

QUALITY >>>



Current Projects

Risk-Based Audit Days

It is critical for the industry that there is alignment between achievement/maintenance of IATF 16949 certification and the actual quality performance of the site. One of the current issues is that in the IATF audit scheme, the length of the audits (days) is based solely on the number of employees at the site.

The focus of this work group is to define a "Risk Based" model where complexity factors such as type of product, (brakes, steering, etc.), site QMS "maturity" factors such as stability of leadership, stability of business, number of new product launches, quality culture, etc., and demonstrated quality performance are the basis for the calculation of audit days for the site.

AIAG-VDA FMEA Alignment

Currently suppliers providing products to both German and N.A. OEM's are required to assess their products' failure modes and effects differently, based on differences between the processes and the Severity, Occurrence, and Detection rating tables in the VDA and AIAG FMEA Manuals. This causes confusion and adds complexity to the product development and process improvement activities of the suppliers.

The focus of the work group is to come up with a common framework and guidance on the FMEA methodology that will enable suppliers to have a single FMEA business process and associated set of methods and tools to produce robust, accurate and complete FMEAs and meet the needs and expectations of any of their customers.

Traceability

Product traceability is the ability to track a part or component throughout your facility and during the product's journey through the value stream. Traceability may be required for components based on safety, environmental, cost, inventory, or risk exposure reasons and is essential to effectively manage and contain your inventory for engineering changes and product quality issues. Automotive OEM(s) and suppliers have implemented numerous traceability solutions, but there is not a guideline that outlines the standardized best practices endorsed by the automotive industry. AIAG's Traceability Work Group is writing a Traceability guideline that will outline the industry's traceability requirements and share techniques and solutions used in the industry.

3D Model Technical Data Package Exchange Guideline

The Automotive Industry's methods of sharing product design information generates waste by requiring suppliers to adopt unique product design systems, data formats and information standards for each OEM as they require designs to be completed in their specified format.

Suppliers, especially at the tier one level, must convert information to a usable format for their internal and/or downstream suppliers' operations while operating multiple independent, internal design environments to accommodate each customer's specific digital requirements. Additionally, design records and specifications that are integral components of part prints are not adequately packaged with the master math data. Customers deal with the risk that their intended design, including design data and design notes, is not accurately translated by the supplier, causing product quality issues either in the field or during assembly.

Additionally, customers experience increased design costs and/or slower timing due to the dedicated resources required to handle their unique design and data requirements and operating systems.

These scenarios add costs, complexity, delay and potentially diminished product quality while increasing the risk of error due to additional data translations and/or multiple customer specific operating systems. AIAG's 3D Model Technical Data Package Exchange Guideline Work Group is working to develop an exchange guideline for design sharing and collaboration between suppliers and customers, allowing the relay of all necessary design information accurately and reducing the data exchange cycle time between organizations.

COHV CSR Posting Work Group

CSR documents allow a supplier to complete their QMS by identifying a customer's QMS requirements. COHV OEMs CSR documents available to their suppliers, but the documents are located in supplier portals and may require a login and password for access. Additionally, each customer has a unique storage location and method for their CSR documents, as one organization may password protect the document and another customer may freely post their CSR information on their website.

AIAG's COHV CSR Posting Work Group intends to replicate the IATF's success with the COHV market sector by developing a website where each COHV OEM may post their CSR document. As an additional feature, the website will list the AIAG publications that are identified in the OEM's CSR document. Finally, the work group will develop the process to ensure CSR documents and supporting information are maintained and current.

The work group currently consists of several Tier 1 suppliers that supply IATF and COHV OEMs. Members of the work group will develop a presentation for gaining an OEM's support and commitment to utilize AIAG's offer to consolidate this information in one location.

The COHV CSR Posting Work Group is open to AIAG members that are suppliers to COHV OEMs and willing to encourage their customer to participate in this initiative.