Lean Engineering Basics

Learning Objectives

At the end of this module, you will be able to:

- Explain how lean principles and practices apply to engineering
- Explain the importance of customer value and the "front end" of engineering
- Describe tools for lean engineering
- Describe how lean engineering enables lean in the enterprise, throughout the product lifecycle
- Apply lean engineering techniques to redesign a simulated airplane

2 Key Take Aways

1. Lean thinking applies to the engineering process

2. Engineering plays a critical role in creating value in a lean enterprise

Applying Lean Fundamentals to Engineering

Lean Thinking Steps	Manufacturing	Engineering
Value	Visible at each step Goal is defined	Harder to see Goal is emergent
Value Stream	Parts and materials flows	Information and knowledge flows
Flow	Iterations are waste	Planned iterations OK Must be efficient
Pull	Driven by takt time	Driven by enterprise needs
Perfection	Process repeatable without errors	Process enables enterprise improvement
Source: McManus, H.L. "Product Development Value Stream Mapping Manual", LAI, April 2004		

<u>Information</u> flows in the Engineering Value Stream

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Eight *Engineering* Wastes

1. Over-production	Analysis, reports, tests not needed
2. Inventory	Unfinished analysis, reports, tests
3. Transportation	Handoffs, complex validations
4. Unnecessary Movement	"Stop & Go" tasks. Working on too many projects at one time.
5. Waiting	Waiting for decisions or waiting for input.
6. Defective Outputs	Rework due to wrong requirements or input. Errors causing the effort to be redone to correct the problem.
7. Over-processing	Unneeded "bells & whistles" for analysis, communications. Re-invented solutions.
8. Unused employee creativity	Not engaging engineers in process improvements for engineering

Adapted from Baujard, Gilles, Terrien "An experience report on Thales Aerospace: 'The Lean Journey'", INCOSE 2010 International Symposium

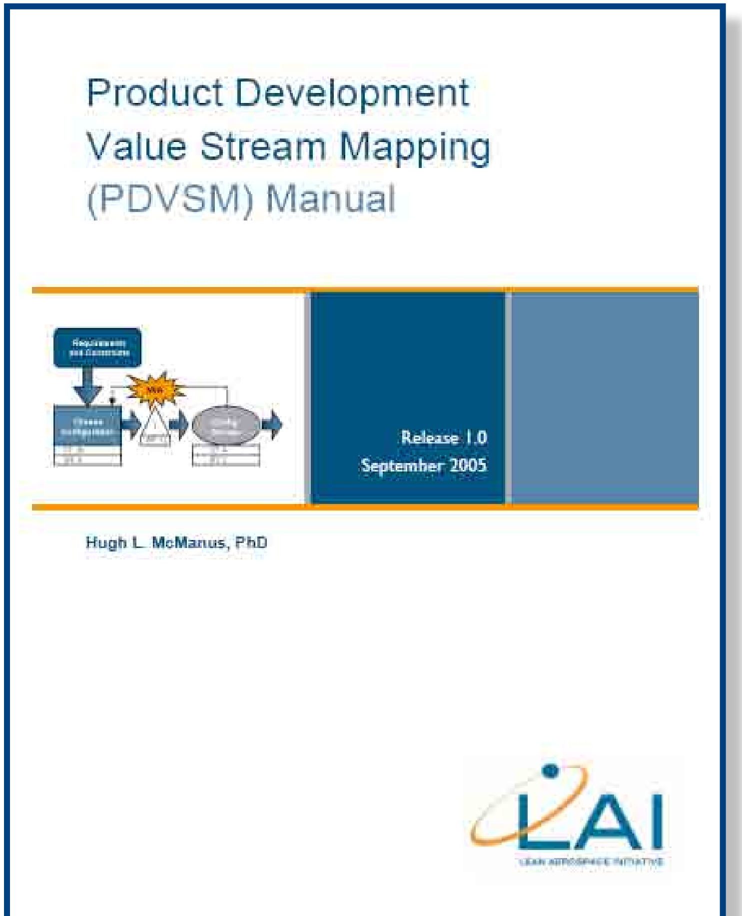
Using Efficient Engineering Processes:
Applying lean thinking to eliminate wastes and improve cycle time and quality in engineering

- **Effort is wasted**
  - **40% of PD effort "pure waste", 29% "necessary waste"** *(workshop opinion survey)*
  - **30% of PD charged time "setup and waiting"** *(aero and auto industry survey)*

- ***Time* is wasted**
  - **62% of *tasks* idle at any given time** *(detailed member company study)*
  - **50-90% task idle time found in Kaizen-type events**

Source: McManus, H.L. "Product Development Value Stream Mapping Manual", V1.0, LAI, Sep 2005

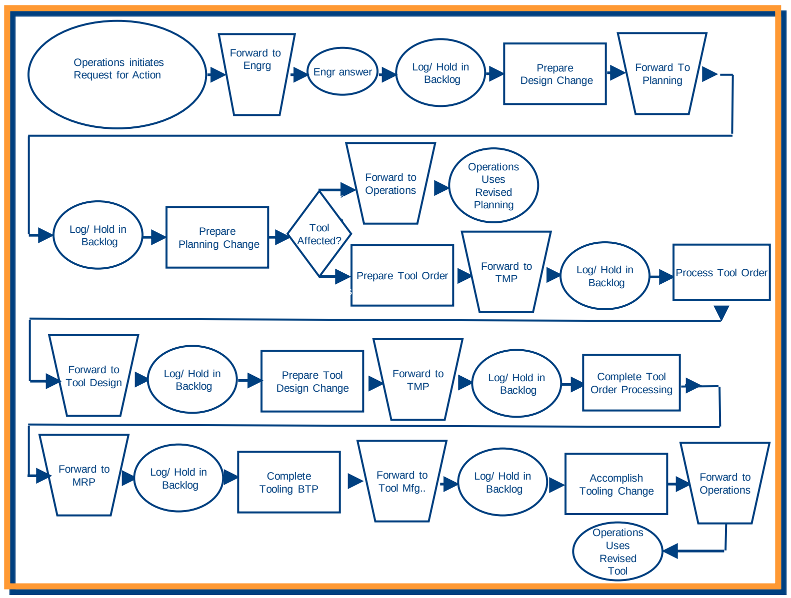
VSM Applied to Product Development



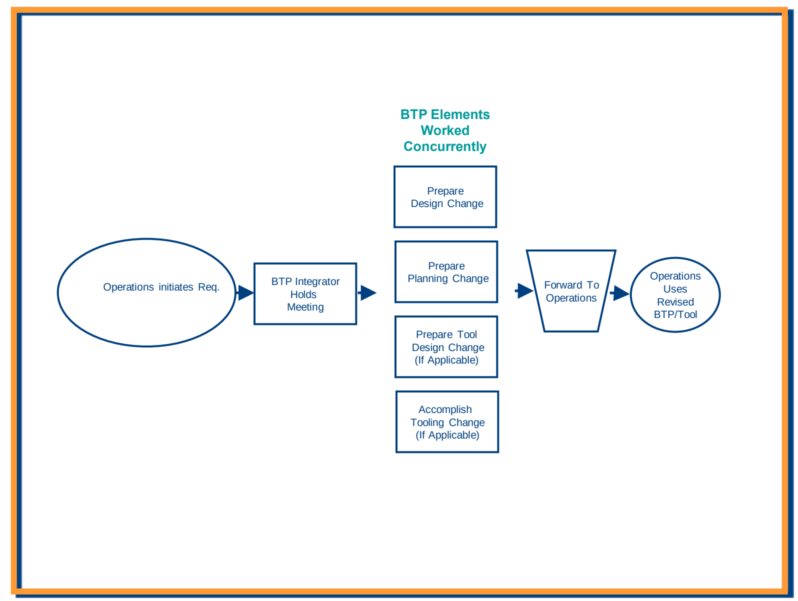
- Same basic techniques apply
- Flows are knowledge and information flows rather than physical products
- Process steps may overlap or involve *planned* iterations
- Value added steps add or transform knowledge, *or reduce uncertainty (role of analysis steps)*
- Quantifies key parameters for each activity (cycle time, cost, quality defects, inventory, etc.)
- Provides systematic method to improve a process by eliminating waste

PDVSM Used For F16 Build-to-Package Process

Process Before Lean



Process After Lean



Single Piece flow, concurrent engineering, co-location

Source: Lockheed Martin Corporation

F-16 Lean Build-To-Package Support Center Results

- **Scope:** ***Class II , ECP supplemental, production improvements, and make-it-work changes initiated by production requests***
- **Target improvement:** ***Reduce average cycle-time by 50%***
- **Operational:** ***1999***
- **Future applications:** ***Pursuing concept installation in other areas***

849 BTP packages from 7/7/99 to 1/17/00

Category	% Reduction
Cycle-Time	75%
Process Steps	40%
Number of Handoffs	75%
Travel Distance	90%

Courtesy of Lockheed Martin Corporation. Used with permission.

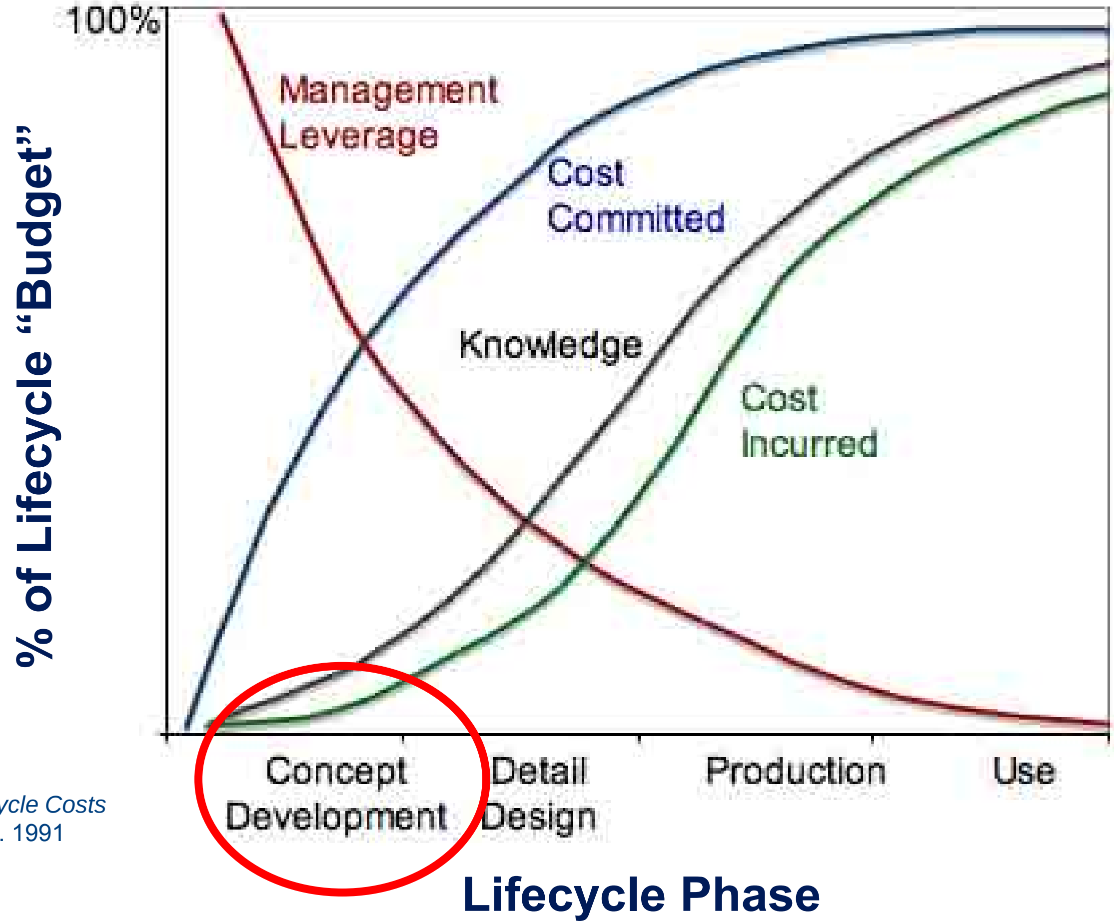
Source: Lockheed Martin Corporation

2 Key Take Aways

1. **Lean thinking applies to the engineering process**

2. **Engineering plays a critical role in creating value in a lean enterprise**

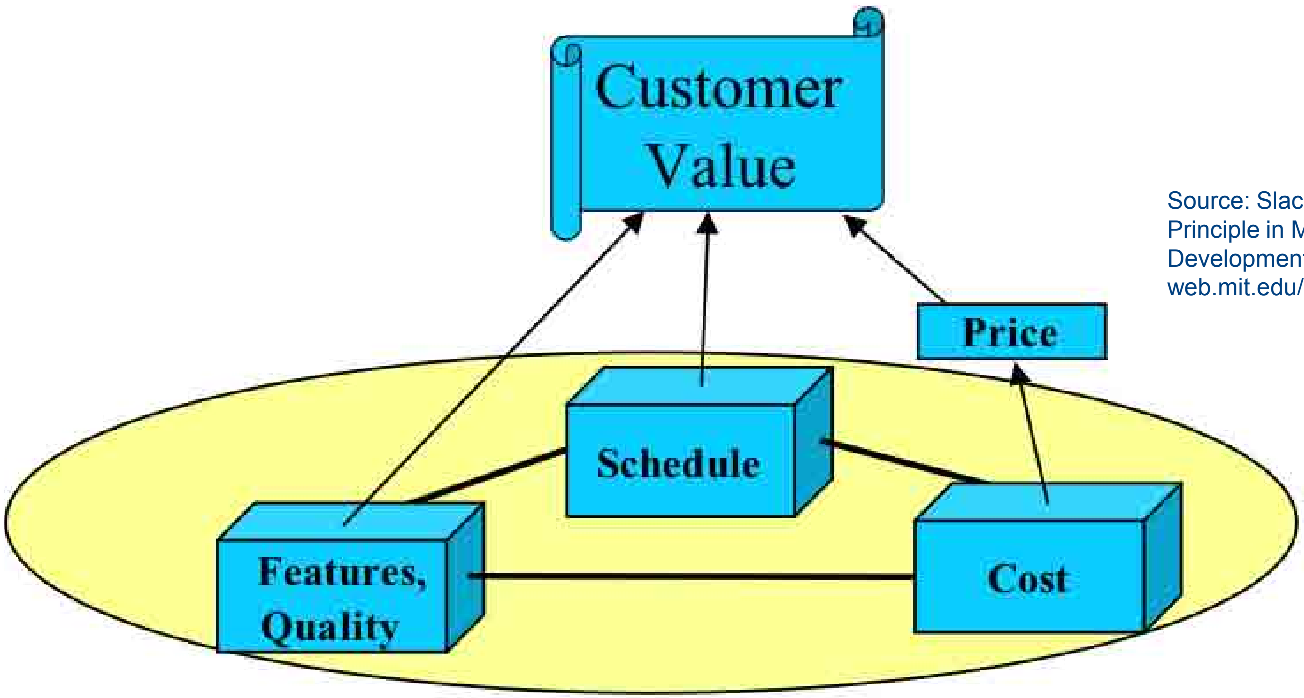
Focus on the Front End Where Critical Decisions Are Made



Adapted from Fabrycky, W. *Life Cycle Costs and Economics*. Prentice Hall, N.J. 1991

Lean Thinking Needs to Start With Engineering

Customer Defines Product Value



Source: Slack, R.A., "The Lean Value Principle in Military Aerospace Product Development", LAI RP99-01-16, Jul 1999. web.mit.edu/lean

Product Value is a function of the product

- **Features and attributes** to satisfy a customer need
- **Quality** or lack of defects
- **Availability** relative to when it is needed, and
- **Price and/or cost of ownership** to the customer

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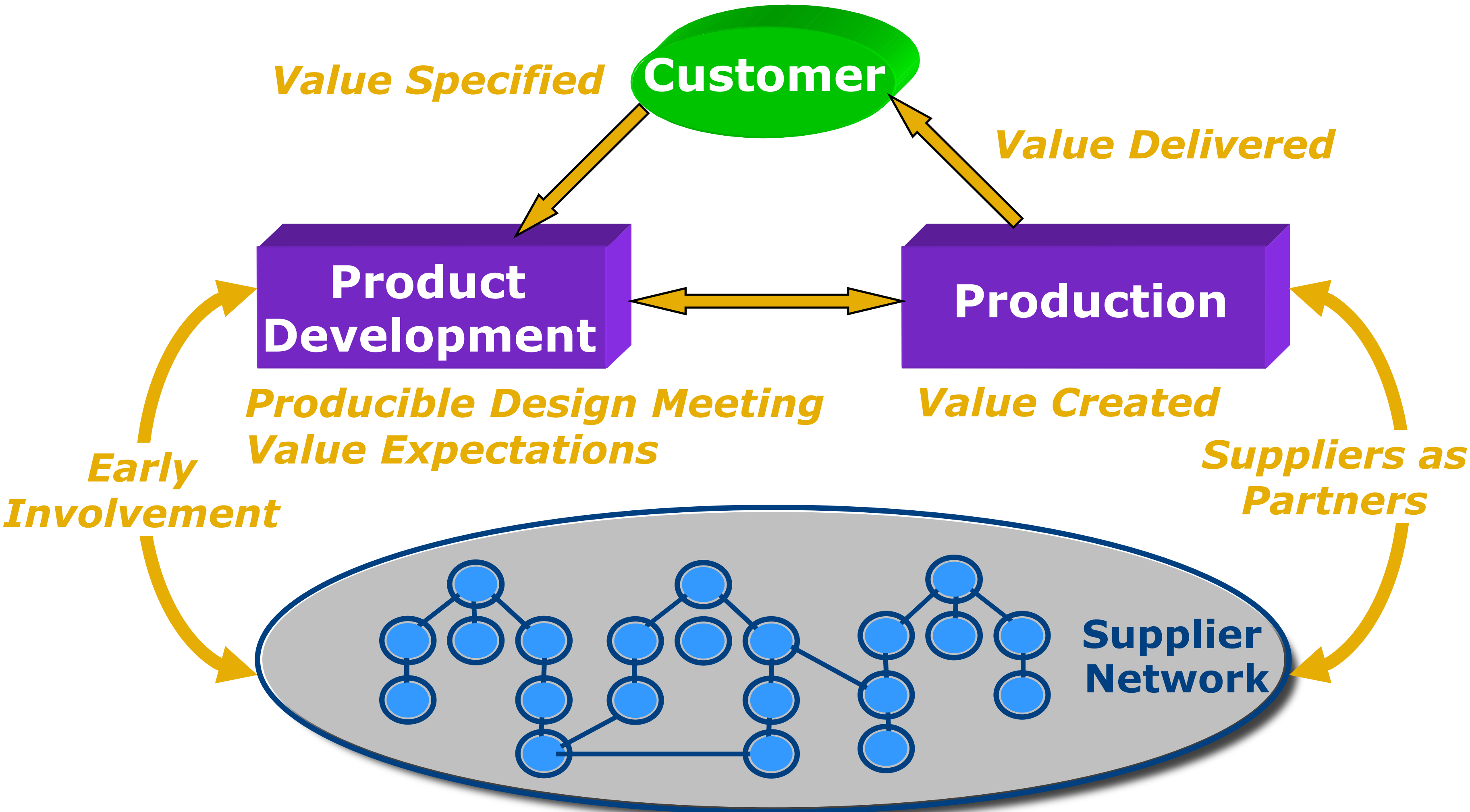
Engineering Drives Cost

80% of a product's cost is determined by the engineering design:

- Number of parts / tolerances
- Assembly technique (fasteners, EB welding, co-cure)
- Processes (heat treat, shot peen, etc.)
- Tooling approach (matched metal dies, injection molding, etc.)
- Materials (titanium, aluminum, composites, etc.)
- Avionics / software
- Design complexity
- Design re-use

Engineers must make the right choices, early in the process, to insure customer satisfaction and low lifecycle costs.

Supplier Participation Critical



Typically, 60-80% of Value Added by Suppliers

Integrated Product and Process Development - IPPD

- Preferred approach to develop producible design meeting value expectations
- Utilizes:
  - Systems Engineering: Translates customer needs and requirements into product architecture and set of specifications
  - Integrated Product Teams (IPTs): Incorporates knowledge about all lifecycle phases
  - Modern Engineering tools: Enable lean processes
  - Training: Assures human resources are ready

Capable people, processes and tools are required

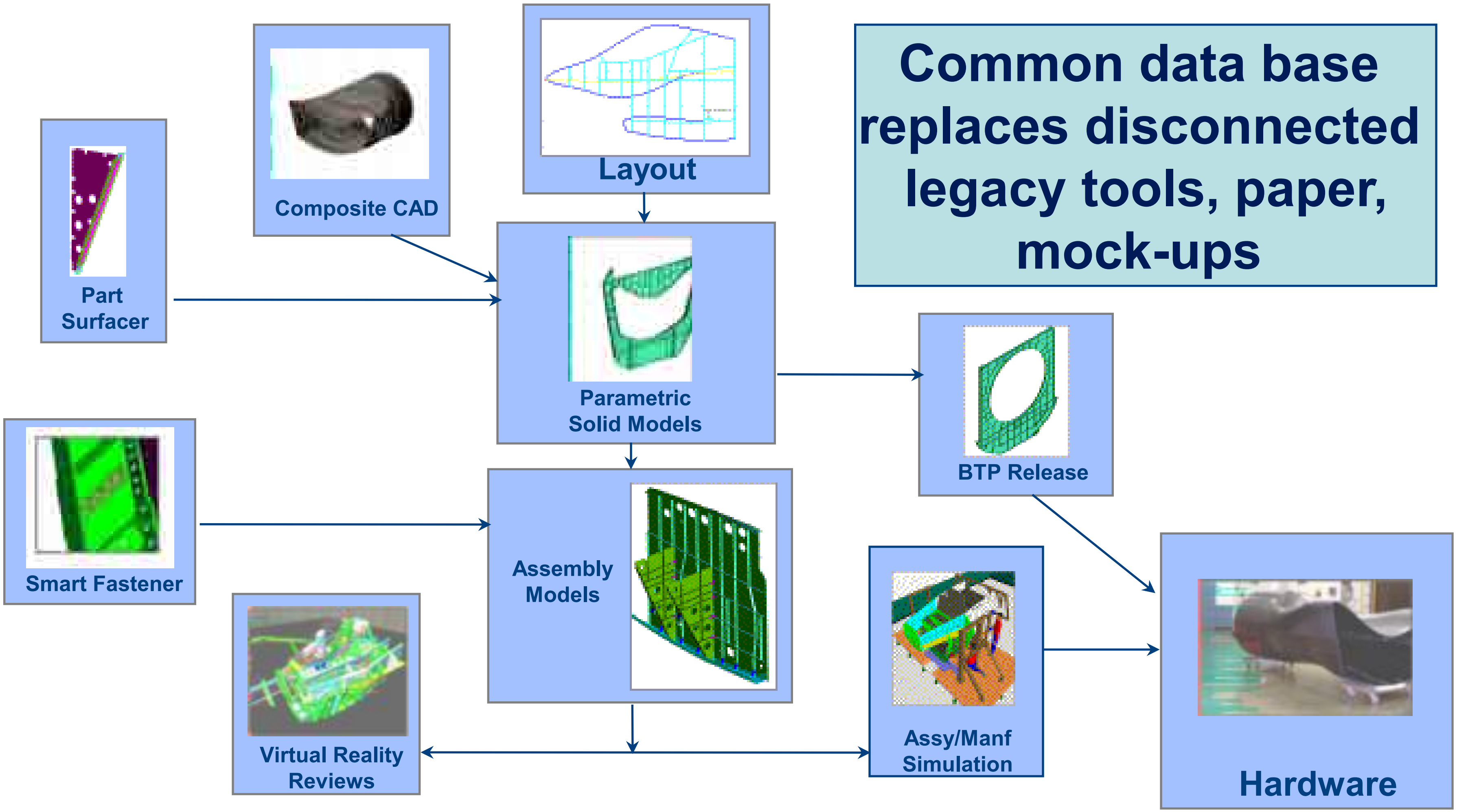
Tools of Lean Engineering

- **Integrated digital tools reduce wastes of handoffs and waiting, and increase quality**
  - **Mechanical (3-D solids based design)**
  - **VLSIC (Very Large Scale Integrated Circuit) toolsets**
  - **Software development environments/Model-Based Engineering**
- **Production simulation (and software equivalents)**
- **Common parts / specifications / design reuse**
- **Design for manufacturing and assembly (DFMA)**
- **Dimensional/configuration/interface management**
- **Variability reduction**
- **Product Lifecycle Management (PLM) software**

All of these tools enabled by people working together in Integrated Product Teams (IPTs)

Integrated Digital Tools from Concept to Hardware

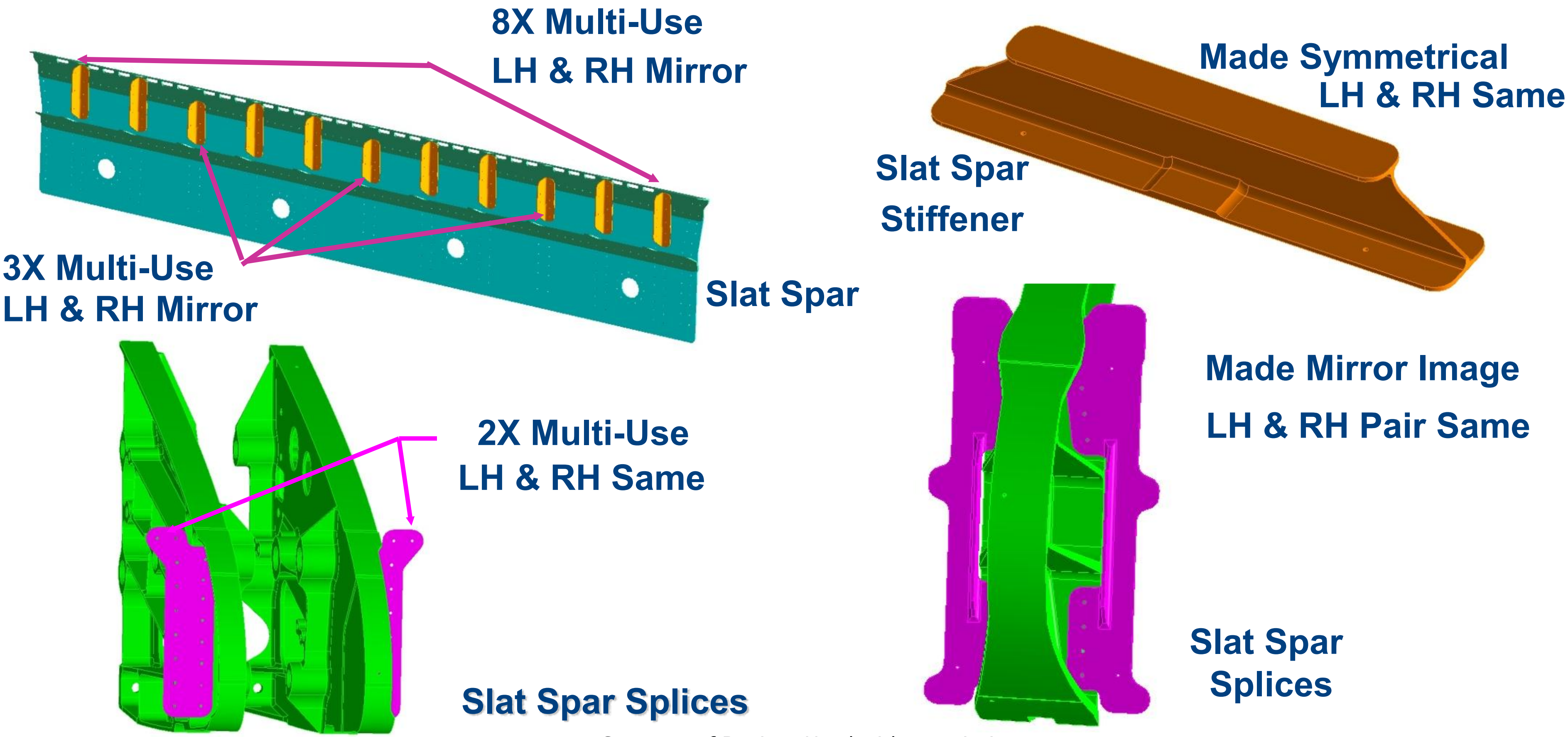
Common data base replaces disconnected legacy tools, paper, mock-ups



Courtesy of Boeing. Used with permission.

Source: John Coyle, The Boeing Company

Common Parts, Design Reuse



Courtesy of Boeing. Used with permission.

Reduces part cost and increases quality

Source: Ned Newman, The Boeing Company (C-17)

Part Count Reduction: DFMA

- Why reduce part count?
  - Reduce recurring & non-recurring cost
  - Reduce design, manufacturing, assembly, testing and inspection work
  - Reduce inventory
  - Reduce maintenance spares
- Sometimes requires “performance” trades, but not always – and cost and schedule savings are typically significant

Lego Simulation DFMA Exercise

Redesign the airplane! Rules:

- Satisfy customer
  - Moldline (outside shape) must remain *exactly* the same
  - Landing gear must be (and only landing gear can be) brown
  - In-service quality must improve
  - Increase delivery quantities
- Reduce manufacturing costs
  - Part count ($5/part)
  - Fewer parts = more capacity
- Incorporate suppliers
  - Innovations
  - Reduced part diversity (?)

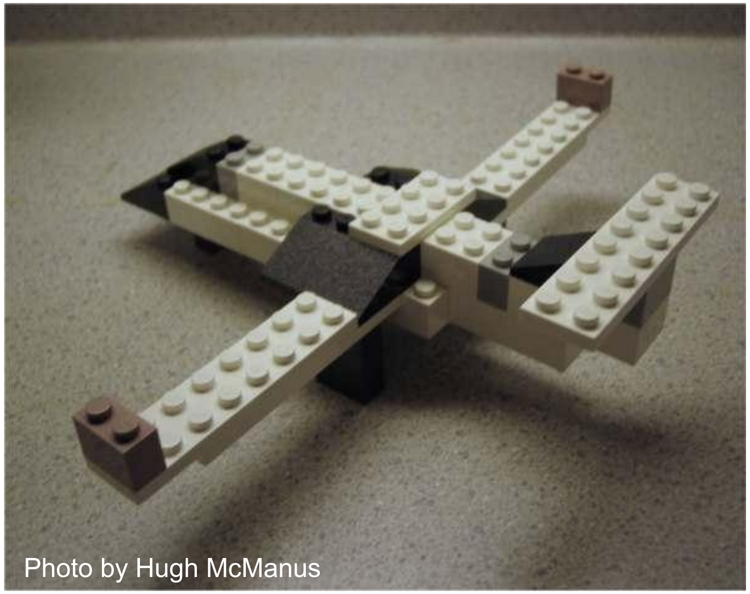
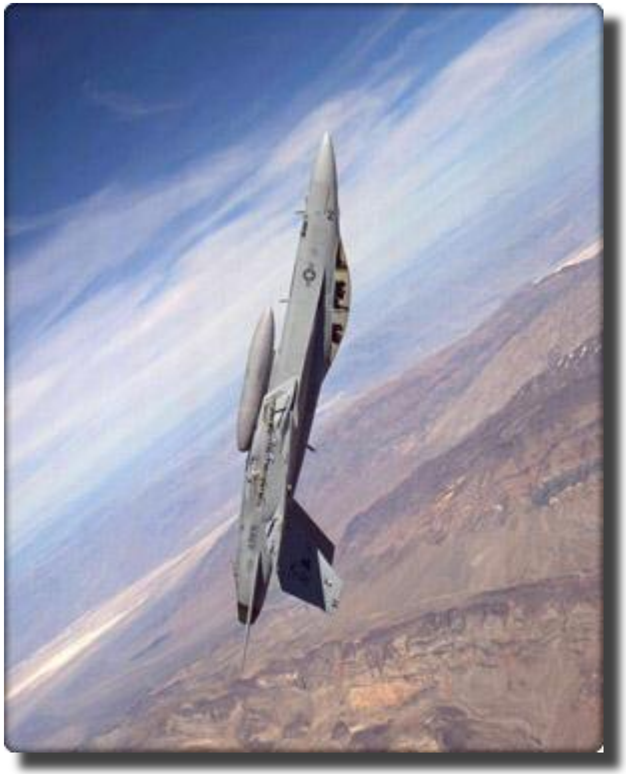


Photo by Hugh McManus

Present your design to your facilitator
Demonstrate it satisfies all criteria

Lean Engineering in Practice



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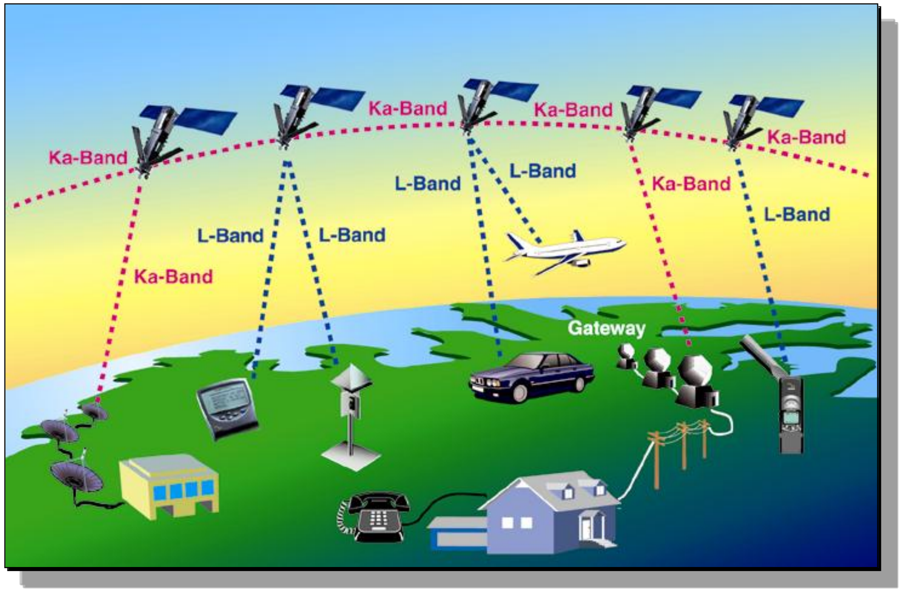
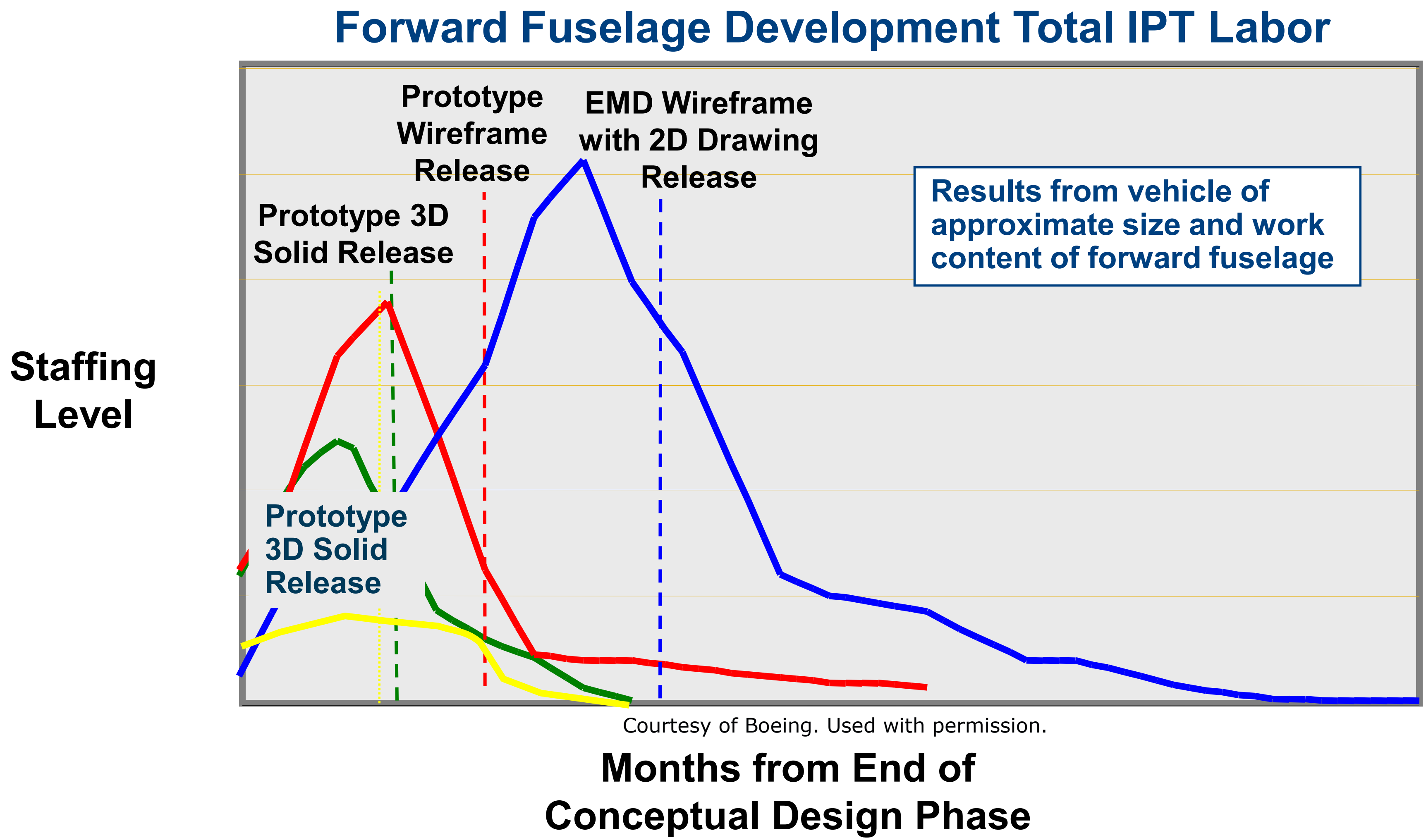
Now let's look at some real-world examples of lean engineering benefits…



Courtesy of Ray Leopold. Used with permission.

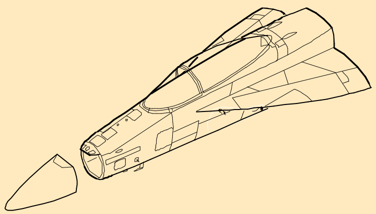
Lean Engineering Enables Faster and More Efficient Design



Source: "Lean Engineering ", John Coyle (Boeing), LAI Executive Board Presentation, June 1, 2000

Part Count Reduction: DFMA

Forward Fuselage and Equipment



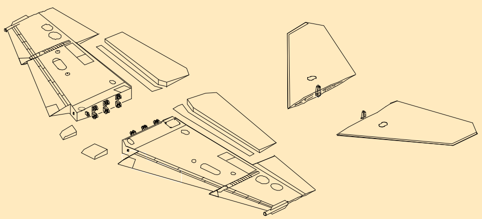
C/D Parts
5,907

E/F Parts
3,296

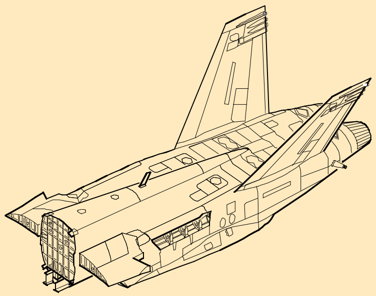
Wings and Horizontal Tails

C/D Parts
1,774

E/F Parts
1,033

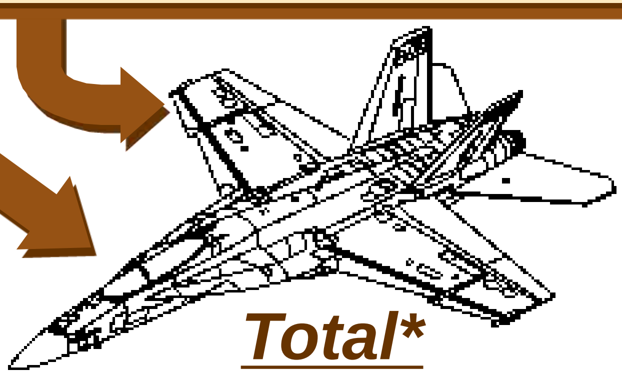


Center/Aft Fuselage, Vertical Tails and Systems



C/D Parts
5,500

E/F Parts
2,847



*Total**

C/D Parts	E/F Parts
14,104	8,099

*Includes joining parts

Courtesy of Boeing. Used with permission.

F-18 E/F is 25% larger but has 42% fewer parts than C/D

Source: The Boeing Company

Lean Engineering Enables Faster Delivery Times

Iridium Manufacturing

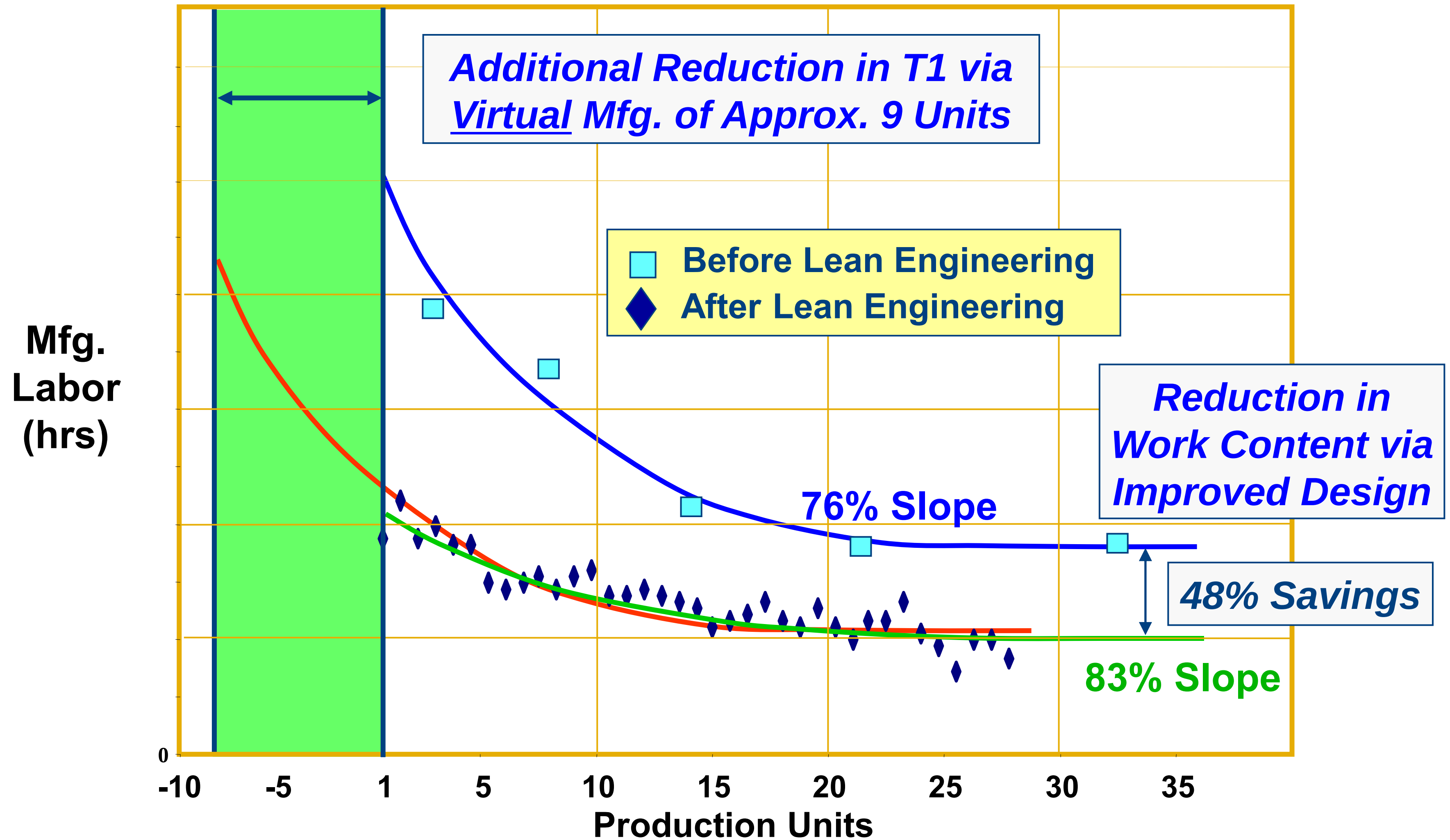
- Cycle time of 25 days vs. industry standard of 12-18 months
- Dock-to-Dock rate of 4.3 Days

Iridium Deployment

- 72 Satellites in 12 Months, 12 Days
- 14 Satellites on 3 Launch Vehicles, from 3 Countries, in 13 Days
- 22 Successful Consecutive Launches

Source: Ray Leopold, MIT Minta Martin Lecture, May 2004

Lean Engineering Reduces Manufacturing Labor



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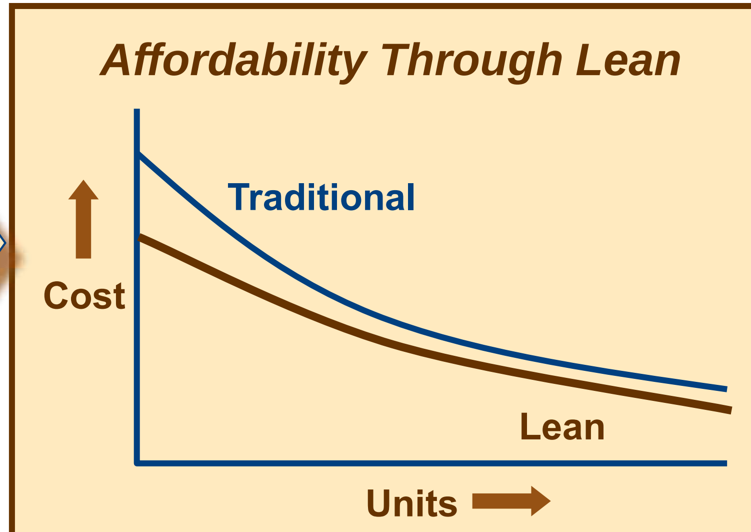
Source: "Lean Engineering ", John Coyle (Boeing), LAI Executive Board Presentation, June 1, 2000

Lean Engineering Wrap Up

Lean Engineering

- Focus on Customer Value
- IPPD and IPTs
- Integrated Digital Design Tools
- Production Simulation
- DFMA
- Design Reuse & Commonality
- Variability Reduction



Lean Manufacturing

- High Performance Work Org
- Advance Technology Assembly
- Cycle Time Reduction
- Variability Reduction/SPC
- Value Stream Mapping
- Kaizen Events
- Operator Verification

Lean Supply Chain

- Supplier Base Reduction
- Certified Suppliers
- Suppliers as Partners
- Electronic Commerce/CITIS
- IPT Participation

Adapted from: “Lean Engineering ”, John Coyle (Boeing), LAI Executive Board Presentation, June 1, 2000

Reading List

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Ward, Allen, *Lean Product and Process Development*, The Lean Enterprise Institute, Cambridge, MA, Mar 2007

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