Supplier Request for Engineering Approval
The purpose of this module is to inform our supply base about the Supplier Request for Engineering Approval (SREA) process.
EXPECTED OUTCOMES

- Understand the SREA process
- Know the purpose of the SREA and how it applies
- Recognize the impact of failing to submit an SREA
- Learn how to submit an SREA for different groups of parts
- Understand how to find the Product Development Engineer for In Warranty parts
- Become familiar with the change implementation section of the SREA
1. What is a Supplier Request for Engineering Approval?

- An SREA is a request submitted by external suppliers to obtain Ford approval for a plan to implement a proposed supplier change.

- **Globally applicable**
  
  North America  
  South America  
  Europe (all brands)  
  Asia Pacific and Africa (except Mazda)
2. When is the SREA process applicable?

When an external supplier needs to make a change to a manufacturing process, design change or a site/location change including service-unique products.

Examples
- Relocating manufacturing to new facility
- Cost saving opportunity
- New supplier of incoming component or material
- Deviation from print - temporary or permanent
- Manufacturing changes
- Formulary and Packaging Changes to Service Chemicals
- **PV / IP-11 Testing “Waiver”** requests due to prohibitive cost or timing requirements.

Note: The SREA must be accompanied by an approved Alert to be recognized as a waiver.

**FCSD is unique in the fact that we use an SREA to initiate ALL supplier introduced changes including product design changes**
3. Why do we have the SREA process?

- The SREA is the communication tool used by Ford Motor Company to meet the supplier-initiated change notification requirement of PPAP.

- To prevent supplier-initiated changes adversely affecting our product quality, distribution chain, or regulatory product compliance.
4. What is the risk of not following the SREA process?

Risk to Supplier
- Loss of Q1 through Violation of Trust
- Field warranty or Depot containment cost
- Loss of future business
- Loss of customer satisfaction

Risk to Ford
- Negative impact on part quality, supply chain and the end customer
- Negative impact on vehicle customer satisfaction and tarnish brand image
- Unanticipated repair, replacement and/or quality cost
- Regulatory non-compliance

NOTE: SREA approval does NOT indicate an approval to ship parts. PSW submission is required prior to shipping.
Submission method dependant on stage of part life cycle.

1. In warranty / In production
   - Ford Production STA
   - D&R Engineering
   - PD Plant Resident

2. In warranty / Out of production
   - FCSD Buyer
   - D&R Engineering
   - FCSD STA

3. Out of warranty / Out of production
   - FCSD Buyer
   - FCSD (AERO) Engineer
   - FCSD STA
How do I determine In or Out of Warranty Parts?

Out of Warranty

- 4 years since last shipment into production plant
- or -
- WERS Effective out date + 4 years
  Ford/Mercury and 5 years Lincoln
- or -
- Ford Part number prefix application year is 4 years before the current calendar year (Ford/Mercury) and 5 years Lincoln.
  (As outlined in the following Chart.)

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<th>Ford/Mercury</th>
<th>Lincoln</th>
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</tbody>
</table>

In Warranty

- Part is currently shipped into a Production Plant
SUPPLIER REQUEST FOR ENGINEERING APPROVAL (SREA)

- Warranty exceptions starting MY 2007
- Powertrain: 6 years Ford/Mercury and 7 years Lincoln
- Safety restraint systems: 6 years
- Emissions: 9 years

- The link below provides a downloadable file of the Vehicle Warranty Guide information by vehicle line and model year (Not available for all model years):

  http://www.genuineservice.com/genuineservice/en/warrantyresults
SUPPLIER REQUEST FOR ENGINEERING APPROVAL (SREA)

Approval Sign-off for:

In Warranty / In Production

Ford Supplier Portal (Covisint) contains the following:
SREA instructions, forms, communications and references on https://web.qpr.ford.com/sta/SREA.html

Approvers:
Production STA - D&R Engineering - PD Plant Resident
SUPPLIER REQUEST FOR ENGINEERING APPROVAL (SREA)

Approval Sign-off for:
In Warranty / Out of Production

Ford Supplier Portal (Covisint) contains the following:
SREA instructions, forms, communications and references on https://web.qpr.ford.com/sta/SREA.html

Approvers:
FCSD Buyer - D&R Engineering - FCSD STA
SUPPLIER REQUEST FOR ENGINEERING APPROVAL (SREA)

Approval Sign-off for:
Out of Warranty / Out of Production

For North America, the SREA is completed by using the web tool available on Ford Supplier Portal https://web.purinfo.ford.com (Located under the heading "Service Part Deviation Process") which also assigns an FCSD SREA tracking number. (A training video is available on the website)

All chemicals and lubricants used for service applications – in and out of warranty are processed using category 3

Approvers:
FCSD Buyer - FCSD Engineer (AERO) - FCSD STA
How do I locate my Product Development engineer for parts that are In warranty / Out of Production?

- Contact your internal engineering department. They should be able to provide you with the name and phone number for their Ford interface.
- Review current WERS release
- Contact existing PD Plant Resident (e.g. PVT for VO)
### SUPPLIER REQUEST FOR ENGINEERING APPROVAL (SREA)

The **Change Implementation Section** of the SREA is very important for the supplier to fill out completely. Without this information sign-off will be delayed.

**Per the requested change, define what details are applicable**

- Component tolerance stack-up
- Supplier installation drawings
- Supplier engineering specification
- Material Specification
- Supplier Component DFMEA
- Supplier System DFMEA
- Supplier Component DV Test(s)
- Process Flow Chart
- Supplier Component PFMEA **
- Supplier System PFMEA
- Process Sheets
- Operator Instruction Sheets
- Gauge Revisions
- Control Plan
- Gauge R&R Study
- PV Test plan **
- Supplier Production Trial Run
- Tier 2 + Supplier Effect
- Service application
- Logistics / Shipping
- Tooling revisions/movement
- Facility changes
- Bank/Inventory required?
- PPAP submission
- Post-PPAP Functional Trial at Ford Plant

**Define who at the supplier is responsible. Give full name.**

**Submit target completion date for each required item**

**Communication tool with Ford**

All items listed above must be reviewed when developing the change implementation plan, however, the items marked ** are to be completed, reviewed and updated prior to the SREA submission to ensure robust change implementation in support of the date proposed below.