

Notice to Suppliers



Replacement of MSRR1001 Void Filler

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Job Title: Project Engineer
Business Unit: All

NTS Number: 590
Issue: 1
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For the attention of Engineering and Quality Managers

Scope/Applicability:

All Rolls-Royce Business Units and their global suppliers

Dear Supply Partner,

Introduction:

MSRR1001 is currently supplied by 3M and is commonly known by the industrial part designation EC3524 A/B. The supply of MSRR1001 will cease from March 2024. Rolls-Royce have identified 3M product EC3515 as an equivalent replacement for all applications. This has been given Rolls-Royce material specification RRMS45002. This NTS gives details of the timescales and the supplier actions necessary for introduction of the replacement material.

Action Required:

RRMS45002 will be available to order in January through your existing supplier of MSRR1001. Please plan your change activity with your M.E.P and begin to order stocks of RRMS45002 as soon as possible because the material lead time could be up to 90 days. The availability of MSRR1001 cannot be guaranteed from January 2024 and will certainly be unavailable from April 2024.

Drawing alterations will not be necessary for this change as it is an equivalent material. MSRR1001 will be updated to allow RRMS45002 as an alternative. Where RRMS45002 is used, processing to RRP53004 is now mandated in place of RPS482 & RPS482/21.

Tests show that RRMS45002 is very similar to MSRR1001. There should be no need to change processing details such as material quantity / weight, method of application, pot life or cure parameters. RRP53004 and RPS482/21 have kept the same process parameter options.

We have noted some minor differences as follows:

- The colour change seen after a 175°C cure is greener than with MSRR1001.
- Limited data shows that the average viscosity of the mixed material is higher than MSRR1001.
- The cure data shown in RRP53004 & RPS482/21 takes precedence over the 3M Technical data.
- 3M's packaging policy is now aligned between their EU and US manufacturers, meaning all material will now be supplied in bags instead of tins.
- Hardness testing of the filler is no longer considered necessary. Your M.E.P. can advise on the viability of a DAR or RQSC modification to remove the requirement.

Despite the similarity, your individual applications will need to be reviewed especially if they already deviate from RPS482/21 parameters or are particularly sensitive to material viscosity. To instruct the change, the normal SABRe mandated manufacturing change process shall be used including MVAs where appropriate. Your Rolls-Royce M.E.P. will instruct you on what component proving activity is also required.

NTS Category:

Engineering / Technical

Authorised by:

Darren Billings

M.E. Exec- Compressors