



FIAT CHRYSLER AUTOMOBILES

FCA US LLC
Customer-Specific Requirements
for IATF 16949:2016

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Introduction

1 Scope

1.1 General

This document defines certain customer-specific requirements (CSR) for FCA US LLC.

This document is also applicable to organizations supplying assemblies of production parts or materials (“modular suppliers”) and to organizations supplying partially or fully assembled vehicles (“contract vehicle assembly plants”).

The English language version of this document shall be the official version for purposes of third party registration.

Sanctioned translations of this document shall:

- Be for reference only.
- Reference the English version as the official language.
- Include FCA US LLC in the copyright statement.

Any other translations are not authorized.

NOTES

1. All published references to "Chrysler" or "Chrysler Group LLC" applicable to these customer-specific requirements shall be interpreted as applying to all of FCA US unless otherwise specified.
2. Comments or questions concerning this document may be sent to FCA US at iatf16949@fcagroup.com. (Please include the phrase “CSR ISSUE” in the subject line of the e-mail). Comments or questions on documents or standards cited within this document should be addressed to their respective authors.

1.2 Application

ISO 9001:2015, IATF 16949:2016 and this document define fundamental quality system requirements for organizations contracted by FCA US to provide Production and/or Mopar parts and components. These requirements shall be included in any scope of registration/certification to IATF 16949 issued by an IATF-recognized and IATF-contracted certification body in order for the IATF 16949 certificate to be recognized as satisfying FCA US organization criteria for third party registration/certification. (See IATF 16949, Remarks for certification).

NOTE: The official list of IATF-recognized Certification Bodies can be found at <http://www.iatfglobaloversight.org/certBodies.aspx>.

All IATF 16949 requirements and the requirements of this document shall be addressed in the organization’s quality system.

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Several section headers within this document are followed by the statement “No FCA US Customer-Specific Requirement for this section” to verify that there is no auditable FCA US-specific requirement for the section.

The presence of this statement shall not be interpreted to mean that other commercial or technical requirements do not exist for the subject addressed in the section, or that existing commercial or technical requirements are superseded by this statement.

Unless explicitly specified, these requirements are not linked to the Customer-Specific Requirements (CSR) of any other management system standard required by FCA US. A nonconformance to a CSR of one standard does not imply that a nonconformance to another CSR exists. **Specifically, a supplier who is not fully certified to ISO 14001 shall not receive a nonconformance from their IATF 16949 Certification Body.**

This document is not applicable to organizations supplying Tooling and Equipment (T&E) to FCA US. T&E suppliers to FCA US shall be third-party registered to ISO 9001:2015.

Third-Party Registration

All organizations providing production parts to FCA US shall be third-party registered to IATF 16949:2016 through an IATF-recognized Certification Body. Certification requirements for organizations providing parts or materials to Mopar vary by type of material supplied. These requirements are summarized in Table 1:

TABLE 1: QMS Certification Requirements for Mopar

Mopar Part or Material	Mopar Certification Requirement
Service parts	IATF 16949
Remanufactured (“reman”) parts	
Accessory parts identified by Mopar as safety parts or installed at Mopar Custom Shops	Accessory part certification upgrade to IATF 16949 is required by 3/31/17.
Other Accessory parts	ISO 9001 • All certifications shall be administered through a registrar recognized as an IATF Certification Body. • Transition from a non-IATF recognized registrar shall occur within the transition period ending 9/14/18.
Essential chemicals	
Marketing chemicals	
Valueline parts	
Performance parts	None

IATF 16949 Registration Verification

Organizations shall submit proof of registration by sending a digital copy (PDF) of their current registration certificate) to FCA US at iatf16949@fcagroup.com. The submission email should list all FCA US Supplier Manufacturing Location Codes (SMLCs) assigned to the site. The email should also identify a contact for certification issues at this site, providing contact information (phone number(s) and email address) for the contact.

NOTE: Unless the organization site experiences a change in certification status (see below), the verification record is valid for the life of the certificate. *Periodic resubmissions are not required.*

Notification of IATF 16949 Registration Status Change

Organizations shall notify FCA US of any change in their IATF 16949 registration status via e-mail to iatf16949@fcagroup.com. Such changes include, but are not limited to:

- Initial certification.*
- Recertification.*
- Transfer of certification to a new Certification Body*
- Certificate withdrawal.
- Certificate cancellation without replacement.

*These changes require submitting proof of registration as described above.

IATF 16949 Registration Exemption

FCA US may, at its option, fully exempt certain organizations from IATF 16949 registration. This exemption generally applies to those organizations whose automotive business is of such low significance that they will not register to ISO/TS 16949, but are still needed as a supplier to FCA US.

Identification of candidate organizations for full exemption from IATF 16949 registration is the responsibility of FCA US Supplier Quality. Verification and maintenance of exemption status is the responsibility of FCA US Purchasing & Supplier Quality Operations and Integration.

NOTE: Unless otherwise specified, exemption from IATF 16949 registration does not relieve the organization of their obligation to abide by the quality requirements outlined in Clause 6 of the Production and Mopar Purchasing General Terms and Conditions.

Bulk Metallic Commodity Exemptions

Certain specific bulk metallic commodities are exempt from some requirements of this document. Eligible commodities are listed in Table 2 and the scope of the exemptions is listed in Table 3.

NOTE: Exemptions only apply to these Customer-Specific Requirements, not to the sections of IATF 16949 with which they are aligned.

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TABLE 2: Bulk Metallic Commodities

Code	Name
03AB	Flat Rolled Steel, Hot Rolled Steel
03BA	Flat Rolled Steel, Cold Rolled Steel
03CC	Flat Rolled Steel, Galvanized Steel-Both Sides
03IA	Tailor Welded Blanks
03KF	Welded Carbon Steel Tube
03NA	Structural Steel, Hot Rolled Carbon-Bars
03RA	Welded Wire
05AD	Aluminum Flat Products, Flat Rolled Aluminum
05AG	Aluminum Braze Sheet

TABLE 3: CSR Section Exemptions for Bulk Metallic Commodities

IATF 16949 Section	FCA US Customer-Specific Requirement
8.2.3.1.2 Customer-designated special characteristics	The Shield <S>; also <E> The Diamond <D>
8.3.5.2 Manufacturing process design input	PFMEAs and Control Plans
8.3.4.2 Design and development validation	Design Verification (DV);
	Production Validation (PV)
8.3.4.4 Product approval process	Process Approval
	Production Part Approval Process (PPAP)
8.6.2 Layout inspection and functional testing	Annual Layout
8.6.3 Appearance items	Appearance Master Samples
9.2.2.3 Manufacturing process audit	Layered Process Audits
10.2.5 Warranty management systems	Automotive Warranty Management (AWM)
	AWM Exceptions
	AWM Exemptions
10.2.6 Customer complaints and field failure test analysis	Returned Parts Analysis

2 References

References cited by this document are the latest versions available at the date of publication. When a cited document is revised after the date of publication, the newer version shall apply.

NOTE: If a conflict is perceived between a newer version of a cited reference and this document, contact FCA US at iatf16949@fcagroup.com for guidance. (Please include the phrase “CSR ISSUE” in the subject line of the e-mail)

A. References cited in these Customer-Specific Requirements

Automotive Industry Action Group (AIAG) North American Automotive Quality Core Tool Manuals

- *Chrysler, Ford, General Motors Advanced Product Quality Planning and Control Plan (APQP): Second Edition July, 2008.*
- *Chrysler, Ford, General Motors Production Part Approval Process (PPAP), Fourth Edition, March, 2006.*
- *Chrysler, Ford, General Motors Service Production Part Approval Process (Service PPAP), First Edition, June, 2014.*
- *Chrysler, Ford, General Motors Potential Failure Mode and Effects Analysis (FMEA) Fourth Edition, June, 2008.*

AIAG Quality Manuals

- *CQI-8: Layered Process Audit Guideline, 2nd Edition*
- *CQI-9 Special Process: Heat Treat System Assessment, 3rd Edition*
- *CQI-11 Special Process: Plating System Assessment, 2nd Edition*
- *CQI-12 Special Process: Coating System Assessment, 2nd Edition*
- *CQI-14: Automotive Warranty Management, 3rd Edition*
- *CQI-15 Special Process: Welding System Assessment*
- *CQI-16: ISO/TS 16949:2009 Guidance Manual*
- *CQI-17 Special Process: Soldering System Assessment*
- *CQI-19: Sub-tier Supplier Management Process Guideline*
- *CQI-23: Special Process: Molding System Assessment*
- *M7-4: Global MMOG/LE – Version 4*

ISO Standards

ISO 9001:2015 “Quality management systems – Requirements”

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International Automotive Task Force (IATF) Publications

- IATF 16949:2016 “Fundamental quality management system requirements for automotive production and relevant service parts organizations”
- *Automotive Certification Scheme for ISO/TS 16949; Rules for achieving and maintaining IATF recognition; 5th Edition for IATF 16949, 1 November 2016*

NOTE: All references to the “Rules” in these Customer-Specific Requirements refer to this fifth edition of *Automotive Certification Scheme for IATF 16949*.

- *Minimum Automotive Quality Management System Requirements for Sub-Tier Suppliers (MAQMSR), 2nd Edition for ISO/TS 16949 and IATF 16949.*

FCA US Engineering Standards

- *AS-10119<A> General Requirements For Designated Appearance Items*
- *PF-8500 Requirements For Verification, Validation And Continuing Conformance testing*
- *PF-EMISSIONS<E> Identification Of Emissions Items*
- *PF-HOMOLOGATION<H> Product Homologation*
- *PF-SAFETY<S> Product Safety – Use Of Safety Shields <S>*
- *PS-7300 Product Quality – Use Of Diamonds <D>*
- *PS-10125<T> Component Parts Traceability*
- *PS-11346 Warranty Returned Parts Testing and Analysis Procedures*
- *QR-10008 Product Assurance Testing, Revision D*

Purchasing and Supplier Quality Documents and Applications

- 8-Step Corrective Action Plan Form
- *FCA US Customer-Specific Requirements for Use with PPAP 4th Edition and Service PPAP, 1st Edition*
- External Balanced Scorecard (EBSC)
- FCA US Process Planning and Audit tools:
 - *Process Planning and Audit Manual v 2.1, including:*
 - *Process Planning Review*
 - *Process Audit*
 - *PFMEA and Control Plan Document Audit Forms*
- *Production and Mopar Purchasing General Terms and Conditions*

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Supply Chain Management Documents

Packaging and Shipping Instructions

NOTE: This document is located in the “Reference Material” section of the Production Part Suppliers page of the Supply Chain Knowledge Center website.

B. Availability of references cited in these Customer-Specific Requirements

Industry Documents Availability

Automotive Industry Action Group publications are available from the AIAG at <https://www.aiag.org/store/quality> [(248) 358-3003].

Copies of International Organization for Standardization (ISO) publications are available from the ISO at <http://www.iso.org/iso/store.htm> [41 22 749 08 88].

IATF 16949 and the *Rules* are available from the select training providers listed on the IATF web site: <http://www.iatfglobaloversight.org/publications.aspx>.

The International Automotive Task Force document MAQMSR is available on the IATF web site <http://iatfglobaloversight.org>.

FCA US Documents Availability

This document and *FCA US Customer-Specific Requirements for Use with PPAP 4th Edition and Service PPAP, 1st Edition* are available from the International Automotive Task Force (IATF) at <http://www.iatfglobaloversight.org/content.aspx?page=FCAUSLLCCustomer-SpecificRequirements>.

Other FCA US Engineering, Purchasing and Supplier Quality, and Supply Chain Management documents and applications are available through eSupplierConnect as noted in the table below.

NOTES:

1. Assistance with eSupplierConnect is available through the home page (<http://www.esupplierconnect.com>), or by telephone (1-800-841-1752).
2. Unless otherwise specified, applications and other materials referenced in this document as being available through eSupplierConnect are located in the “NATFA” section.

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TABLE 4: FCA US Document Availability in eSupplierConnect

FCA US Application or Reference	eSupplierConnect Application or Reference Name	A/R*	Bundle Code
Engineering	beStandard	A	BES
Purchasing & Supplier Quality	8 Step Corrective Action Form	R	(none)
	EBSC - External Balanced Scorecard	A	GBL
	FCA US General Terms & Conditions, Clauses and Forms	R	(none)
	Supplier PFMEA Audit Summary Process Planning and Audit tools (through Supplier Quality Manual and Forms)	R R	(none) (none)
Supply Chain Management	Supply Chain Knowledge Center	R	(none)

*A – Application / R – Reference

3 Terms and definitions

3.1 Terms and definitions for the automotive industry

NOTE: Numbers in parentheses identify first use of term in this document.

3CPR (3rd Party Containment and Problem Resolution) (7.2.2)

3CPR is a FCA US program for managing third-party containment and sorting of nonconforming components and assemblies when:

- The nonconformance is the organization’s responsibility.
- The nonconformance has escaped the organization’s control and potentially nonconforming material has left the organization’s site.

Appearance Master (1.2)

An appearance master is a physical property whose color, gloss, surface texture or appearance conforms to the specified appearance requirements.

Certification Body (1.2)

A firm recognized by the IATF to conduct audits to IATF 16949 and issue certificates to clients. As an IATF OEM member, FCA US only recognizes certificates issued by IATF-recognized Certification Bodies carrying the IATF logo and specific IATF number.

Consigned Part (8.4.1.3)

A part or component supplied to the organization by a FCA US-managed supplier. FCA US retains commercial and quality responsibility for the part or component.

Customer (1.1)

References to “customer” in this document shall be interpreted as FCA US for organizations who are third party registered or are pursuing third party registration to IATF 16949

Design Verification (DV) (8.3.4.2)

Design Verification (DV) is a series of tests, inspections, and procedures that must be accomplished to determine if the design meets its intent. (Refer to PF-8500 and *Product Assurance Testing*).

Directed Part (8.4.1.3)

A part or component supplied to the organization by a FCA US-selected supplier. (Such a supplier is often referred to as a directed source). The organization retains commercial and post-launch quality responsibility for the part or component.

Essential Chemicals (1.2)

Bulk materials used in production vehicles and validated during vehicle development which is packaged for service.

External Balanced Scorecard (EBSC) (2.0 A)

The External Balanced Scorecard is a computer application used by Purchasing and Supplier Quality to store, analyze and report organization performance data collected from other sources within FCA US. EBSC reports are used to monitor organization performance and are an input to Purchasing procurement decisions.

Global Issue Management (GIM) (7.2.2)

A web-based computer application developed and used by FCA to manage the corrective action process.

Forever Requirements (7.4)

The Forever Requirements are proactive communications from the organization to the customer about proposed product or process changes.

IATF (International Automotive Task Force) (2.0)

The IATF is an ad hoc group of automotive manufacturers and their respective trade associations, formed to provide improved quality products to automotive customers worldwide. The IATF is responsible for:

- Developing a consensus regarding international fundamental quality system requirements, primarily for the participating companies' direct suppliers of production materials, product or service parts or finishing services
- Developing policies and procedures for the common IATF third party registration scheme to ensure consistency worldwide.
- Providing appropriate training to support IATF16949 requirements and the IATF registration scheme.
- Establishing formal liaisons with appropriate bodies to support IATF objectives.

Manufacturing

“Manufacturing” includes partially or fully assembled vehicles.

Marketing Chemicals (1.2)

Service materials developed for aftermarket applications.

Material Management Operations Guideline /Logistics Evaluation (MMOG/LE) (2.0)

The global standards for supply chain management processes that provide industry best practices. It is intended to establish a common definition of materials practices to facilitate effective communication between trading partners.

Mopar Custom Shop (1.2)

A facility that provides factory installation of accessories and direct vehicle delivery to dealerships.

Oversight Office (9.1.2.1)

An organization established by the IATF to implement and manage its IATF 16949 certification scheme. (All IATF-recognized Certification Bodies are managed through Oversight Offices). At present, there are five Oversight Offices:

- ANFIA (Associazione Nazionale Filiera Industria Automobilistica) / Italy
- IAOB (International Automotive Oversight Bureau) / US
- IATF France
- SMMT (Society of Motor Manufacturers and Traders) / UK
- VDA-QMC (Verband der Automobilindustrie – Qualitäts Management Center) / Germany

Performance Parts (1.2)

A brand of parts sold by Mopar. These special parts or systems are sold to the customer to enhance vehicle performance.

Process Audit (PA) (2.0)

The Process Audit is a “picture” of the Organization’s process in the project development phase. It is used to verify that the process is capable of producing parts or components that meet FCA US requirements.

Production Demonstration Run (PDR) (8.4.1.2)

Production Demonstration Run (PDR) is a demonstration of organization process capability and production capacity, using a timed production run (300 pieces or 2 hours) to calculate an effective line speed and First Time Capability (FTC).

Production Part Approval Process (PPAP) (1.2)

Production Part Approval Process (PPAP) provides the evidence that all customer engineering design record and specification requirements are properly understood by the organization and that the manufacturing process has the potential to produce product consistently meeting these requirements during an actual production run at the quoted production rate.

Production Validation (PV) (8.3.4.2)

Production Validation (PV) is a series of tests validating the production tooling, methods, and processes used to manufacture a component. (Refer to PF-8500 and *Product Assurance Testing*).

Process Planning Review (PPR) (8.3.2.1)

Process Planning Review (PPR) details the tasks performed by the organization and FCA US that ensure parts which meet all requirements are delivered on time to designated manufacturing facilities. It details critical tasks occurring during product creation in order to identify risk and appropriate risk mitigation activities.

Remanufactured (“reman”) Parts (1.2)

Parts produced by a formal process that salvages core material or used assemblies from the field and restores them into usable product. Salvaged core is combined with new parts, rework and repair to make a reliable assembly for resale. Remanufacturing processes are subject to Process planning meetings and Process Audits.

Site (1.2)

“Site” includes contract vehicle assembly plants.

Supplier-Associated Warranty (10.2.5)

Warrantable vehicle service associated with dealer repair or replacement of organization-supplied parts or components. Association does not imply responsibility for failure. Responsibility for failure is determined after of root cause analysis of the failed part or component has been completed.

Valueline Parts (1.2)

A brand of maintenance service parts sold by Mopar as an alternative to OEM replacement parts.

4 Context of the organization

4.1 Understanding the organization and its context

No FCA US Customer-Specific Requirement for this section.

4.2 Understanding the needs and expectations of interested parties

No FCA US Customer-Specific Requirement for this section.

4.3 Determining the scope of the quality management system

No FCA US Customer-Specific Requirement for this section.

4.3.1 Determining the scope of the quality management system – supplemental

No FCA US Customer-Specific Requirement for this section.

4.3.2 Customer-specific requirements

No FCA US Customer-Specific Requirement for this section.

4.4 Quality management system and its processes

4.4.1

No FCA US Customer-Specific Requirement for this section.

4.4.1.1 Conformance of products and processes

No FCA US Customer-Specific Requirement for this section.

4.4.1.2 Product safety

No FCA US Customer-Specific Requirement for this section.

4.4.2

No FCA US Customer-Specific Requirement for this section.

5 Leadership

5.1 Leadership and commitment

5.1.1 General

No FCA US Customer-Specific Requirement for this section.

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5.1.1.1 Corporate responsibility

No FCA US Customer-Specific Requirement for this section.

5.1.1.2 Process effectiveness and efficiency

No FCA US Customer-Specific Requirement for this section.

5.1.1.3 Process owners

No FCA US Customer-Specific Requirement for this section.

5.1.2 Customer focus

No FCA US Customer-Specific Requirement for this section.

5.2 Quality policy

No FCA US Customer-Specific Requirement for this section.

5.2.1 Establishing the quality policy

No FCA US Customer-Specific Requirement for this section.

5.2.2 Communicating the quality policy

No FCA US Customer-Specific Requirement for this section.

5.3 Organizational roles, responsibilities and authorities

No FCA US Customer-Specific Requirement for this section.

5.3.1 Organizational roles, responsibilities, and authorities – supplemental

No FCA US Customer-Specific Requirement for this section.

5.3.2 Responsibility and authority for product requirements and corrective actions

No FCA US Customer-Specific Requirement for this section.

6 Planning for the quality management system

6.1 Actions to address risks and opportunities

6.1.2.1 Risk analysis

No FCA US Customer-Specific Requirement for this section.

6.1.2.2 Preventive action

No FCA US Customer-Specific Requirement for this section.

6.1.2.3 Contingency plans

No FCA US Customer-Specific Requirement for this section.

6.2 Quality objectives and planning to achieve them

6.2.1

No FCA US Customer-Specific Requirement for this section.

6.2.2

No FCA US Customer-Specific Requirement for this section.

6.2.2.1 Quality objectives and planning to achieve them – supplemental

No FCA US Customer-Specific Requirement for this section.

6.3 Planning of changes

No FCA US Customer-Specific Requirement for this section.

7 Support

7.1 Resources

No FCA US Customer-Specific Requirement for this section.

7.1.1 General

No FCA US Customer-Specific Requirement for this section.

7.1.2 People

No FCA US Customer-Specific Requirement for this section.

7.1.3 Infrastructure

No FCA US Customer-Specific Requirement for this section.

7.1.3.1 Plant, facility, and equipment planning

No FCA US Customer-Specific Requirement for this section.

7.1.4 Environment for the operation of processes

No FCA US Customer-Specific Requirement for this section.

7.1.4.1 Environment for the operation of processes – supplemental

No FCA US Customer-Specific Requirement for this section.

7.1.5 Monitoring and measuring resources

No FCA US Customer-Specific Requirement for this section.

7.1.5.1.1 Measurement system analysis

No FCA US Customer-Specific Requirement for this section.

7.1.5.2 Measurement traceability

No FCA US Customer-Specific Requirement for this section.

7.1.5.2.1 Calibration/verification records

No FCA US Customer-Specific Requirement for this section.

7.1.5.3.1 Internal laboratory

No FCA US Customer-Specific Requirement for this section.

7.1.5.3.2 External laboratory

No FCA US Customer-Specific Requirement for this section.

7.1.6 Organizational knowledge

No FCA US Customer-Specific Requirement for this section.

7.2 Competence

No FCA US Customer-Specific Requirement for this section.

7.2.1 Competence – supplemental

No FCA US Customer-Specific Requirement for this section.

7.2.2 Competence - on-the-job training

Each location shall have a sufficient number of trained individuals such that computer applications necessary for direct support of FCA US manufacturing can be accessed during scheduled FCA US operating times, and other applications can be regularly accessed during normal business hours. The specific computer applications required will vary with the scope of an organization site's operations. For manufacturing sites, the recommended quality applications include, but are not limited to:

- 3CPR – 3rd Party Containment and Problem Resolution
- CQMS – Corporate Quality Management System
- CQR – Common Quality Reporting
- DRIVE – Delivery Rating Improvement Verification
- EBSC – External Balanced Scorecard

- EWT – Early Warranty Tracking
- GIM – Global Issue Management
- GCS – Global Claims System
- NCT – Non Conformance Tracking
- PRAS – Parts Return Analysis System
- QNA – Quality Narrative Analyzer
- webCN – Change Notice System
- WIS – Warranty Information System

NOTE: FCA US periodically offers training to organization personnel on selected FCA US processes and procedures (including those referenced in this document), during Supplier Training Week. Information on content, scheduling and registration is available in the “Supplier Learning Center” application in eSupplierConnect.

7.2.3 Internal auditor competency

No FCA US Customer-Specific Requirement for this section.

7.2.4 Second-party auditor competency

No FCA US Customer-Specific Requirement for this section.

7.3 Awareness

No FCA US Customer-Specific Requirement for this section.

7.3.1 Awareness – supplemental

No FCA US Customer-Specific Requirement for this section.

7.3.2 Employee motivation and empowerment

No FCA US Customer-Specific Requirement for this section.

7.4 Communication

Forever Requirements

The organization shall comply with the Forever Requirements activities described in Appendix E of the Process Planning and Audit Manual.

7.5 Documented information

No FCA US Customer-Specific Requirement for this section.

7.5.1 General

No FCA US Customer-Specific Requirement for this section.

7.5.1.1 Quality management system documentation

No FCA US Customer-Specific Requirement for this section.

7.5.2 Creating and updating

No FCA US Customer-Specific Requirement for this section.

7.5.3 Control of documented Information

No FCA US Customer-Specific Requirement for this section.

7.5.3.2.1 Record retention

Organization-controlled Records

Records identified by FCA US as “organization-controlled” shall be retained on-site, but made available for review by FCA US or the Certification Body upon request.

Minimum Retention Requirements

Quality performance records (e.g. control charts, inspection and test results) shall be retained for one calendar year after the year in which they were created.

Records of internal quality system audits and management review shall be retained for three years.

7.5.3.2.2 Engineering specifications

No FCA US Customer-Specific Requirement for this section.

8 Operation

8.1 Operational planning and control

No FCA US Customer-Specific Requirement for this section.

8.1.1 Operational planning and control — supplemental

No FCA US Customer-Specific Requirement for this section.

8.1.2 Confidentiality

No FCA US Customer-Specific Requirement for this section.

8.2 Determination of requirements for products and services

No FCA US Customer-Specific Requirement for this section.

8.2.1 Customer communication

No FCA US Customer-Specific Requirement for this section.

8.2.1.1 Customer communication — supplemental

The organization shall establish a connection for electronic communication with FCA US through eSupplierConnect.

NOTE: Instructions for registering for the portal and assistance with its use can be found at <https://fcagroup.esupplierconnect.com>

8.2.2 Determination of requirements related to products and services

No FCA US Customer-Specific Requirement for this section.

8.2.2.1 Determining the requirements for products and services – supplemental

No FCA US Customer-Specific Requirement for this section.

8.2.3 Review of requirements related to the products and services

8.2.3.1

No FCA US Customer-Specific Requirement for this section.

8.2.3.1.1 Review of the requirements for products and services — supplemental

No FCA US Customer-Specific Requirement for this section.

8.2.3.1.2 Customer-designated special characteristics

The Shield <S>; also <E>

The Shield identifies Special Characteristics that require special due diligence since the consequence of a likely assembly or manufacturing variation may cause a non-conformance to safety and regulatory product requirements. Suppliers (if applicable) shall be knowledgeable of the following standards: PF-SAFETY<S>, PF-Emissions<E>. <S> designates product safety/regulatory requirements. <E> designates government regulated vehicle emissions requirements.

The Diamond <D>

The Diamond identifies Special Characteristics of a component, material, assembly or vehicle assembly operation that are designated by FCA US as key to the function and customer acceptance of the finished product. Diamonds also highlight important characteristics on fixtures and gauging procedures during design verification, product validation, or revalidation. The Symbol <D> identifies key but non-Safety/non-regulatory product characteristics or processes that may be susceptible to manufacturing variation and require additional controls to assure conformance to specifications and customer satisfaction. A Diamond <D> requires that a process control plan be developed for that characteristic.

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NOTE: The use of a Diamond as specified in PS-7300 does not automatically require the use of statistical process control. Other methods of control (such as error-proofing and mistake-proofing) may be more able to prevent or detect non-conformances. Processes that demonstrate a high degree of capability (Cpk > 3.0, for example) for an extended period of time may require a less frequent method of control. The exact method to be used must be determined in advance and agreed to by the FCA US Supplier Quality Engineer and Product Engineer.

Presence of a Diamond does not affect the significance to a Shield(s) on the same document. For further detail, organizations shall refer to PS-7300.

Special Characteristics Not Identified with Symbols

FCA US or the organization may choose product or process characteristics that affect fit, form, function or appearance that are not identified with a symbol. Situations where this may occur and the applicable FCA US Engineering Standards addressing these situations are summarized in the following table:

TABLE 5: FCA US Engineering Standards addressing Special Characteristics not identified with Symbols

<i>If the organization:</i>	<i>The organization should refer to:</i>
Provides engineering (including service) or assembly services, parts or components for vehicles intended for sale in regulated markets outside of NAFTA	PF-Homologation
Provides parts or components: <ul style="list-style-type: none"> • That require tracking to ensure emission, certification and regulatory compliances • That are designated as a high theft components for law enforcement needs 	PS-10125
Provides appearance items – parts or components whose color, gloss or surface finish requirements are specified by the FCA US Product Design Office	AS-10119

The organization may develop its own special characteristics symbols for internal use. If organization-specific special characteristics are developed, the organization shall document the equivalence of the internal symbols with FCA US symbols and reference the equivalence when the organization uses internal symbols in its communications with FCA US.

8.2.3.1.3 Organization manufacturing feasibility

No FCA US Customer-Specific Requirement for this section.

8.2.4 Changes to requirements for products and services

No FCA US Customer-Specific Requirement for this section.

8.3 Design and development of products and services

8.3.1 General

No FCA US Customer-Specific Requirement for this section.

8.3.1.1 Design and development of products and services – supplemental

No FCA US Customer-Specific Requirement for this section.

8.3.2 Design and development planning

No FCA US Customer-Specific Requirement for this section.

8.3.2.1 Design and development planning – supplemental

FCA US uses the Process Planning Review (PPR) and Process Audit (PA), documented in the Process Planning and Audit tool, for documentation of advance quality planning. When required, organizations shall participate in teams to develop parts or components and shall use PPR and PA. On occasions when use of PPR and PA is not required, organizations shall develop products according to the Advanced Product Quality Planning (APQP) Process.

NOTE: FCA US and FCA Italy SpA share common advance quality planning methods.

A FCA US-led Process Planning Review / Process Audit (PPR/PA) program shall be performed for parts that have a Customer-monitored (high or medium) initial risk as identified by the Supplier Quality Engineer. Supplier-monitored (low risk) parts shall have an organization-led program, unless otherwise specified by the FCA Supplier Quality Engineer. Parts that have been out of production for 12 months or more shall have an organization-led PPR/PA unless otherwise determined by the Supplier Quality Engineer. PPR/PA shall be completed prior to providing PS-level parts to FCA US and shall be completely approved prior to a PPAP submission.

Unless otherwise specified, changes made to advance quality planning processes are not retroactively applied to existing product development programs. In the absence of specific direction by FCA US, the organization shall implement quality management system changes in time to be in conformance during their next new product development program.

8.3.2.2 Product design skills

No FCA US Customer-Specific Requirement for this section.

8.3.2.3 Development of products with embedded software

No FCA US Customer-Specific Requirement for this section.

8.3.3 Design and development Inputs

No FCA US Customer-Specific Requirement for this section.

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8.3.3.1 Product design input

No FCA US Customer-Specific Requirement for this section.

8.3.3.2 Manufacturing process design input

No FCA US Customer-Specific Requirement for this section.

8.3.3.3 Special characteristics

NOTE: see 8.2.3.1.2 for FCA US requirements regarding customer-defined symbols.

8.3.4 Design and development controls

No FCA US Customer-Specific Requirement for this section.

8.3.4.1 Monitoring

No FCA US Customer-Specific Requirement for this section.

8.3.4.2 Design and development validation

Design Verification (DV) and Production Validation (PV) shall be satisfactorily completed before PA and PPAP approval.

NOTE: Guidance on the extent of required PV testing is provided by the PPR/PA tool *Production Validation Testing Scope*.

8.3.4.3 Prototype programme

No FCA US Customer-Specific Requirement for this section.

8.3.4.4 Product approval process

Process Audit

A systematic and sequential review of the organization's process shall be completed through a Process Audit (PA) performed by the FCA Supplier Quality Engineer and Product Engineer prior to a PPAP submittal. The purpose is to verify the organization's process readiness and to assure understanding of complete program requirements.

Production Part Approval Process

The organization shall comply with *Production Part Approval Process (PPAP), 4th Edition, Service Production Part Approval Process (Service PPAP), 1st Edition* and *FCA US Customer-Specific Requirements for Use with PPAP 4th Edition*.

8.3.5 Design and development outputs

No FCA US Customer-Specific Requirement for this section.

8.3.5.1 Design and development outputs – supplemental

No FCA US Customer-Specific Requirement for this section.

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8.3.5.2 Manufacturing process design output

PFMEAs and control plans are required for prototype, pre-launch, and production phases. PFMEA and Control Plan documentation shall be audited to the PFMEA and Control Plan Document Audit Form. Control Plans shall be verified to the Control Plan Process Audit Checklist, with corrective action for any identified nonconformance(s) documented on the associated PDCA Planning Worksheet. A FCA US representative's signature is not required on Control Plans, unless specifically requested by the Supplier Quality Engineer.

8.3.6 Design and development changes

No FCA US Customer-Specific Requirement for this section.

8.3.6.1 Design and development changes – supplemental

No FCA US Customer-Specific Requirement for this section.

8.4 Control of externally provided products and services

No FCA US Customer-Specific Requirement for this section.

8.4.1 General

8.4.1.1 General - supplemental

No FCA US Customer-Specific Requirement for this section.

8.4.1.2 Supplier selection process

With respect to suppliers to the organization (“sub-tier suppliers”), the organization shall:

- Conduct an on-site Process Audit (or equivalent) and Production Demonstration Run (PDR) for all parts/suppliers that are NOT considered by FCA US or the organization to be low risk to the vehicle program.
- Develop and maintain a list of approved suppliers for each sub-component, raw material, commodity, technology, or purchased service that is not Consigned or Directed by FCA US. The organization shall have a documented process and use assigned personnel to monitor and manage performance.

8.4.1.3 Customer-directed sources (also known as “Directed-Buy”)

If the organization has one or more Directed parts/suppliers:

- FCA US is responsible for the Process Planning Review, Process Audit, and PDR activities up to and including PPAP, with input from and participation of the organization (Tier 1 Supplier).
- The organization (Tier 1 Supplier) is responsible for managing the on-going quality of the Tier 2 components following PPAP and working with FCA US to resolve issues.

If the organization has one or more Consigned parts/suppliers, FCA US is responsible for all quality activities up to and including PPAP, as well as management of ongoing quality issues.

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8.4.2 Type and extent of control of external provision

No FCA US Customer-Specific Requirement for this section.

8.4.2.1 Type and extent of control – supplemental

No FCA US Customer-Specific Requirement for this section.

8.4.2.2 Statutory and regulatory requirements

No FCA US Customer-Specific Requirement for this section.

8.4.2.3 Supplier quality management system development

Management of Supplier Quality Management System (QMS) Development

Supplier QMS development effectiveness shall be evaluated on the basis of evidence that the organization has processes in place that include such elements as:

- Supplier QMS development strategy (8.4.2.5).
 - Criteria for designating “exempt” suppliers.
 - Criteria for granting waivers to select suppliers for compliance to specified elements of ISO 9001 or IATF 16949.
- Second-party audit administration (8.4.2.4.1).
 - Identification of second-party auditors.
 - Criteria for granting self-certification status to qualified suppliers.
 - A schedule for second-party audits.
- Organization-controlled record keeping (7.5.3.2.1).
- Progress monitoring.

NOTE: Organizations requiring additional guidance on supplier QMS development should refer to *CQI-19: Sub-tier Supplier Management Process Guideline*.

Minimum Automotive Quality Management System Requirements for Sub-Tier Suppliers (MAQMSR)

The organization shall prioritize the QMS development program for non-exempt suppliers to introduce compliance to the Minimum Automotive Quality Management System Requirements for Sub-Tier Suppliers (MAQMSR), as the first step beyond compliance with ISO 9001 or certification to ISO 9001.

At a minimum, the organization should require their non-exempt suppliers to demonstrate compliance to ISO 9001 and MAQMSR.

Ship-Direct Suppliers

Organizations may, with FCA US Purchasing concurrence, identify a supplier location within FCA Purchasing systems as an organization manufacturing site. (Such a designation allows direct shipment

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of manufactured goods to FCA US). Unless otherwise specified by FCA US, such sites shall be subject to the registration requirements described in Section 1.2.

In the event that FCA US chooses to grant such a supplier site an exemption to IATF 16949 registration,

- The site shall receive the highest priority for QMS development.
- The site shall not be designated “exempt”, or a “waiver” shall not be granted, without the written concurrence of FCA US Supplier Quality.

Supplier Development Not Required of Suppliers Certified to IATF 16949

Supplier QMS certification by an IATF-recognized Certification Body to IATF 16949 completely satisfies the requirements for quality management system development. Further QMS development by the organization is not required while the supplier’s certification is valid.

If the supplier certification expires or is cancelled or withdrawn by their Certification Body, the organization shall establish and implement a plan for second-party audits to ensure continued compliance to IATF 16949 until such time as the supplier is recertified.

Exemption shall not be granted as an alternative to recertification without approval from FCA US Supplier Quality management.

8.4.2.3.1 Automotive product-related software or automotive products with embedded software

No FCA US Customer-Specific Requirement for this section.

8.4.2.4 Supplier monitoring

No FCA US Customer-Specific Requirement for this section.

8.4.2.4.1 Second-party audits

Second Party Audit Administration

The second party must annually audit each non-exempt supplier for whom it has performed the second party service.

- For suppliers not certified to ISO 9001, the duration of these audits must conform to the full application of the audit day requirements of the *Rules*, Section 5.2.
- For ISO 9001 certified suppliers, audit length may vary to suit individual supplier requirements and audit resource availability in accordance with the documented development strategy.

Audit reports shall be retained as organization-controlled records (7.5.3.2.1).

The following second party qualifications shall apply:

1. The organization must be certified to IATF 16949:2016 by an IATF-recognized Certification Body.
2. The IATF 16949 certification of the second party cannot be in “suspended” status.

Supplier self-certification

The organization shall have a documented process for identifying and qualifying suppliers for whom self-certification is an effective alternative to second-party audits for QMS development. Qualification criteria shall include a preliminary evaluation (audit) of the supplier's QMS, an analysis of the supplier's quality performance and an assessment of the incremental risk to organization products.

Self-certification qualifications shall be documented and subject to periodic review. Such documents shall be managed as organization-controlled records (7.5.3.2.1).

8.4.2.5 Supplier development

Supplier exemptions / waivers

The organization strategy for supplier development of its active suppliers shall include a documented process for designating "exempt" suppliers – those suppliers who are unable or unwilling to fully certify a quality management system to IATF 16949 or ISO 9001.

The organization development strategy shall include provisions for granting partial exemptions ("waivers") to suppliers providing commodities for which specific sections of ISO 9001 or IATF 16949 do not apply.

Except as noted in Section 8.4.2.3, declaring a supplier as "exempt" does not relieve the organization of the responsibility for supplier QMS development for any sections of ISO 9001 or IATF 16949 not explicitly waived.

Supplier development prioritization, exemption and waiver decisions, as well as the scope of individual exemptions or waivers, shall be documented and subject to periodic review. This documentation shall be retained as an organization-controlled record.

8.4.3 Information for external providers

No FCA US Customer-Specific Requirement for this section.

8.4.3.1 Information for external providers – supplemental

With respect to external providers to the organization (i.e. "sub-tier suppliers"), the organization shall:

- Cascade and communicate all FCA US quality requirements (e.g., Quality Planning, Process Audit, PDR, Forever Requirements, etc.) throughout the organization's supply chain.
- Initiate a Forever Requirement Notice for any proposed process change throughout the supply chain.

8.5 Production and service provision

8.5.1 Control of production and service provision

No FCA US Customer-Specific Requirement for this section.

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8.5.1.1 Control plan

No FCA US Customer-Specific Requirement for this section.

8.5.1.2 Standardised work – operator instructions and visual standards

No FCA US Customer-Specific Requirement for this section.

8.5.1.3 Verification of job set-ups

No FCA US Customer-Specific Requirement for this section.

8.5.1.4 Verification after shutdown

No FCA US Customer-Specific Requirement for this section.

8.5.1.5 Total productive maintenance

No FCA US Customer-Specific Requirement for this section.

8.5.1.6 Management of production tooling and manufacturing, test, inspection tooling and equipment

No FCA US Customer-Specific Requirement for this section.

8.5.1.7 Production scheduling

No FCA US Customer-Specific Requirement for this section.

8.5.2 Identification and traceability

No FCA US Customer-Specific Requirement for this section.

8.5.2.1 Identification and traceability — supplemental

No FCA US Customer-Specific Requirement for this section.

8.5.3 Property belonging to customers or external providers

No FCA US Customer-Specific Requirement for this section.

8.5.4 Preservation

No FCA US Customer-Specific Requirement for this section.

8.5.4.1 Preservation – supplemental

Organizations shall be familiar and comply with FCA US packaging, shipping and labeling requirements contained in the *Packaging and Shipping Instructions* manual.

8.5.5 Post-delivery activities

No FCA US Customer-Specific Requirement for this section.

8.5.5.1 Feedback of information from service

No FCA US Customer-Specific Requirement for this section.

8.5.5.2 Service agreement with customer

No FCA US Customer-Specific Requirement for this section.

8.5.6 Control of changes

No FCA US Customer-Specific Requirement for this section.

8.5.6.1 Control of changes – supplemental

No FCA US Customer-Specific Requirement for this section.

8.5.6.1.1 Temporary change of process controls

No FCA US Customer-Specific Requirement for this section.

8.6 Release of products and services

No FCA US Customer-Specific Requirement for this section.

8.6.1 Release of products and services — supplemental

No FCA US Customer-Specific Requirement for this section.

8.6.2 Layout inspection and functional testing

Annual Layout

To ensure continuing conformance to all FCA US requirements, a complete annual layout inspection, including all sub-components, shall be required for all production parts and components unless waived in writing by the FCA US Supplier Quality Engineer. Any such waiver shall be subject to annual review and renewal. Documented evidence of the waiver shall be retained as an organization-controlled record.

The frequency and extent of layout inspections for service parts and components shall be established by the organization with the written approval of Mopar Supplier Quality. Documented evidence of the approved layout inspection plan shall be retained as an organization-controlled record.

In the absence of a written agreement, an annual, full layout inspection is required.

8.6.3 Appearance items

Appearance Master Samples

All appearance masters are specified and controlled by the FCA US Product Design Office. Samples of appearance masters are available from the Thierry Corporation: <http://www.thierry-corp.com> [(248) 549-8600, 49 (0) 711-839974-0].

8.6.4 Verification and acceptance of conformity of externally provided products and services

No FCA US Customer-Specific Requirement for this section.

8.6.5 Statutory and regulatory conformity

No FCA US Customer-Specific Requirement for this section.

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8.6.6 Acceptance criteria

No FCA US Customer-Specific Requirement for this section.

8.7 Control of nonconforming process outputs, products and services

8.7.1

No FCA US Customer-Specific Requirement for this section.

8.7.1.1 Customer authorization for concession

No FCA US Customer-Specific Requirement for this section.

8.7.1.2 Control of nonconforming product – customer specified process

No FCA US Customer-Specific Requirement for this section.

8.7.1.3 Control of suspect product

No FCA US Customer-Specific Requirement for this section.

8.7.1.4 Control of reworked product

No FCA US Customer-Specific Requirement for this section.

8.7.1.5 Control of repaired product

No FCA US Customer-Specific Requirement for this section.

8.7.1.6 Customer notification

No FCA US Customer-Specific Requirement for this section.

8.7.1.7 Nonconforming product disposition

No FCA US Customer-Specific Requirement for this section.

9 Performance evaluation

9.1 Monitoring, measurement, analysis and evaluation

9.1.1 General

No FCA US Customer-Specific Requirement for this section.

9.1.1.1 Monitoring and measurement of manufacturing processes

No FCA US Customer-Specific Requirement for this section.

9.1.1.2 Identification of statistical tools

No FCA US Customer-Specific Requirement for this section.

9.1.1.3 Application of statistical concepts

No FCA US Customer-Specific Requirement for this section.

9.1.2 Customer satisfaction

External Balanced Scorecard

FCA US Purchasing and Supplier Quality use the External Balanced Scorecard (EBSC) to evaluate customer satisfaction with its external production and service suppliers. EBSC stores, analyzes and reports organization performance data collected from other sources within FCA US. The EBSC report used for evaluation of organization site performance at a commodity level is the Monthly Supplier Scorecard ("scorecard").

The Production scorecard reports ratings in five categories:

- Incoming Material Quality (IMQ)
- Delivery
- Warranty
- Cost
- Partnership

The Service scorecard reports performance in three categories:

- Incoming Material Quality (IMQ)
- Delivery
- Partnership

The Prototype scorecard reports performance in three categories:

- Incoming Material Quality (IMQ)
- Delivery
- Partnership

Cost and Partnership are used to measure commercial performance and shall not to be used to evaluate the performance of organization quality management systems.

Supplier Quality Reporting

FCA US may, at its option, provide Certification Bodies with periodic reports of their clients' quality data, such as:

- EBSC Incoming Material Quality (IMQ), Delivery and Warranty metrics with supporting data.
- FCA US Supplier Quality process audit reports.

NOTE: Sharing CB client quality data does not constitute an OEM performance complaint as described in Section 8.1 of the *Rules*.

9.1.2.1 Customer satisfaction – supplemental

OEM Performance Complaint

FCA US may, at its option, file an OEM performance complaint with a Certification Body when confronted with a specific organization quality performance issue where a root cause may be a nonconformance in the organization's quality management system.

FCA US shall notify the Certification Body of the OEM performance complaint by sending the CB a notification letter that will:

- Identify the organization site.
- Summarize substance of the complaint.
- Document the affected element(s) of IATF 16949.
- Request a copy of the organization site's last audit report.

NOTE: As FCA US is an IATF member; a request for client audit reports is permitted under Section 3.1.e of the *Rules*.

A copy of the notification letter will be sent to the organization, as well as the Certification Body's Oversight Office.

Upon receipt of the OEM performance complaint notification letter, the CB shall investigate the complaint in accordance with Section 8.0 of the *Rules*. At the conclusion of their investigation, the CB shall advise FCA US of their findings and any actions taken.

An OEM performance complaint may be filed in conjunction with, or independently of, a TPSL action. The CB findings from an OEM complaint investigation may be used by FCA US to establish the need to place an organization site in TPSL or New Business Hold.

Top Problem Supplier Location Reporting

Upon periodic review of EBSC quality measures and other key performance indicators, FCA US may notify specific organization sites that they have been identified as a Top Problem Supplier Location (TPSL). The TPSL designation signals FCA US dissatisfaction with the organization site's quality performance, and begins a process to develop and implement a performance improvement plan.

FCA US shall notify the Certification Body of the organization site's involvement in the TPSL process by sending the CB a copy of the notification letter and follow-up communications (as required) that will:

- Identify the organization site.
- Summarize the process.
- Document specific areas of concern, with supporting data.
- Request a copy of the organization site's last audit.

NOTE: As FCA US is an IATF member; a request for client audit reports is permitted under Section 3.1.e of the *Rules*.

Certification Body notification of TPSL activity is for information only and does not constitute an OEM performance complaint as described in Section 8.1 of the *Rules*. However, FCA US reserves the right to file a performance complaint at any point within the TPSL process.

FCA US shall notify the Certification Body when the organization site has achieved the agreed-upon exit criteria and is removed from the TSPL process.

Quality New Business Hold

Upon periodic review of EBSC quality measures and other key performance indicators, FCA US may notify an organization that they have been placed in Quality New Business Hold (QNBH) status. This indicates that the organization site's quality performance is persistently below expectations and corrective action is required. The organization will be ineligible to bid on new FCA US business supplied from the affected organization site(s) without senior Purchasing management intervention.

A notification letter is sent to the organization, outlining the substance of the complaint and identifying the exit criteria the organization must achieve to be removed from QNBH status. A separate notification letter is sent to the organization's Certification Body (CB) and the Oversight Office via electronic mail. This letter will:

- Identify the organization.
- Describe the substance of the complaint.
- Provide evidence supporting the complaint (the organization notification letter and additional data as required).
- Identify the FCA US Supplier Quality representative for the complaint.

The CB shall:

- Issue a Major nonconformance against the organization and suspend the organization's ISO/TS 16949 certification in accordance with Section 8.0 of the *Rules*.
- Provide FCA US with copies of the organization's last recertification audit and all subsequent surveillance audits.

NOTE: As FCA US is an IATF member; a request for client audit reports is permitted under Section 3.1.e of the *Rules*.

- Follow the process outlined in Section 8.0 of the *Rules* to manage the nonconformance and determine whether the organization's certificate will be restored or withdrawn.

If the CB reinstates the organization's certificate, the organization will remain in QNBH status beyond the reinstatement date while FCA US monitors EBSC quality measures and other key performance indicators.

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If the effectiveness of the implemented corrective actions cannot be verified, FCA US shall refer the issue to the organization's Certification Body and their Oversight office for further investigation. The organization site shall remain in NBH status.

When the exit criteria established for the organization have been met, FCA US shall:

- Remove the Quality New Business Hold status, lifting the associated commercial and quality sanctions. (Sanctions imposed by other FCA US processes may remain in place.)
- Notify the affected organization site(s), the CB and the Oversight Office.

If the CB withdraws the certificate, FCA US Purchasing and Supplier Quality management will develop a joint plan for the organization that either restricts further commercial activity or works toward improving processes and performance to a level that permits the organization to petition for new certification.

If an organization site is seeking certification to ISO/TS 16949, but is placed on QNBH status before the stage 2 audit is conducted, the CB shall not conduct a stage 2 audit until the QNBH status is lifted or FCA US Supplier Quality management notifies the organization and the CB in writing that the stage 2 audit may proceed.

If an organization site is placed on QNBH status after a stage 2, transfer or recertification audit, but before the certificate is issued:

- The CB shall immediately suspend the existing certificate, if applicable
- The CB shall issue the new certificate in accordance with the *Rules*.
- The CB shall then immediately place the new certificate in suspension in accordance with the *Rules*. If applicable, the suspension of the previous certificate shall be removed.

Material Management Operations Guideline /Logistics Evaluation (MMOG/LE)

Organizations shall use Global MMOG/LE – Version 4 to integrate evaluation of delivery performance into their quality management system.

Evaluation of integration effectiveness shall be based on evidence that the organization has a process in place that includes elements such as:

- Internal auditors identified.
- An established schedule for self-assessment (including evidence of schedule adherence).
- Timely submission of the completed self-assessment to FCA US.
- A defined continuous improvement process (including evidence of goal-setting and performance evaluation).
- A defined corrective action process (including evidence of actions taken and verification of effectiveness).
- Progress monitoring.

Evaluation shall be by self-assessment. The self-assessment shall be conducted annually, but may be repeated as needed.

NOTE: FCA may choose to conduct a MMOG/LE audit at any time.

The self-assessment shall be conducted using the “Full” self-assessment spreadsheet tool from Global MMOG/LE – Version 4. The results of the annual self-assessment shall be submitted to FCA US through the DRIVE system (accessible through eSupplierConnect) between May 1 and July 31 of the current calendar year. A copy of the completed spreadsheet shall be retained.

Questions concerning MMOG/LE should be directed to FCA US Supplier Delivery Development at scmsdd@fcagroup.com.

9.1.3 Analysis and evaluation

No FCA US Customer-Specific Requirement for this section.

9.1.3.1 Prioritization

No FCA US Customer-Specific Requirement for this section.

9.2 Internal audit

9.2.1

No FCA US Customer-Specific Requirement for this section.

9.2.2

No FCA US Customer-Specific Requirement for this section.

9.2.2.1 Internal audit programme

No FCA US Customer-Specific Requirement for this section.

9.2.2.2 Quality management system audit

The scope of the annual audit programme shall include a review of a minimum of two Product Control Plans for FCA US parts, where applicable.

9.2.2.3 Manufacturing process audit

Layered Process Audits

Organizations supplying production parts or components to FCA US shall conduct Layered Process Audits (LPA) on all elements of manufacturing and assembly lines that produce production parts or components for FCA US. These shall include both Process Control Audits (PCA) and Error Proofing Verification (EPV) audits.

Organizations shall provide evidence of compliance to the following requirements:

- Audit process shall involve multiple levels of site management, from line supervisor up to the highest level of senior management normally present at the organization site.

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- A member of site senior management shall conduct process control audits at least once per week. All members of site senior management shall conduct process control audits on a regular basis.
- Delegation of this activity will not be accepted with the exception of extenuating circumstances.
- The organization shall have a documented audit structure with auditor level and frequency of inspection.
- PCAs shall be conducted at least once per shift for build techniques and craftsmanship related processes.
- EPV audits shall be conducted at least once per shift, preferably at the start of shift. Compliance charts shall be completed once per quarter and maintained for the life of the program. The following metrics shall be included:
 - Audit completion by all auditing layers.
 - By-item percentage conformance by area.
- Reaction plans shall be in place to immediately resolve all non-conformances.

The organization shall show evidence of immediate corrective action, containment (as required), and root cause analysis (as required).

A separate communication procedure is required to address reoccurring non-conformances. Specific areas of focus shall include the following:

- Resolution of non-conformances
- Escalation of issue for management review
- Lessons learned

Layered process audits are not required for specific materials, parts or assemblies produced on such an infrequent or irregular basis that it would prohibit establishing a regular, weekly audit schedule.

- Such infrequently or irregularly produced materials, parts or assemblies shall be subject, at a minimum, to a process audit at start-up and shutdown of each production run.
- Organizations shall evaluate and document the applicability of this exception for each material, part or assembly under consideration based upon the production schedule for all customers.
- The evaluation document shall be maintained as an organization-controlled record (7.5.3.2.1); reviewed annually and updated as required.

Organizations shall use *CQI-8: Layered Process Audits Guideline, 2nd Edition* to establish a Layered Process Audit program.

Special Process Assessments

Organizations shall evaluate the effectiveness of each of the applicable special processes listed below with the associated AIAG manual:

- Heat Treating – *CQI-9 Special Process: Heat Treat System Assessment, 3rd Edition*
- Plating – *CQI-11 Special Process: Plating System Assessment*
- Coating – *CQI-12 Special Process: Coating System Assessment*
- Welding – *CQI-15 Special Process: Welding System Assessment*
- Soldering – *CQI-17 Special Process: Soldering System Assessment*
- Molding – *CQI-23: Special Process: Molding System Assessment*

Evaluation of implementation effectiveness shall be based on evidence that the organization has a process in place that includes elements such as:

- Auditors identified.
- Schedule for self-assessment in place (including evidence of schedule adherence).
- Monitoring of progress.
- Defined corrective action process.
- Organization-controlled record keeping (7.5.3.2.1).
- Supplier development process (8.4.2.5) identified for applicable suppliers to the organization.

Pursuant to IATF 16949 clause 8.4.3.1, this requirement shall also apply to suppliers to the organization who employ the above-listed special processes.

Organizations shall evaluate their manufacturing processes, and the manufacturing processes of their suppliers, to establish and document the scope of applicability of this requirement. This document is an organization-controlled record (7.5.3.2.1). Evaluation shall be by self-assessment. The self-assessment shall be conducted annually, but may be repeated as needed. The self-assessment may be conducted as part of the organization’s internal quality audit or conducted separately.

Assessment by a competent second party auditor (7.2.4) will satisfy the self-assessment requirement for suppliers to the organization.

9.2.2.4 Product audit

Continuing conformance inspection and tests shall be performed during the model year to assure production items or products continue to meet specified requirements and tolerances unless waived in writing by the FCA US Release Engineer. Any such waiver shall be subject to annual review and renewal. (Refer to PF-8500 and the Product Assurance Testing manual).

9.3 Management review

9.3.1.1 Management review – supplemental

No FCA US Customer-Specific Requirement for this section.

9.3.2 Management review inputs

9.3.2.1 Management review inputs – supplemental

No FCA US Customer-Specific Requirement for this section.

9.3.3.1 Management review outputs – supplemental

Output from Customer-Specific Requirements to the following sections shall provide management review input:

- Design and development planning - Supplemental (8.3.2.1)
- Supplier quality management system development (8.4.2.3)
- Customer satisfaction — Supplemental (9.1.2.1), except as noted below
- Quality management system audit (9.2.2.2)
- Manufacturing process audit (9.2.2.3)

Output from Automotive Warranty Management (10.2.5) shall be included in the management review of actual and potential field-failures and their impact upon quality, safety or the environment.

10 Improvement

10.1 General

No FCA US Customer-Specific Requirement for this section.

10.2 Nonconformity and corrective action

A written corrective action plan using the 8-Step Corrective Action Plan Form shall be submitted to the FCA US Supplier Quality Engineer, as requested, for those issues not already included in the on-line GIM system.

10.2.3 Problem solving

No FCA US Customer-Specific Requirement for this section.

10.2.4 Error-proofing

No FCA US Customer-Specific Requirement for this section.

10.2.5 Warranty management systems

Automotive Warranty Management (AWM)

Organizations providing production and non-exempt service parts and components to FCA US shall support improvement in customer satisfaction through pursuit and achievement of warranty reduction targets established by FCA US, where applicable. This shall be accomplished by active participation in the Supplier Associated Warranty Reduction Program (SAWRP).

Organizations shall use CQI-14: Automotive Warranty Management, 3rd Edition to integrate warranty into their quality management system.

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Evaluation of integration effectiveness shall be based on evidence that the organization has a process in place that includes elements such as:

- Internal auditors identified.
- An established schedule for self-assessment (including evidence of schedule adherence).
- A defined continuous improvement process (including evidence of goal-setting and performance evaluation).
- A defined corrective action process (including evidence of actions taken and verification of effectiveness).
- Organization-controlled record keeping (7.5.3.2.1).
- Progress monitoring (including monthly evaluation of organization’s performance to warranty reduction targets established by FCA US).
- A supplier development process (8.4.2.5) identified for applicable suppliers to the organization.

NOTE: When organizations manage warranty at a corporate level, individual organization sites requiring evidence of compliance to this requirement may reference CQI-14 compliant corporate processes as they pertain to the products and processes at their sites.

Evaluation shall be by self-assessment. The self-assessment shall be conducted annually, but may be repeated as needed. The self-assessment may be conducted as part of the organization’s internal quality audit or conducted separately. The self-assessment shall be conducted using the self-assessment spreadsheet tool from CQI-14. The completed spreadsheet shall serve as a record of the self-assessment.

Implementation of Automotive Warranty Management shall proceed in three stages:

1. Organization identifies and implements necessary changes to quality management system processes, trains responsible personnel and conducts initial, “baseline” self-assessment.
2. Organization establishes internal performance goals, develops prioritized corrective action plan to achieve these goals and prepares an assessment schedule.
3. Organization monitors performance, continues with self-assessments and updates corrective action plan as required to meet FCA US requirements and internal improvement goals or maintain goal-level performance.

Implementation timing for organizations (either new suppliers or current suppliers to FCA US) is summarized in the following table:

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TABLE 6: Implementation timing for Automotive Warranty Management (AWM) requirements

Organization's relationship to FCA US	Existing Vehicle Program	New Vehicle Program
New Supplier	Complete implementation through Stage 2 within six months of award of business. Implementation through Stage 3 to follow within six months of start of production.	Complete implementation through Stage 2 before Commercial Launch. Implementation through Stage 3 to follow within six months of Commercial Launch.
Current Supplier	Full implementation through Stage 3 required.	Follow timing for "New Supplier/New Vehicle Program" (above) for new parts or components.

AWM Exceptions

The following temporary exceptions apply to organizations that would otherwise be required to implement AWM:

1. Emergency Assumption of Business - Organizations who assume production of parts or components at FCA US's request under emergency conditions are exempt from AWM requirements for six months for these parts or components. The "New Supplier/Existing Program" requirements (above) shall apply thereafter.
2. Financially Distressed Suppliers - Organizations that have been identified by FCA US Supplier Relations as being financially distressed may, with FCA US Supplier Quality senior management approval, suspend AWM actions. Such action is considered temporary and will be subject to periodic review by FCA US Supplier Quality and FCA US Supplier Relations.

AWM Exemptions

Organizations that have been identified by FCA US Purchasing and Supplier Quality management as exempt from ISO/TS 16949 or IATF 16949 registration are also exempt from FCA US AWM requirements. However, Mopar parts or components installed on production vehicles at an assembly plant, a Mopar Custom Shop or a dealership at time of sale are considered "production" parts and subject to AWM requirements regardless of the organization's certification status.

Implementation is not required of organizations producing modular assemblies or other products that cannot have warrantable repair assigned to their activity.

Implementation is not required of organizations producing parts or components in commodity groups with historically-low warranty levels. A list of these low warranty commodity groups is available from the

FCA US web page “Supplier Warranty Management – WIS, EWT, GCS, QNA”, available in eSupplierConnect.

Organizations whose volume of parts or components supplied in a specific commodity is of low significance may be exempted from FCA US AWM requirements for that commodity. The determination of exemption eligibility for a specific organization-commodity combination is the responsibility of the FCA US Supplier Quality Warranty group.

NOTE: Questions concerning the program eligibility of individual organizations or commodity groups should be directed to the FCA US Supplier Quality Warranty group at sqwarr@fcagroup.com.

10.2.6 Customer complaints and field failure test analysis

Returned Parts Analysis

Organizations that provide production or non-exempt service parts or components shall participate in the review, testing and analysis of returned components in accordance with PS-11346 and shall include analysis of the interaction of embedded software, if applicable.

Technical Support

Organizations that provide production and non-exempt service parts and components shall provide all necessary support to FCA US in the investigation and resolution of supplier-associated warranty issues.

10.3 Continual Improvement

No FCA US Customer-Specific Requirement for this section.

10.3.1 Continual improvement – supplemental

No FCA US Customer-Specific Requirement for this section.

APPENDIX: CHANGE HISTORY***Changes without a specified Effective Date are effective upon Publication Date***

Publication Date	Effective Date	Section	Change
10/1/16	New release. Timing for new requirements presented below.		
	03/31/17	1.2	Certification requirement for Accessory parts identified by Mopar as safety or installed at Mopar Custom Shops.