



Supplier Request for Engineering Approval



PURPOSE

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



SUPPLIER REQUEST FOR ENGINEERING APPROVAL (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	Asia Pacific and Africa
South America	(except Mazda)
Europe (all brands)	



SUPPLIER REQUEST FOR ENGINEERING APPROVAL (SREA)

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-II 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



SUPPLIER REQUEST FOR ENGINEERING APPROVAL (SREA)

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



SUPPLIER REQUEST FOR ENGINEERING APPROVAL (SREA)

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.**



SREA SUBMISSION PROCESSES

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



SUPPLIER REQUEST FOR ENGINEERING APPROVAL (SREA)

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.)

In Warranty

- Part is currently shipped into a Production Plant

	OUT OF WARRANTY	
Model Year	Ford/Mercury	Lincoln
1995MY	1-Jan-99	1-Jan-00
1996MY	1-Jan-00	1-Jan-01
1997MY	1-Jan-01	1-Jan-02
1998MY	1-Jan-02	1-Jan-03
1999MY	1-Jan-03	1-Jan-04
2000MY	1-Jan-04	1-Jan-05
2001MY	1-Jan-05	1-Jan-06
2002MY	1-Jan-06	1-Jan-07
2003MY	1-Jan-07	1-Jan-08
2004MY	1-Jan-08	1-Jan-09
2005MY	1-Jan-09	1-Jan-10
2006MY	1-Jan-10	1-Jan-11
2007MY	1-Jan-11	1-Jan-12
2008MY	1-Jan-12	1-Jan-13



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

3

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



SUPPLIER REQUEST FOR ENGINEERING APPROVAL (SREA)

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.

Supplier: Complete the following Change Implementation Plan

	Required for this change? YES or NO.	Responsible	Planned completion Date	Comments	
Change Implementation Plan, applicable to all changes	Component tolerance stack-up				
	Supplier installation drawings				
	Supplier engineering specification				
	Material Specification				
	Supplier Component DFMEA				
	Supplier System DFMEA				
	Supplier Component DV Test(s)	NO			
	Process Flow Chart	YES			
	Supplier Component PFMEA**	YES			
	Supplier System PFMEA	YES			
	Process Sheets	YES			
	Operator Instruction Sheets	YES			
	Gauge Revisions	YES			
	Control Plan	YES			
	Gauge R&R Study	YES			
	PV Test plan**	YES			
	Supplier Production Trial Run	YES			
	Tier 2+ Supplier Effect	NO			
	Service application	YES			
	Logistics / Shipping	YES			
Tooling revisions/movement	NO				
Facility changes	YES				
Bank/Inventory required?	YES			Quantity	
PPAP submission	YES				
Post-PPAP Functional Trial at Ford Plant	NO				

Per the requested change, define what details are applicable

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.