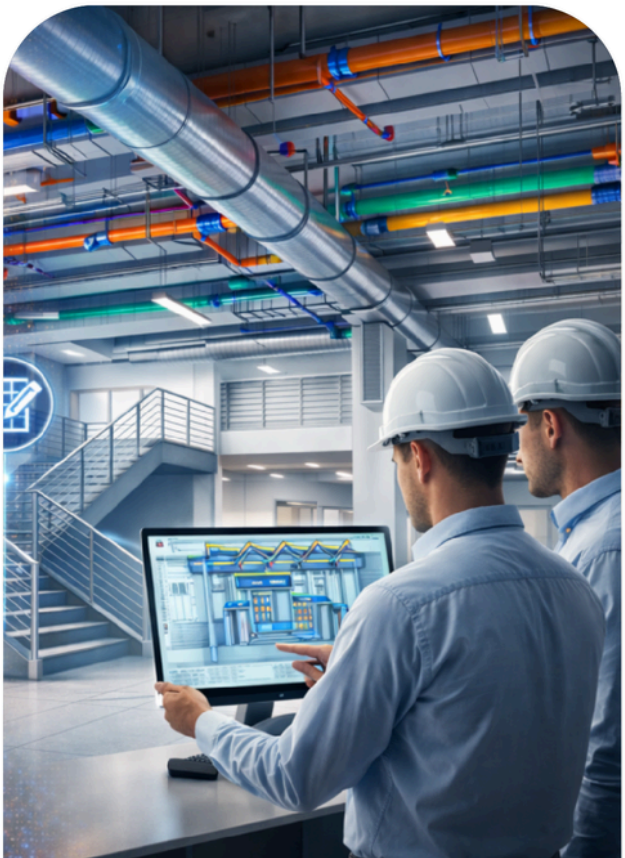
FINULENT SOLUTIONS



# The Last Mile of BIM

**The bridge between a clean model and a working project**



## Read Inside:

- A Question That's Moved On
- Details Nobody Asked For
- Design Intent on the Way to Site
- Small Gaps And Big Money
- When PMs Set Data Rules
- Information Over Geometry

Plenty of projects have models that pass coordination checks. Yet site teams continue raising RFIs because the information they need is missing, inconsistent or difficult to access.

The model is right. Yet the information in it isn't reaching the people who actually make the risk calls. Where does that link break and how do firms close it?







**The model passes:** No clashes, signed off

**The project needs:** A price, a package to release and a build to sequence

# A question That's Moved on



For years, the industry has focused on producing coordinated, clash-free and consistently structured models. That still is important but no longer enough.



What matters next is whether an estimator, buyer or site manager makes a better decision because of the model.

Now this transition from "BIM" to "information management" is well written out in the ISO 19650 drafts. Could result in an explicit shift in language.

This reinforces the move from project-only BIM toward true lifecycle information. Something the industry has been working toward for years.

## The bridge:

Decide early which decisions the model must support, and let that set what goes in it.

# Details Nobody Asked for



Models can carry far more geometry than anyone uses. Mounting structures get modelled down to the fastener when no one downstream needs that level.

Reviewers check what they can see: the shape of the inverter, its position, or whether it clashes with anything.

What they don't often check is the **data** attached to it like the service interval or the spares part number. Those fields can sit empty all through design and construction. The operator finds out when they try writing a maintenance plan and have nothing to base it on.

**The bridge:** Tie every level of detail and property to a named "use". If nobody can name the decision, leave it out. Put maintenance data in the information requirements at the start, so it's requested when the product is selected and the supplier can supply it.

# Design Intent
## on the Way to Site



Revisions live and die on paper when site conditions force a design change **on the spot.** If nobody is responsible for feeding field markups back into the central model, digital assets become obsolete mid-construction.

**By the as-built stage, the model describes a plant that was never built**

### The bridge:

- Log site queries against model elements, so each points to a location and a property
- Log site queries against model elements, so each points to a location and a property
- Compare as-built survey data against the model and flag deviations

The site must also **use** the model for any of this to stick. People update what they rely on.

# Small Gaps
## and Big Money

When a model is complete on geometry yet thin on data, the cost lands on teams outside the BIM team:



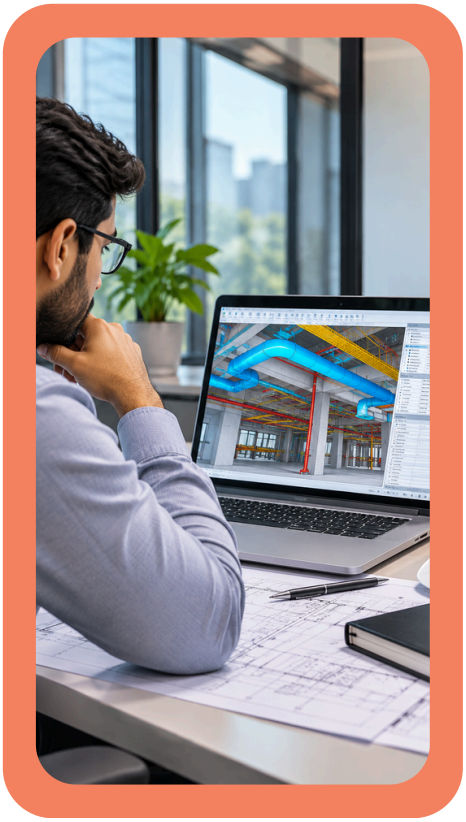
**Estimating:** When quantities can't be pulled from the model the estimator re-measures from drawings and specs. Those hours come out of the estimating budget.

**Procurement:** When the same item appears under different names, the buyer can't trust the schedule and checks it by hand before going to market.

**Site:** When the installer needs a value the model doesn't hold, he raises an RFI and waits. The wait goes on the programme.

Repetitive projects magnify this. On a solar plant for eg, we see property missing from one tracker type missing from thousands of units.

# **When Project Managers** Set Data Rules





It's a costly mistake to treat BIM as an isolated drafting task. Still common in the industry for BIM leads to manage spatial coordination in one silo while project managers run budgets/schedules in another. Project control can break down real quick in such cases.

PMs carry the risk for cost and schedule, so they must define **what data the model delivers at each phase.** The "BIM execution plan" isn't doing its job if a PM can't use model data to verify procurement lead times or price out a design change.

? *Can you pull an accurate equipment take-off from the model today without asking a drafter to clean up the properties manually?*

? *Does the model show you which long-lead components are behind schedule for site arrival?*

If the answer is no, the model is not in place for project delivery.

# Information

## Over Geometry

**Standardize:** Define your asset parameters and attribute naming conventions before anyone draws a single 3D cable tray

**Data over polygons**: Prioritize lightweight, high-data models that field workers and procurement leads can run quickly on mobile devices

**Integrate PMs into the CDE:** Ensure PMs can use model data directly for program tracking

**Capture as-builts progressively:** Models must reflect site changes as they happen

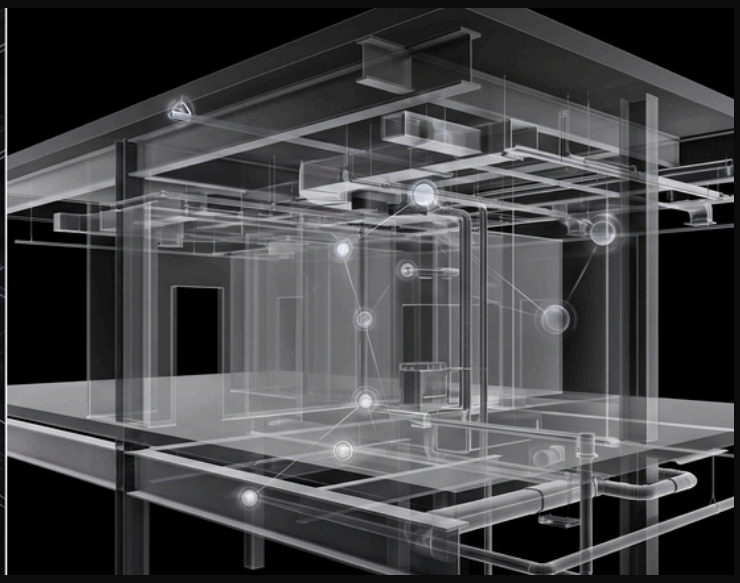


## This month -

Take the last few RFIs on a live project and mark which came from missing/inconsistent model data. Ask your estimator what they correct by hand each time.

Those answers show the bridge your model can build. Turn BIM into what it's always meant to be - A practical tool for building and operating better infrastructure.

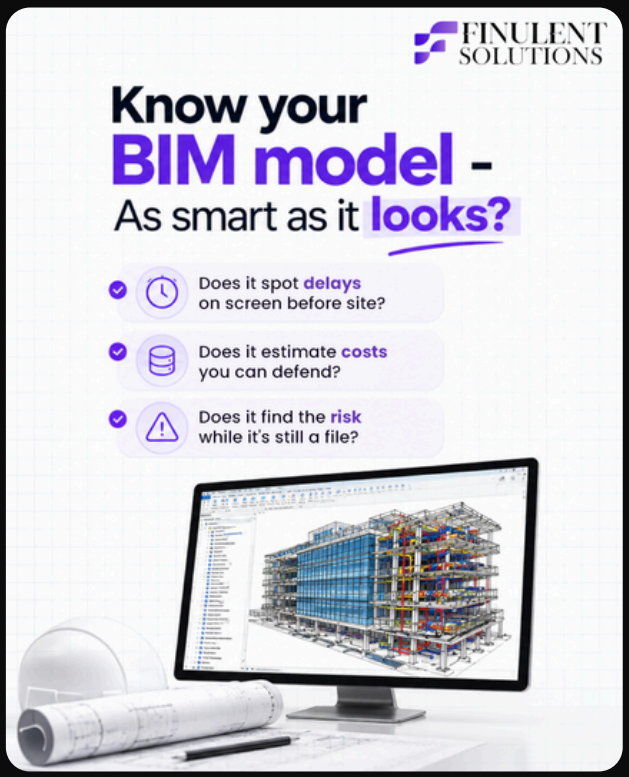




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