

Number: 192  
Issue: 001  
Date: 7<sup>th</sup> June 2006

Originator: Peter Latham  
Business Unit: Rolls-Royce U.K. Aerospace  
Tel: +44 (0) 117 97 95910  
Fax: +44 (0) 117 97 95100

## Identification Requirements for EJ200 Transfer of Workshare Parts i.e. parts designed by MTU, ordered by Rolls-Royce.

For the attention of the Managing Director

Dear Sir or Madam

If your company is involved in the manufacture of components purchased by Rolls-Royce for the EUROJET EJ200 programme, which utilise MTU design definitions, you must take immediate action in order to comply with these contract flow down requirements.

### Scope:

This NTS applies to:

- EJ200 parts designed by MTU and ordered via a Purchase Order / Schedule Agreement issued by Rolls-Royce UK Aerospace
- Part numbers in the range commencing NN3 and NN4.

### Background:

The EUROJET EJ200 is a multi-nation programme comprising four partner companies, Rolls-Royce, MTU, Avio and ITP, who each have Design Authority for specific modules within the engine.

The structure of the partnership requires that the workshare within the nations is apportioned on the basis of the numbers of aircraft purchased however the Design Authority remains fixed.

Rolls-Royce has Manufacturing Responsibility for a number of components designed by MTU. This involves parts made within Rolls-Royce UK Aerospace and purchased from the Rolls-Royce supply chain.

Whilst Rolls-Royce have mandated 2D part marking to ATA 2000 Chapter 9 requirements as instructed in JES131 across all projects, **MTU have determined that 2D part marking will not apply to parts transferred to Rolls-Royce Manufacturing Responsibility.**

MTU do require that:

- serial numbers used shall be unique and within an MTU prescribed range
- the MTU CAGE code shall be used to identify the Design Authority (identified by the Text Element: MFR).

### Requirements:

The part numbers described in the scope of this document **shall not be identified with a 2D matrix system.**

Affected parts will be identified with a human readable format using, where practical, a mechanised system as defined in JES131. Suppliers possessing Direct Part Marking (DPM) capability should therefore utilise the **human readable element only.**

## Identification Requirements for EJ200 Transfer of Workshare Parts i.e. parts designed by MTU, ordered by Rolls-Royce.

MTU document ESL2.2 shows the JES131 marking method equivalent to MTV2 indicated on the drawing. ESL2.2 is available from:

SDRO, Sin B-28  
Rolls-Royce plc  
PO Box 31  
Derby DE24 8BJ

Serial Numbers are unique and shall not be duplicated on different part numbers. Affected suppliers shall ensure that a serial number is used only once.

The human readable identification required shall comprise:

MFR D3309  
PNR NNXXXXXXYYY  
SER ACTZZZZZ

XXXXX denotes the part number  
YYY identifies the assembly level e.g. P01, G01 etc  
ACT is the serial number prefix designated by MTU  
ZZZZZ is a 5 figure numeric issued by the EJ200 project

No other markings are required

Blocks of serial numbers shall be obtained from:

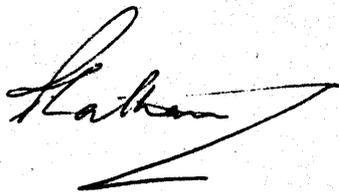
M. Clark, Quality Manager EJ200  
tel: +44 (0) 117 97 97312,  
email: mike.clark@rolls-royce.com

### Action Required:

Suppliers of EJ200 parts affected shall implement these requirements with immediate effect.

Yours faithfully,  
for Rolls-Royce

Authorised by :



**Group Manufacturing Engineering Manager  
Experimental/Factory Supplies & Services**



**Lawrence Jenkins  
Global Supplier Development  
& Quality Operations Director**