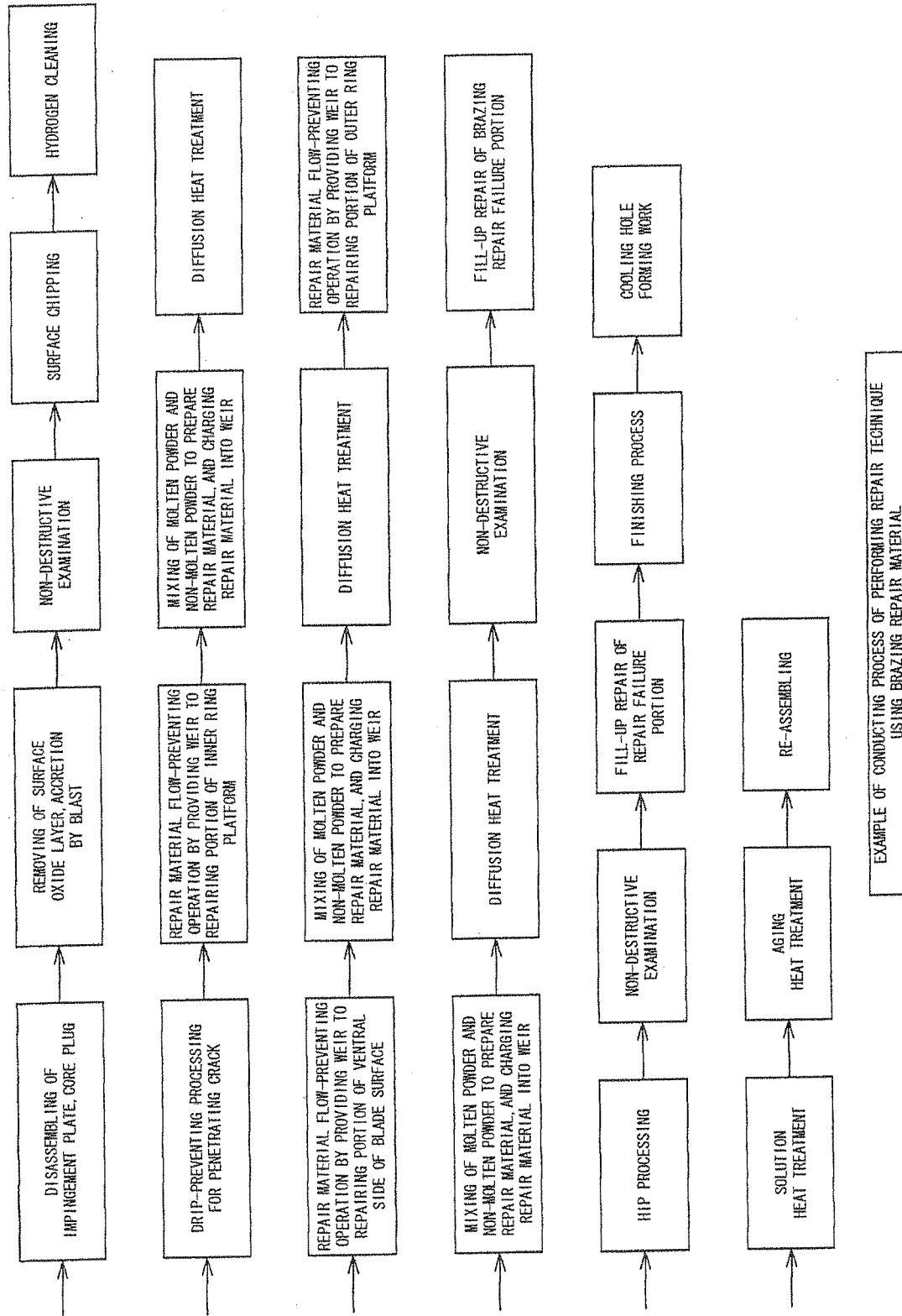


FIG. 2



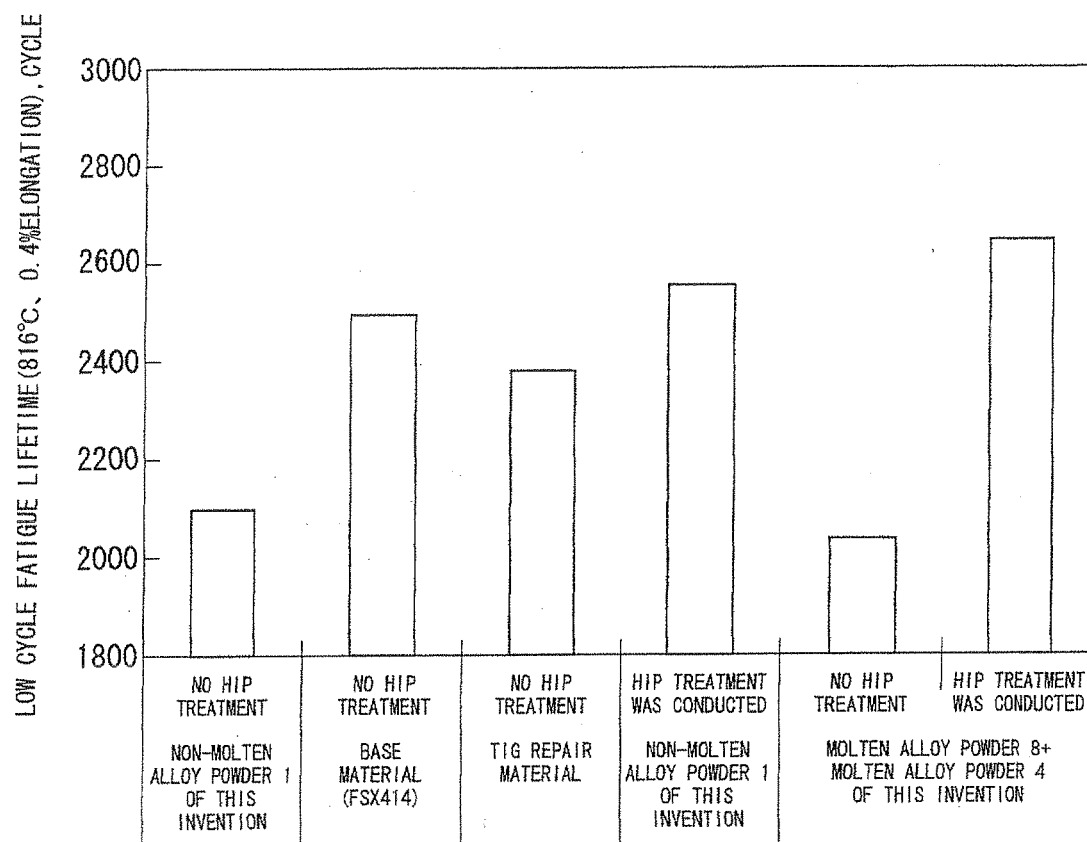
LOW CYCLE FATIGUE STRENGTH OF REPAIRED PORTIONS
REPAIRED BY USING VARIOUS REPAIR MATERIALS

FIG. 3



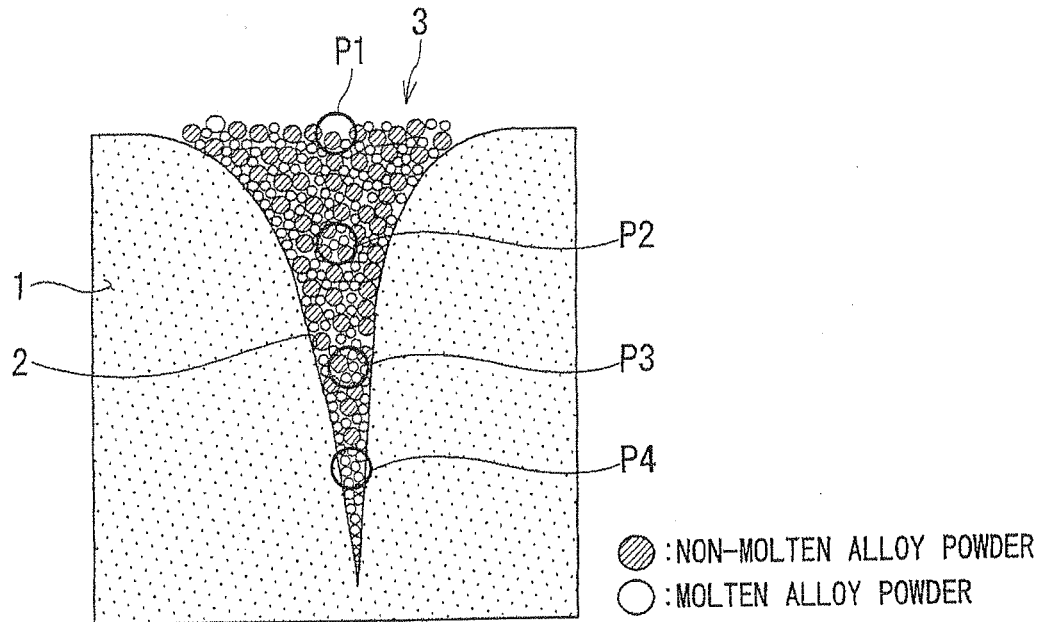
EXAMPLE OF CONDUCTING PROCESS OF PERFORMING REPAIR TECHNIQUE
USING BRAZING REPAIR MATERIAL

FIG. 4



EFFECT OF IMPROVING LOW CYCLE FATIGUE STRENGTH
BY CONDUCTING HIP TREATMENT

FIG. 5



DISTRIBUTION STATE OF REPAIRED PORTION AFTER
PERFORMING DIFFUSION BRAZING HEAT TREATMENT
USING NON-MOLTEN ALLOY AND MOLTEN ALLOY

FIG. 6

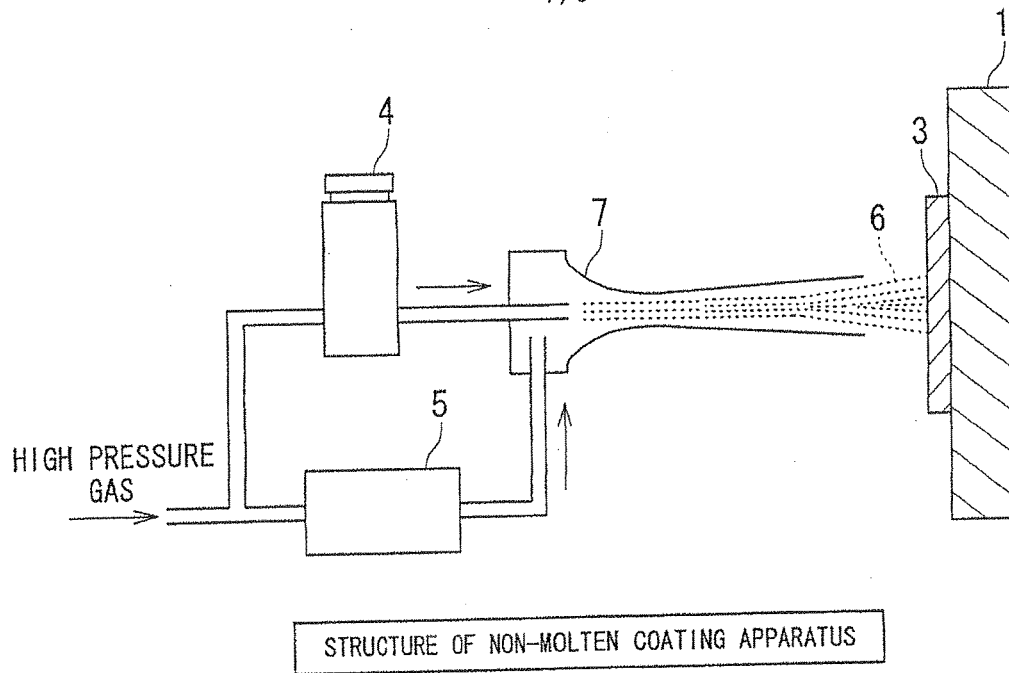


FIG. 7

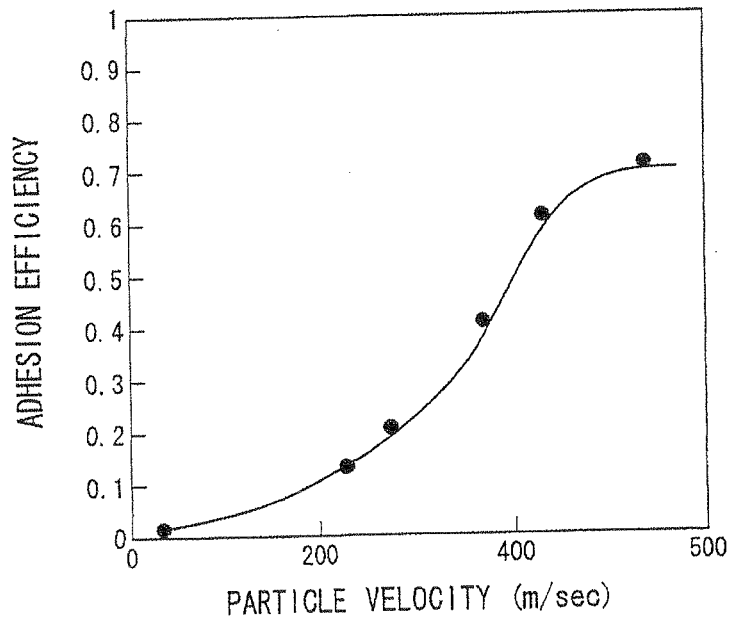
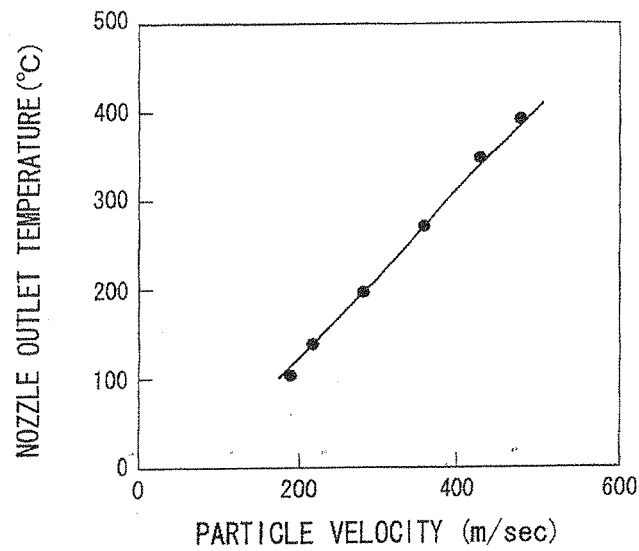
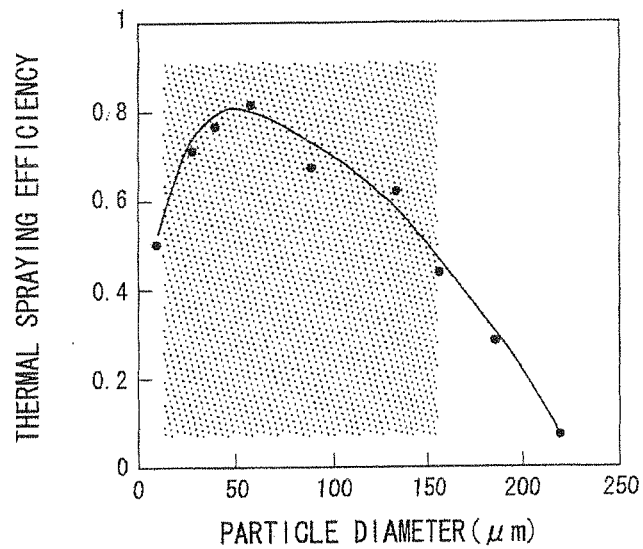
RELATIONSHIP BETWEEN PARTICLE VELOCITY AND
ADHESION EFFICIENCY IN NON-MOLTEN COATING APPARATUS

FIG. 8



RELATIONSHIP BETWEEN PARTICLE VELOCITY AND NOZZLE
OUTLET TEMPERATURE IN NON-MOLTEN COATING APPARATUS

FIG. 9



RELATIONSHIP BETWEEN PARTICLE DIAMETER AND THERMAL
SPRAYING EFFICIENCY IN NON-MOLTEN COATING APPARATUS

FIG. 10