

History Highlights



1980

- Arthur Andersen released an influential report on Japanese competitiveness in the U.S. market. AIAG forms as a committee within APICS to study Arthur Andersen's report and make recommendations for future decisions.

1981

- AIAG's first project teams form.
 - The Communications Project Team forms to develop guidelines for data communications and telecommunications techniques at all levels of the supply chain.
 - The Bar Coding Project Team forms to develop voluntary automotive industry bar code standards (including specifications and formats) and promote bar coding at all levels.

1982

- AIAG incorporates on May 5. Its mission: To improve its members' competitiveness through a cooperative effort of North American vehicle manufacturers and their suppliers.
- The first bimonthly newsletter is published (renamed *Actionline* in 1983).

- The Just-in-Time Project Team forms to provide an industry definition of JIT and to improve industry productivity through the application of JIT.
- The Transportation Project Team forms to establish telecommunication standards of freight bills from motor carriers to paying locations.

1983

- AIAG establishes its first office, starts its executive loan program, and develops a membership program.
- The Container Project Team forms to develop operational guidelines for the design of returnable containers for JIT shipments within the automotive industry.

1984

- AIAG adopts the Code 39 alphanumeric symbology and publishes the first industry bar code standards — *Bar Code Symbology (B-1)* and *Shipping/Parts Identification Label (B-3)*.
- AIAG moves to ASC X12 standards and drops development of fixed-length, industry specific EDI standards.
- The first industry document on JIT — *JIT Definition and Requirements* — is published.

- AIAG produces the "Japanese Approach to Productivity" JIT videotape series.

1985

- AIAG publishes its first ASC X12 standards under AIAG cover — "Invoice" (810) and "Material Release" (830).
- The Continuous Quality Improvement Project Team forms to pursue standardization of a common approach to supplier quality certification.
- Odette adopts the AIAG B-3 shipping label standard.

1986

- AIAG publishes the first container guideline — *Dimensional and Functional Guidelines for Returnable Containers Transported by Truck (RC-1)*.
- The CAD/CAM Project Team forms to promote the generation, use and exchange of CAD/CAM data between suppliers and customers in the automotive industry to reduce overall product development time and cost.
- The first industry guideline for Quality Certification is produced.

1987

- The Truck Advisory Group (TAG) forms to focus on issues unique to the manufacture of heavy trucks and large off-road vehicles.
- The AIAG Outstanding Achievement Award is established to recognize corporate and individual members for dedication to improving the industry's productivity.
- AIAG participates in the United Nations Joint Electronic Data Interchange (EDI) meeting and supports migration from national to international EDI standards.

1988

- The first industry position paper on the state of the CAD/CAM industry — *CAD Data Exchange within the North American Automotive Industry* (D-1) — is published.
- AIAG, Ford Motor Co. and Chrysler publish the first set of EDI implementation guides and align EDI standards with ASC X12.
- AUTO-TECH, an educational conference focusing on the automotive customer-supplier relationships, is established.

1989

- AIAG is the first standards body to print a position paper supporting EDIFACT standards.

1990

- The Quality Task Force (later named the Supplier Quality Requirements Task Force), composed of representatives from Chrysler, Ford and General Motors, begins standardizing the Big Three's supplier assessment programs.
- The Quality Task Force publishes the first joint Big Three quality standard — *Measurement Systems Analysis Reference Manual* (MSA).
- The Michigan Technology Council recognizes AIAG with its Leading Edge Technology Award for efforts to standardize EDI in the automotive industry.

1991

- AIAG completes the American Society for Quality Control (ASQC)/AIAG Quality Task Force's second consolidated manual — *Fundamentals of Statistical Process Control* (SPC).
- Four new ASQC/AIAG Quality Task Force work groups form to further standardize the supplier quality assessment programs of Chrysler, Ford and GM.
- AIAG distributes the first industry Implementation Guideline for EDI, showing how 14 ANSI X12 transaction sets are used by 21 automotive customers.

1993

- Chrysler, Ford and GM, along with AIAG and the American Automobile Manufacturers Association, form the OEM Content Reporting Task Force to create a single consistent format for all the suppliers to use when reporting content information required by the North American Free Trade Agreement (NAFTA) and the American Automobile Labeling Act (AALA).
- The Supplier Quality Requirements Task Force distributes two new consolidated quality manuals — *Production Part Approval Process* (PPAP) and *Failure Mode and Effect Analysis* (FMEA).
- AIAG assumes a leadership role in the adoption of STEP (ISO's Standard for the Exchange of Product model data) by agreeing to sponsor the chair of the U.S. Technical Advisory Group to STEP.

1994

- The Supplier Quality Requirements Task Force (SQRTF) distributes three new consolidated quality manuals — *Advanced Product Quality Planning and Control Plan* (APQP), *Quality System Requirements* (QS-9000), and *Quality System Assessments* (QSA).

1994 (Continued)

- Member companies launch the Manufacturing Assembly Pilot (MAP), a study of 16 companies operating in a four-tier supply chain cluster. The study focuses on material flow and related functions to optimize the flow of information and material.
- AIAG embarks on AutoSTEP, a federally funded pilot to lay the groundwork for broad deployment of the STEP standard.

1995

- The Strategic Automotive product data Standards Integration Group (SASIG) is established by AIAG and other global standards-setting bodies — VDA in Germany, GALIA in France, Odette in Sweden, and JAMA in Japan — to improve product data exchange across the international automotive community through the adoption of STEP.
- The Telecommunications Project Team is created to develop the *Automotive Network eXchange* (ANX)[®], a communication link between all automotive trading partners using the Internet and enabling communication through a single, secure access point.
- The Supplier Quality Requirements Task Force releases the QS-9000 Second Edition.

1996

- The completed MAP project indicates that industry-wide use of electronic commerce could save the industry about \$1 billion per year.
- AIAG, Chrysler, Ford and GM collaborate on a common set of EDI requirements, business process narratives, and training for suppliers.
- The Year 2000 Ad Hoc Work Group launches to help the auto industry gain consensus on how to prepare its computer systems for the turn of the century.

1997

- The Year 2000 Task Force surveys over 115,000 Tier One supplier locations to gauge year 2000 readiness, then makes recommendations based on the results.
- AIAG, in a joint effort with Odette, signs a Memorandum of Understanding (MOU) to produce a common global EDIFACT guideline.

1998

- The Telecommunications Project Team completes the ANX pilot and opens certification process to ISPs. ANX's service production launches with the announcement of its first subscribers.

- The Supplier Quality Requirements Task Force releases the *QS-9000 Third Edition* and *QSA Second Edition*. The task force also launches a new QS-9000 Auditor Certification program and announced a recertification program.
- The Tooling & Equipment (TE) Certification program is announced.

1999

- AIAG sells its ANX assets and operations as the network realizes its vision of becoming a globally recognized commercial offering.
- DaimlerChrysler, Ford and GM, as part of the International Automotive Task Force (IATF), announce agreement to recognize the new ISO/TS 16949 standard — a harmonized supplier quality systems requirements document.
- The International Automotive Oversight Bureau (IAOB) is established to implement and manage the ISO/TS 16949 registration scheme oversight activities on behalf of the IATF.
- The AutoSTEP pilot is completed, laying the groundwork for the adoption of STEP as an ISO standard.

2000

- AIAG announces support of the international electronic business XML (ebXML) initiative.
- Joint MOUs are signed for global projects with Odette International Limited, the Japan Automobile Manufacturers Association (JAMA) and the Japan Auto Parts Industries Association (JAPIA).
- The ISO/TS 16949 Auditor Certification Program launches.
- AIAG is one of the first associations to become ISO 9001 registered.

2001

- The Occupational Health & Safety Steering Committee forms to address global health and safety issues in the automotive industry.
- The National Institute of Standards and Technology (NIST) awards AIAG a grant to conduct an industry pilot to support deployment of standards for the exchange of product data management (PDM) information.
- AIAG develops first industry-driven application standard using RFID technology – *Tire & Wheel Identification Label Standard* (B-11).

2002

- The PDM interoperability pilot proves that existing standards are capable of bringing high-end technology to a location using a low-end PDM system. This breakthrough reduces industry costs in vehicle engineering systems by \$1.4 billion annually.
- AIAG recommends the use of Open Applications Group Integration Specification (OAGIS) business object documents (BODs) and ebXML message routing for companies investing in XML development.
- The *Global Invoice Message* (E-14), the first globally developed EDI guideline, is produced.

2003

- The *Crisis Management for the Automotive Supply Chain* (M-12) guideline is developed to help companies respond to and recover from critical incidents and ensure business continuity.
- *An Information Kit for Transportation Recall Enhancement, Accountability and Documentation (TREAD) Act Reporting* (TC-5), is developed to help companies efficiently meet the TREAD Act's requirements.
- AIAG's Operational Planning Process (OPP), a new approach to project management, is introduced to bring structure and discipline to volunteer efforts.

2004

- The *Global Materials Management Operations Guideline Logistics Evaluation MMOG / LE*, a common standard that measures materials and logistic process compliance, is created.
- The China Auto Suppliers Survey is released, indicating that the supply base in China may face overcapacity issues due to the increase in manufacturing occurring at a faster rate than expected market growth.

2005

- *A Reliability Practices Guideline* is developed to help truck and equipment OEMs and suppliers develop robust and highly reliable processes and products by managing reliability throughout the product life cycle.
- The Early Warning Standards (EWS) initiative is launched to lower automotive warranty expenses and improve product quality by reducing the lag time on identification to correction for product defects.
- The International Material Data System (IMDS) steering committee names AIAG the official voice of North American automotive suppliers in making recommendations for improvements to the reporting system that houses the database for the first common global automotive declarable substance list.

2005 (Continued)

- A MOU is signed between Standards for Technology in Automotive Retail (STAR), Japanese Automobile Manufacturers Association (JAMA), the Japanese Automotive Parts Industry Association (JAPIA) and Odette to reduce the complexity in communications from automotive dealerships, to suppliers, to OEMs representing a great leap toward addressing global interoperability.

2006

- AIAG opens a representative office in Shanghai, China. MOUs are signed with the China Association of Automobile Manufacturers (CAAM) and the Society of Automotive Engineers (SAE) of China to promote communication and collaboration between the North American and Chinese automotive industries. AIAG and several member companies also complete a gap analysis program in Chongqing, China, designed to guide local Chinese automotive suppliers in their efforts to become global suppliers.
- AIAG launches its Supply Chain Institute and Core Tool Certification for APQP/PPAP, FMEA, MSA and SPC.

2007

- AIAG introduces a common approach to control special processes — heat treat, plating and coating systems — and a methodology to evaluate and remediate. The guidelines aim to improve quality, reliability and durability of automotive components, and to lower warranty claims and recalls from components undergoing special processes.
- Supplier Working Conditions training launches for Chinese- and Mexican-based suppliers to Chrysler, Ford, GM, Honda and Toyota, to raise awareness of business issues and impacts associated with working conditions, and to share established common industry guidance on corporate responsibility elements.

2008

- The Quality Measurement Data (QMD) Specification is developed, creating an interoperable, non-proprietary, open standard for seamless data communication.
- The Special Process System Assessment training program launches.
- Through a collaborative project with the Original Equipment Suppliers Association (OESA), AIAG establishes the *Consumer Centric Warranty Management Guideline*, which presents best practices to reduce warranty incident rates and financial exposure through faster detection.

- The *Guideline for the Bill of Lading* is developed to establish a uniform format for shipment documentation through the supply chain, helping to reduce processing time and improve data accuracy.

2009

- AIAG launches its e-learning platform with *Using the MMOG/LE as a Continuous Improvement Tool*.
- The Quality Measurement Data (QMD) Certification program launches.
- In cooperation with SASIG, AIAG develops the first global set of Engineering Change Management Recommendations to streamline the processes for managing engineering changes saving the automotive industry hundreds of millions annually.