

How to Determine the Approval Path for an SREA

SREAs are classified as either LOW RISK or HIGH RISK and each category requires review by a specific group of Ford approvers. The risk factor for an individual SREA is determined by the answers to the following two questions:

- What is the supplier's Q1 Status in SIM?
- Is the SREA for an Inverted Delta (safety-related) part?

The chart on the following pages will help you determine if your particular SREA is LOW RISK or HIGH RISK and which Ford approvers are required to review it. *Note: Suppliers do not have to identify all mandatory approvers when submitting an SREA and each approver will automatically be added to the Approver Status table by the system when the SREA is in their "queue".*

The first step in determining the risk factor/approval path for your particular SREA is to locate the Q1 Status for the Manufacturing Site Code using the chart on the following pages. Once you locate the Q1 Status on the chart, determine if the SREA is for an Inverted Delta (safety-related) part. The "Ford Approvers" column will provide a list of the required approvers for that particular combination.

The six Ford approvers shown below also have the ability to add up to three "Reviewers" to an individual SREA if additional input is needed. *Note: Reviewers are not approvers and cannot approve or reject an SREA; they can only provide feedback to the approver who added them. Reviewer input is optional and not required for the SREA to be fully approved or rejected.*

- STA Engineers
- Manufacturing Process Specialists
- STA Supervisors
- PD Engineers
- PD Supervision
- PVT/Residents

Q1 Status (as shown in SIM)	Inverted Delta Part (impacts either regulatory or safety requirement)	Risk	Ford Approvers / Reviewers
<p>A Working Toward Q1 - Supplier Site is expected to achieve Q1 within 12 months of Production Established (PE) Date</p> <p><i>Q1 Status "A" is a non-Q1 status representing a supplier new to the Ford supply base. "A" is considered to be a supplier of higher risk because it is new and therefore is "high risk" for SREA approval.</i></p>	Either NO or YES	HIGH	<p><u>Mandatory Approvers</u> STA Engineer STA Supervisor PD Engineer (<i>identified by either supplier or STA Engineer</i>) PD Supervision (<i>identified by PD Engineer</i>) Chief Functional Engineer * (<i>identified by PD Supervision if any Ford Vehicle Plants are affected</i>) PVT/Resident(s) for Affected Ford Plant(s)</p> <p><u>Optional Approvers</u> Manufacturing Process Specialist (<i>identified by either the supplier or the STA Engineer if required</i>) Materials Specialist (<i>identified by PD Engineer if required</i>)</p> <p><u>Reviewers</u> May be optionally added by: STA Engineer, Manufacturing Process Specialist, STA Supervisor, PD Engineer, PD Supervision, or PVT/Resident</p>
<p>N Code is only used for Raw Materials. Refer to Bulk Material Q1 Process.</p> <p><i>Q1 Status "N" represents a broker or sales office providing, and responsible for, raw material products shipped to Ford. "N" is considered to represent a good performing supplier of raw material and therefore is "low risk" for SREA approval.</i></p>	NO	LOW	<p><u>Mandatory</u> STA Engineer PD Engineer (<i>identified by either supplier or STA Engineer</i>) PD Supervision (<i>identified by PD Engineer</i>) PVT/Resident(s) for Affected Ford Plant(s)</p> <p><u>Optional</u> Manufacturing Process Specialist (<i>identified by either the supplier or the STA Engineer if required</i>) Materials Specialist (<i>identified by PD Engineer if required</i>)</p> <p><u>Reviewers</u> May be optionally added by: STA Engineer, Manufacturing Process Specialist, PD Engineer, PD Supervision, or PVT/Resident</p>
<p><i>However, when raw material is classified as Inverted Delta, it is considered "high risk" for SREA approval even though "N" represents a good performing supplier.</i></p>	YES	HIGH	<p><u>Mandatory Approvers</u> STA Engineer STA Supervisor PD Engineer (<i>identified by either supplier or STA Engineer</i>) PD Supervision (<i>identified by PD Engineer</i>) Chief Functional Engineer * (<i>identified by PD Supervision if any Ford Vehicle Plants are affected</i>) PVT/Resident(s) for Affected Ford Plant(s)</p> <p><u>Optional Approvers</u> Manufacturing Process Specialist (<i>identified by either the supplier or the STA Engineer if required</i>) Materials Specialist (<i>identified by PD Engineer if required</i>)</p> <p><u>Reviewers</u> May be optionally added by: STA Engineer, Manufacturing Process Specialist, STA Supervisor, PD Engineer, PD Supervision, or PVT/Resident</p>

	Q1 Status (as shown in SIM)	Inverted Delta Part (impacts either regulatory or safety requirement)	Risk	Ford Approvers / Reviewers
R	Q1 Revoked - Supplier Site has lost Q1 status due to performance or customer satisfaction issue	Either NO or YES	HIGH	<u>Mandatory Approvers</u> STA Engineer STA Supervisor PD Engineer (<i>identified by either supplier or STA Engineer</i>) PD Supervision (<i>identified by PD Engineer</i>) Chief Functional Engineer * (<i>identified by PD Supervision if any Ford Vehicle Plants are affected</i>) PVT/Resident(s) for Affected Ford Plant(s) <u>Optional Approvers</u> Manufacturing Process Specialist (<i>identified by either the supplier or the STA Engineer if required</i>) Materials Specialist (<i>identified by PD Engineer if required</i>) <u>Reviewers</u> May be optionally added by: STA Engineer, Manufacturing Process Specialist, STA Supervisor, PD Engineer, PD Supervision, or PVT/Resident
U	Code is only used for Raw Materials. Refer to Bulk Material Q1 Process.	Either NO or YES	HIGH	<u>Mandatory Approvers</u> STA Engineer STA Supervisor PD Engineer (<i>identified by either supplier or STA Engineer</i>) PD Supervision (<i>identified by PD Engineer</i>) Chief Functional Engineer * (<i>identified by PD Supervision if any Ford Vehicle Plants are affected</i>) PVT/Resident(s) for Affected Ford Plant(s) <u>Optional Approvers</u> Manufacturing Process Specialist (<i>identified by either the supplier or the STA Engineer if required</i>) Materials Specialist (<i>identified by PD Engineer if required</i>) <u>Reviewers</u> May be optionally added by: STA Engineer, Manufacturing Process Specialist, STA Supervisor, PD Engineer, PD Supervision, or PVT/Resident

Q1 Status (as shown in SIM)		Inverted Delta Part (impacts either regulatory or safety requirement)	Risk	Ford Approvers / Reviewers
W	Q1 Waived - Supplier Site must meet Q1 On-going Performance requirements and it may use an alternate quality management system to satisfy Q1 Manufacturing Site Assessment (Q1MSA) expectations. <i>Q1 Status "W" represents a good performing supplier with an alternate quality management system and therefore is "low risk" for SREA approval.</i>	NO	LOW	<u>Mandatory</u> STA Engineer PD Engineer (<i>identified by either supplier or STA Engineer</i>) PD Supervision (<i>identified by PD Engineer</i>) PVT/Resident(s) for Affected Ford Plant(s) <u>Optional</u> Manufacturing Process Specialist (<i>identified by either the supplier or the STA Engineer if required</i>) Materials Specialist (<i>identified by PD Engineer if required</i>) <u>Reviewers</u> May be optionally added by: STA Engineer, Manufacturing Process Specialist, PD Engineer, PD Supervision, or PVT/Resident
	<i>However, when parts from a "waived supplier" are classified as Inverted Delta, the supplier is considered "high risk" for SREA approval even though "W" represents a good performing supplier.</i>	YES	HIGH	<u>Mandatory Approvers</u> STA Engineer STA Supervisor PD Engineer (<i>identified by either supplier or STA Engineer</i>) PD Supervision (<i>identified by PD Engineer</i>) Chief Functional Engineer * (<i>identified by PD Supervision if any Ford Vehicle Plants are affected</i>) PVT/Resident(s) for Affected Ford Plant(s) <u>Optional Approvers</u> Manufacturing Process Specialist (<i>identified by either the supplier or the STA Engineer if required</i>) Materials Specialist (<i>identified by PD Engineer if required</i>) <u>Reviewers</u> May be optionally added by: STA Engineer, Manufacturing Process Specialist, STA Supervisor, PD Engineer, PD Supervision, or PVT/Resident
X	Q1 Approval Denied - Supplier Site does not meet Q1 Requirements due to timing or non-Q1 Supplier Site does not meet the ongoing performance requirements of Q1. <i>Q1 Status "X" is considered to be a supplier of higher risk because of its demonstrated poor performance and therefore is "high risk" for SREA approval.</i>	Either NO or YES	HIGH	<u>Mandatory Approvers</u> STA Engineer STA Supervisor PD Engineer (<i>identified by either supplier or STA Engineer</i>) PD Supervision (<i>identified by PD Engineer</i>) Chief Functional Engineer * (<i>identified by PD Supervision if any Ford Vehicle Plants are affected</i>) PVT/Resident(s) for Affected Ford Plant(s) <u>Optional Approvers</u> Manufacturing Process Specialist (<i>identified by either the supplier or the STA Engineer if required</i>) Materials Specialist (<i>identified by PD Engineer if required</i>) <u>Reviewers</u> May be optionally added by: STA Engineer, Manufacturing Process Specialist, STA Supervisor, PD Engineer, PD Supervision, or PVT/Resident

Q1 Status (as shown in SIM)		Inverted Delta Part (impacts either regulatory or safety requirement)	Risk	Ford Approvers / Reviewers
Y	<p>Q1 Achieved - Supplier Site has been awarded Q1.</p> <p>Q1 Status "Y" represents a good performing supplier and therefore is "low risk" for SREA approval.</p>	NO	LOW	<p><u>Mandatory</u> STA Engineer PD Engineer (<i>identified by either supplier or STA Engineer</i>) PD Supervision (<i>identified by PD Engineer</i>) PVT/Resident(s) for Affected Ford Plant(s)</p> <p><u>Optional</u> Manufacturing Process Specialist (<i>identified by either the supplier or the STA Engineer if required</i>) Materials Specialist (<i>identified by PD Engineer if required</i>)</p> <p><u>Reviewers</u> May be optionally added by: STA Engineer, Manufacturing Process Specialist, PD Engineer, PD Supervision, or PVT/Resident</p>
	<p>However, when parts from a Q1 supplier are classified as Inverted Delta, the supplier is considered "high risk" for SREA approval even though "Y" represents a good performing supplier.</p>	YES	HIGH	<p><u>Mandatory Approvers</u> STA Engineer STA Supervisor PD Engineer (<i>identified by either supplier or STA Engineer</i>) PD Supervision (<i>identified by PD Engineer</i>) Chief Functional Engineer * (<i>identified by PD Supervision if any Ford Vehicle Plants are affected</i>) PVT/Resident(s) for Affected Ford Plant(s)</p> <p><u>Optional Approvers</u> Manufacturing Process Specialist (<i>identified by either the supplier or the STA Engineer if required</i>) Materials Specialist (<i>identified by PD Engineer if required</i>)</p> <p><u>Reviewers</u> May be optionally added by: STA Engineer, Manufacturing Process Specialist, STA Supervisor, PD Engineer, PD Supervision, or PVT/Resident</p>

* Chief Functional Engineer approval is not required if all affected Ford plants are Powertrain plants regardless of Q1 Status or Inverted Delta.