



# Rolls-Royce

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## **NOTICE TO SUPPLIERS**

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**Scope** : All suppliers (both current and future) working with Rolls-Royce, in the Product Lifecycle Management (PLM) environment using the UGS PLM toolset

**Applicability** : At this time, PLM applies to the following projects :-

- TP400
- JSF F136
- Trent 1000

This NTS will be re-issued to reflect future project applicability.

**Subject**: Product Lifecycle Management Operating Procedures and Best Practices (PLMOPs and PLMBPs)

## **Background**

PLM is a new way of working for Rolls-Royce. It will bring new processes to most areas of the company, underpinned by a powerful collection of new IT tools.

It is an information system that will help generate and store all the data we need to manage a Rolls-Royce product throughout its lifecycle, within a single fundamental structure.

PLM will help us manage all the information required by the business and its extended supply chain to design, make, source, build, sell, service and dispose of our products



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## Why do we need PLM?

Rolls-Royce aims to continue bringing new products to market, as well as increasing the range of services offered to the operators of our products. To remain competitive, Rolls-Royce needs to:

- Reduce the amount of “technical” time spent throughout the product’s lifecycle
- Reduce unit cost
- Reduce the cost of ownership of our products
- Develop new ways of working to retain and improve our capability

To survive in today’s hugely competitive marketplace, we continually need to change for the better. PLM will help us down this road of change.

## The Story So Far.

The first step for PLM was the selection of a new CAD/CAM/CAE (Computer Aided Design/ Computer Aided Manufacture/ Computer Aided Engineering) tool, as a replacement for the CAD software package, CADD5, used in many areas of the company.

After a comprehensive selection process by a global multi-business-unit team, UGS-PLM Solutions’ CAE tool, Unigraphics NX, was chosen.

UGS’s Local Data Management (LDM) tool called Teamcenter Engineering will be used to manage the data created with the CAE tool, and any additional data needed to support the design and manufacture of the product.

Using Teamcenter’s Visualisation capability, those ‘downstream’ of any design activity (such as Purchasing) will be able to view 3-D solid models of components and assemblies prior to final design release, enabling true concurrent engineering to take place.

A Global Process Team (GPT) has been established, drawing experience from across the company, and is working with UGS and EDS to help implement PLM.

The lead projects for the new tools are the TP400 project, based in Dahlewitz, and the Trent 1000 project, based in Derby. The JSF F135 and F136 projects have been using the Unigraphics toolset for some time. They will be migrating to the Global solution as PLM is implemented throughout Rolls-Royce.



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## **Action required**

The suppliers to Rolls-Royce who are required to collaborate on PLM will be identified by their participation in the specific projects to which PLM is applicable.

Where this is the case, there is a need for them to work to the requirements specified in the Operating Procedures and to the advice specified in the Best Practices (PLMOPs and PLMBPs). The procedures will be available on the Rolls-Royce website at [www.suppliermanager-online.com](http://www.suppliermanager-online.com).

The delivery of design data to Rolls-Royce (including model geometry and drawings) shall meet the requirements of the OPs and BPs.

For a manufacturing supplier using the UGS PLM toolset the opportunities, which the UGS toolset offer, shall be optimised through re-use of data at every opportunity.

## **Future**

Rolls-Royce is deploying PLM in a progressive (project by project) way and recognises that not all suppliers will be required to participate at this point in time.

For further clarification please contact

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Yours faithfully  
**For Rolls-Royce**

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