

Chronology

- 1882** Wilhelm Seck acquires the Wiemersmühle (Water mill) and creates a branch of its Bockenheimer Mühlenbauanstalt for the manufacture of grain mills - the first machine manufacturing plant operating on an industrial production basis in Oberursel. Start of apprenticeships.
- 1890** Willy Seck commences with the development of the stationary engine „GNOM“.
- 1892** Wilhelm Seck establishes the Motorenfabrik (engine factory) Oberursel "W. Seck & Co "for the production and distribution of the GNOM engine developed by his son.
- 1895** Locomobiles, wood crushing machines as well as generators and winch drives complement the product range. The Frenchman Louis Seguin attains the licence for the construction of the GNOM engines. From his company emerges after 1945 the Snecma company.
- 1896** After the death of Wilhelm Seck the company becomes a Company Ltd.
- 1897** First mention of a workers' council, the forerunner of today's works councils.
- 1898** Willy Seck leaves the company. The requirement of more capital for the further development of the company leads to its conversion into a public limited company - the "Motorenfabrik Oberursel AG".
- 1900** The construction of engine locomotives begins resulting in a renewed spurt in growth, and by the end of 1921 nearly 2,000 units are produced.
- 1911** Start of construction of a new factory complex, which by 1918 grew to become an aircraft engine factory with the impressive administrative building.
- 1913** Acquisition of the license for the production of the Gnome by the "Société des Moteurs Gnome", founded in 1905 by the Seguin brothers.
- 1917** Construction of the company's apprentice training workshop, the first in Oberursel.
- 1918** After the manufacture of some three thousand rotary engines, the end of the First World War heralds the decline of the company.

- 1921** The joint venture with the Gasmotorenfabrik Deutz AG leads to the loss of independence. Conversion of the production programme to engines of the Deutz design. The exception is the 35-liter truck engine, a result of the successful family of Deutz engine and the vehicle engines A / FM.
- 1930** The Motorenfabrik is absorbed into the Humboldt Deutz Motoren AG and becomes "The Oberursel Plant".
- 1932** The production of the Deutz-design engine is relocated to Cologne in the wake of the economic crisis. Approximately 20,000 engines of this type built since 1922 in Oberursel. The site is closed.
- 1934** The site is re-commissioned and diesel engines are once again produced, until the end of 1944 around 60,000 engines. The 11 hp "Deutz" tractors as well as tractors from several other manufacturers lead to the mechanization in German agriculture.
- 1938** Renaming of the Humboldt Deutz Motoren AG to Klöckner Humboldt Deutz (KHD).
- 1941** Expansion of the Motorenfabrik for KHD's aircraft engine development, transferred from Cologne. The plant is modernized and equipped with the latest development and production facilities.
- 1943** First run of a 16 cylinder flight engine Dz 710 with 2,700 hp.
- 1945** The US Army occupies the factory and uses it until mid-1956. Both Dz 710 aircraft engines are shipped for comparative tests to the USA, where all trace of their whereabouts is lost. The Allies determine that the plant is for reparation dismantlement.
- 1947** The factory is emptied, all production facilities transported away as part of reparations. The US Army expands the repair of military vehicles, which had already begun in 1945.
- 1948** Production of component parts for the parent plant in a small designated area of the factory.
- 1949** Relocation into the released tower building.

- 1950** Commissioning of the new administrative building "Weißes Haus - White House". After 15 years of forced interruption, a works council is set up.
- 1956** The last of the US units leave the factory, followed by two years of repairs to the run-down buildings and facilities.
- 1958** The staff consisting of approximately 300 moves into the main factory. The Cologne gas turbine development of KHD moves in, Oberursel thus becomes the gas turbine plant of KHD.
- 1959** Beginning of the development of aircraft engines with the licensing and support of the Orpheus jet engine for the G-91 of the Bundeswehr. Further licensing or co-operation programmes, as well as the development, production and support of various aircraft turbines and equipment follow. Establishment of a factory fire brigade.
- 1961** Establishment of the company sports association.
- 1963** The proprietary developed 100 hp industry Gasturbine T216 goes into series production.
- 1964** Entry into the assembly and support of industrial gas turbine systems, such as the pipeline pump station in Lingen with two 4,200 hp Proteus gas turbines.
- Start of development of the APU T112, the auxiliary gas turbine for the German vertical take-off aircraft VAK 191.
- 1965** Projects to drive locomotives with gas turbines.
- 1967** Projects for mobile and stationary electricity generation plants.
- 1966** Start of the production under license and the technical logistical support of the T53 engine for the UH1D helicopters of the Bundeswehr and for the federal border control.
- 1969** Development of the variant T212 as an air supplier for the blade tip drive of an experimental reconnaissance drone. Start of development of the auxiliary power turbine T312 as well as the gearboxes for the secondary power system of the multinational fighter and reconnaissance aircraft Tornado.
- 1971** Beginning of the production of parts sets for the T 64 helicopter. Introduction of NC technology with the first numerically controlled machines and the machining of titanium.

- 1972** Trials with industrial gas turbines to drive IC locomotives of the Federal Railway.
- 1973** Entry into the development programme of the GT 601 410 kW gas turbine in the USA. Acquisition of the support of the Gnome H 1400 engine for the marine helicopter Sea King. Commissioning of the new training centre with a modern apprentice training workshop.
- 1975** Start of development of the turbo jet engine T117 for a reconnaissance drone, the first jet engine developed after 1945 in Germany and used in series production from 1990 onwards.
- 1977** Begin of serial production for the turbo-fan engine Larzac 04 in Franco-German co-operation, as well as for the APU and gearboxes of the secondary power system (SPS) for the Tornado. Equipping the hovercraft ferry EDAM Naviplan 500 with industrial gas turbines.
- 1980** KHD establishes KHD Luftfahrttechnik GmbH. The fast-growing serial production of the Larzac and Tornado programmes leads to a spurt in growth. The ensemble of buildings of the Motorenfabrik is declared a cultural asset.
- 1985** Development of the auxiliary gas turbine T118 for the Hunter 90 aircraft (aka Typhoon), test run of the prototype. Start of development of the T128 missile engine.
- 1986** Start of the production of components for the CFM 56 turbofan engines as partner of the French company Snecma and thus entry into the civil aviation business. The industrial gas turbine activities are handed over to MWM Diesel- und Gastechnik GmbH in Mannheim, which is part of the KHD Group.
- 1990** BMW acquires the plant and the business of KHD Luftfahrttechnik and, together with Rolls-Royce, founded the company BMW Rolls-Royce AeroEngines for the development and construction of a series of turbofan jet engines with the family name, BR700.
- 1991** Start of development of the BR700 core engine.
- Start of the restructuring of production with the establishment of a separate engine repair and overhaul section segregated from the production of new components.
- Construction of a production cell for variable camshaft controls "VANOS" for BMW vehicles.
- Establishment of the club "Kreis der Jubilare" (A club for long-serving company employees) of the Motorenfabrik Oberursel.

- 1992** The launch customer, Gulfstream, ordered the first 200 BR710 engines for the new Gulfstream V.
- 1993** Commissioning of the newly built development and assembly plant in Dahlewitz, south of Berlin.
- Complete modernization of the Oberursel plant and its production facilities.
- Change from the workshop principle to self-sufficient manufacturing cells.
- Participation in the development of the auxiliary gas turbine RE220 at Allied Signal.
- 1994** First run of the BR710 engine.
- Start of development of the BR715 engine for the MD 95 commercial aircraft of McDonnell Douglas, later the Boeing 717.
- 1995** Maiden flight of a Gulfstream V with BR710 engines.
- 1996** The BR710 engine is awarded its international certification, the first German jet engine to be used for civilian application.
- 1998** The administration relocates from Oberursel to Dahlewitz.
- 2000** Foundation of Rolls-Royce Deutschland Ltd & Co KG as a wholly owned subsidiary of Rolls-Royce Plc.
- Transfer of the company's headquarters from Oberursel to Dahlewitz.
- 2002** The company museum is opened on the 110th anniversary of the Motorenfabrik Oberursel.
- 2004** Delivery of the first Oberursel RTM 322 engine for the NH 90 helicopter.
- 2007** Start of the technical & logistical support of the T56 propulsion system installed in the P3C Orion marine reconnaissance aircraft of the German Navy.
- 2008** A G-91 aircraft with the Orpheus engine, which had begun the revival of the manufacture of aircraft engines in the Motorenfabrik in 1959, becomes an exhibit of the Oberursel company museum.

- 2009** Beginning of the restructuring of the factory as a competence centre for rotating engine components, especially for "blisks" - blade integrated discs - and for compressor rotors in accordance with "lean manufacturing" principles.
- 2010** With the decommissioning of the CL-289 drone, support for the T117 jet engine ends. Establishment of the "History Circle of the Motorenfabrik Oberursel".
- 2012** The last of the more than 2,400 T53 helicopters engines repaired and overhauled in Oberursel is handed over to the Bundeswehr.
- Purchase of a UH-1D helicopter of the Bundeswehr for the company museum.
- 2012** A friction welding system for the cojoining of compressor discs is put into operation In Oberursel.
- The company museum acquires a historic GNOM stationary engine. This type of engine had led to the foundation of the engine factory Oberursel in 1892.
- 2013** A first run of the restored U-0 rotary engine takes place on the occasion of the 100th anniversary of engines at the Motorenfabrik Oberursel.
- First flight of the A350 with the Rolls-Royce engine Trent XWB, and at its heart is the high-pressure compressor manufactured in Oberursel.
- 2015** Start of the repair of GEM engines for the Sea Lynx helicopter in the converted historical jet engine test facility A2.
- 2016** Successfully completion of the modernization of the IT infrastructure and IT system landscape for the production areas after 3 years and a million investment.
- 2017** Large fire in the roof of the production facility Building 9002.
- Over the past 3 years employees in Oberursel have developed ideas for cost reduction amounting to 1 million euros.

The Minister President of Hesse, Herr Bouffier, visits the Oberursel Rolls-Royce plant.

The Motorenfabrik Oberursel celebrates its 125th birthday under the motto „Towards the future with tradition.“

The Historic Society of the Motorenfabrik is awarded the Saalburgpreis. ¹

The technical prerequisites for the series production of high-pressure turbine discs for the TRENT 1000 TEN engine created.

2018

A realistic emergency exercise carried out to train the interaction between the fire brigade, factory protection and employees. The Motorenfabrik in Oberursel becomes the authorized maintenance centre for module 3 of the GEM engine.

Brandenburgs Minister President Woidke visits the Rolls-Royce site in Oberursel.

Rolls-Royce in Oberursel supports the integration of refugees through work-shops for career orientation.

Recognising mistakes before they occur is critical to competitiveness. The ZERO DEFECTS INITIATIVE is implemented in Oberursel in five projects.

Technology leap in the production of compressor guide vanes by applying the metal injection moulding (MIM) process.

In the autumn 18 trainees will begin their training as machining and industrial mechanics.

2019

The 10,000th Blisk produced in Oberursel was delivered in April. Oberursel has achieved a leading position in the world with the pioneering development 20 years ago of the Blisk production; no other company in the world can currently produce Blisks in such a cost-effective, fast way and in outstanding quality.

RRD is preparing for BREXIT.

Training is also digitized, and the classic analogue report book is replaced by the digital report book. The training workshop is equipped with professional 3-D printers.

2020

The global Corona pandemic has unforeseeable consequences also for the RR site in Oberursel. To contain the pandemic, the site was completely closed for 14 days in April.

10 years ago, on August 5, 2010, the "Historic Circle Motorenfabrik Oberursel" was founded. An event to commemorate this anniversary could not be carried out due to the corona pandemic.

Dr. Holger Carlsburg, the site manager in Oberursel, leaves the company after more than twelve years of service and hands over the baton to Dr. Steffen Appel in September.

The global pandemic leads to a dramatic reduction in air traffic and as a consequence demand for engines is falling, Rolls-Royce's orders are slumping. As a result of the reduced demand, short-time working is practised and the number of employees at Rolls-Royce's Oberursel plant is reduced.

¹ An award presented to institutions and individuals who have made significant contributions to the history, the preservation of monuments and for the care of the countryside of the Hochtaunuskreis, the district in which the Motorenfabrik is located.