USA Obsolescence Working Team

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Discussed challenges around obsolescence today.

- Difficult to find synergies across sites.
- Executive level support, understanding and visibility.
- Understanding obsolescence vs. critical spares.
- Alignment of various teams with Obsolescence (JUTG, ERWG, SCM, Suppliers, Utilities).
- Utilities driven by reactive events vs. proactive. Not cost effective
- Decisions are becoming more tactical vs. strategic.
- Nuclear Promise, Industry Challenges – require a change in direction for Industry & Obsolescence.
- Drive Obsolescence from Parts, Components, System

Obsolescence Project

Challenges

- Estimated 29% of installed tag numbers are no longer supported by OEMs
- Many obs. parts identified by one site are used by other USA sites

Objectives

- Quantify the obs. data
- Identify the sites with shared obs. installed-base
- Load all members' data into POMS
- Fully populate OIRD
- Identify common vulnerabilities
- Develop standard EE process / format that allows members to see existing evaluations in their own format
- Develop solution to vulnerabilities

2015 Project Summary

- There were 162 specific manufacturer models evaluated.
  - **5283** obsolete components across the eight sites.

Obsolescence Solution	# Models Solved	# of Components Affected
Equivalencies:	84	1379
Not Obsolete:	22	2370
Repair / Refurbish:	9	251
Design Change	8	111
Complete / Data Clean-up	37	1059
Re-Manufactured	2	113
Total:	162	5283

2015 Project Cost Savings

- Total Cost Savings for 2015
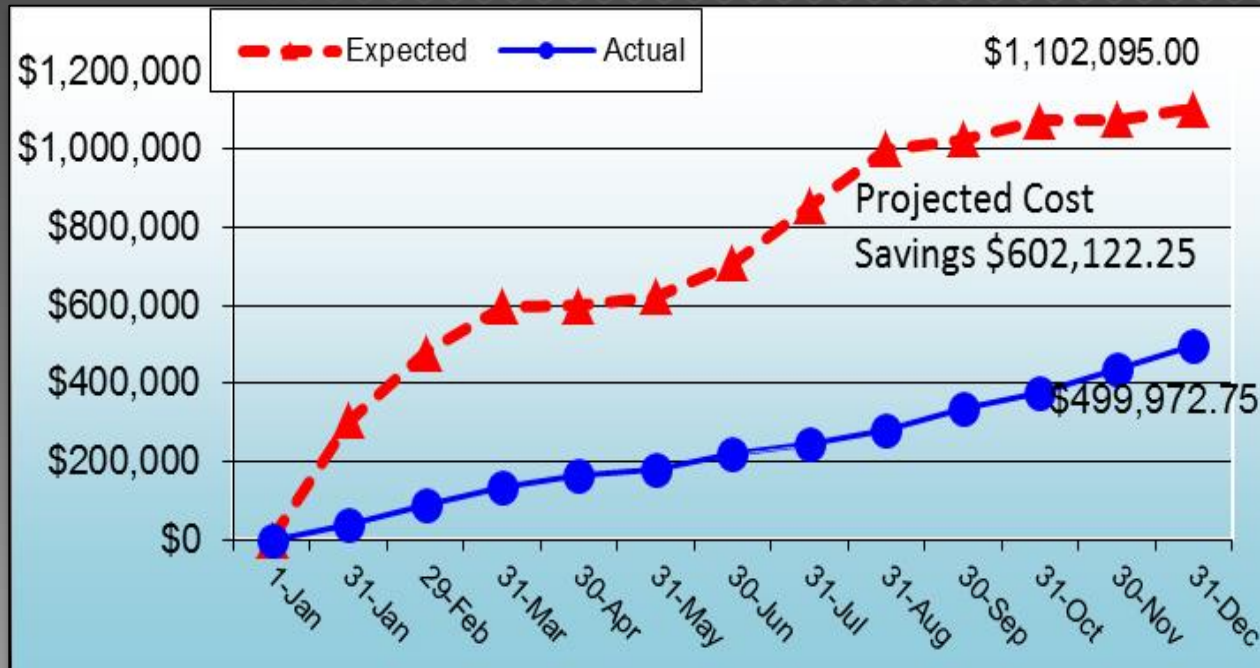
Cost Savings: $602,122.25

2015 vs. 2014 Project Cost Savings

- 2015 USA Obsolescence Project
  - 162 Total Obsolescence items resolved:
    - 84 Items solved through Engineering Equivalencies by Rolls-Royce
    - 22 Items determined as not obsolete by Rolls-Royce
    - 9 Items determined by Rolls-Royce to be a repair or refurbishment
    - 8 Items determined by Rolls-Royce to be design change
    - 37 Items determined to be completed by site or data clean-up
    - 2 Items were re-manufactured

- 2014 USA Obsolescence Project
  - 184 Total Obsolescence items resolved:
    - 120 Items solved through Engineering Equivalencies by Rolls-Royce
    - 9 Items determined as not obsolete by Rolls-Royce
    - 41 Items determined by Rolls Royce to be design change
    - 14 Items resolved configuration management errors in site enterprise systems

- **2015 USA Components:** 5283
- **2015 USA Cost Savings:** $602,122.25

- **2014 USA Components:** 2,982
- **2014 USA Cost Savings:** $468,065.00

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2015 USA Scope Highlight Items

- 2015 Items
  - Solutions for high-impact obsolescence challenges
    - Barton 227, 288, 289 Pressure Indicators
    - William Powell 3003WE, 1561AWE Valves
    - Fisher 95H Pressure Regulators
    - Fisher 95L Pressure Regulators
    - ASCO
  - 68 Evaluations/Dispositions covering 3,538 locations, 2626 of which were Safety-Related.

2015 Lessons Learned

- Work to complete all solutions to site personnel prior to October to avoid carry over items into the next project year.
  - Less carry over year to year. Allowing focus on the current years items.
- Work to add more Safety Related, Critical and **SPV** obsolescence issues to the scope that have a large install base.
- Track and use feedback to improve the process of the Obsolescence Project for 2016 and beyond.
- Continue to improve on the use of the DevonWay Action Tracking system to track all open actions.
- Continue to incorporate more Reactive as well Proactive items.
- Incorporate a work week / Outage look ahead process(T-104)

2016 USA Obsolescence: 9 Step Process

1. Continue to load all members' data into POMS with a focus on data cleanup / data update/ alignment

2. Fully populate OIRD – The Obsolete Item Replacement Database (OIRD), managed by Scientech/Curtiss Wright

3. Identify common Station High Risk vulnerabilities such as Single Point Vulnerabilities (SPVs) with Zero Inventory via **Obsolescence Value Ranking** (OVR) – Rolls-Royce

4. **T-104 Services** - Help determine when the Work Order Packages and schedules will be impacted by obsolete parts. (Rolls–Royce).

5. Develop standard EE process/format(Utility, RR)

6. Develop a solution to vulnerabilities (Commercial Grade Dedication, Repair, Reverse Engineering, etc…). These solutions will be captured in the POMS/Action Plans.(CW, Utilities, RR)

7. Develop solutions to reactive obsolescence issues.(Utility,RR,CW, Suppliers)
8. Qualify Rolls-Royce Personnel On-Site to support various work activities.
9. Increase proactive cycle of work to consider all items within the T-104 work cycle

- Scope Generation
  - Installed at multiple USA sites
  - High OVR score
  - SPV impact
  - Future usage greater than available stock
- Annual participation fee
  - Percentage of budget allocated to:
    - NUOG Collaboration Initiative
    - Reactive issues
  - Item Evaluation preparation and replication
- Cost sharing and cost savings

Responsibilities

- Site Project Point of Contact
  - Technical / administrative representative
  - Bi-weekly site calls, monthly team calls
  - Scope of work for project year
- USA Point of Contact
  - Tim Donovan
- STARS Point of Contact
  - Dave Eswine, David Claridge
- Curtiss-Wright Point of Contact
  - Bristol Hartlage
- Rolls-Royce Point of Contact
  - Robert Littles

What does Success Look Like?

Utilities

- All USA sites participating /engaged in USA Obsolescence Program 2016/2017.
- All USA sites have continue to update data into POMS. Set up gateway or other automated data transfers to keep POMS and OIRD up to date. Focus on Data Cleanup.
- ALL USA sites share their EEs and load them into OIRD/CMISL.
- ALL USA sites have visibility of the status of their SPVs with zero inventory and have developed a EE or mitigating strategy.
- Standard EE process & format
- All sites share their bridging Strategies via Action Plans

Rolls-Royce & Curtiss Wright

- ALL USA sites share their EEs and load them into OIRD & CMISL. (RR/CW)
- Capture all bridging Strategies via Action Plans in POMS.(RR)
- Standard EE process/format or a solution that allows members to see evaluations in their own format developed and implemented. CMISL is used as a common platform to achieve this objective.(RR)
- IOVR used to id SPVs Risk(RR)
- T-104 used to identify WO Obsolescence impacts(RR)