



# YAPP USA Automotive Systems, Inc. Supplier Early Containment Activity (SECA)

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## SCOPE

Supplier Early Containment Activity (SECA) is to be used for all pre-production and production requirements that require the Production Part Approval Process (PPAP) and whenever mandated by YAPP USA Automotive Systems, Inc. on any parts that present significant risk to our facility.

## DEFINITION AND PURPOSE

The purpose of SECA is to:

- Document the supplier's efforts to verify control of its processes during start-up and acceleration.
- Ensure that any quality issues that may arise are quickly identified, contained, and corrected at the supplier's location and not at YAPP USA Automotive Systems, Inc. receiving dock.
- Increase involvement and visibility of top management.

SECA requires a Pre-Launch Control Plan that is a significant enhancement to the supplier's production control plan and raises the confidence level to ensure that all products shipped will meet YAPP USA Automotive Systems, Inc. expectations. The pre-launch control plan will also serve to validate the production control plan. The Pre-Launch Control Plan should take into consideration all known critical conditions of the part as well as potential areas of concern identified during the Production Part Approval Process.

Note: This procedure does not provide authorization to ship nor is it a shipping schedule.

## SUPPLIER RESPONSIBILITY

The Supplier shall do the following:

**A.** Establish a verification process that contains the following elements:

1. Identification of the staff person responsible for ensuring the development and implementation of the verification process.
2. Development of a Pre-Launch Control Plan consisting of additional controls, inspection audits, and testing to identify non-conformances during the production process. Depending on the dominant factor of the production process (set-up, machinery, fixture, tooling, operator, material/components, preventative maintenance, climate) additional controls shall include:
  - Off-line, separate and independent checks from the normal production process whenever possible.
  - Mandatory 100% inspection for all pre-production and proto-type parts shipped.



## YAPP USA Automotive Systems, Inc. Supplier Early Containment Activity (SECA)

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- Increased frequency/sample size of receiving, process and or shipping inspections after pre-production and proto-type.
  - Mandated sub-supplier containment and/or sub-supplier support/audits.
  - Addition of inspection/control items.
  - Increased verification of label accuracy.
  - Enhanced process controls such as error proofing.
  - Error proofing validation through introduction of known defects.
3. Immediate implementation of containment and irreversible corrective action when non-conformances are discovered in the SECA containment or at YAPP USA Automotive Systems, Inc.
4. Identification of the measurement equipment and data collection devices/activities to be used.
5. Documented evidence of execution and validation of the control plan utilizing an I-chart or other format agreed upon by YAPP USA Automotive Systems, Inc. If a defect is found in the SECA containment, the supplier shall submit the I-chart (or equivalent) and corrective action plan to the YAPP USA Automotive Systems, Inc. Supplier Quality Engineer.
- B.** Document the Pre-Launch Control Plan, including functional testing and error proofing, using the Control Plan format referenced in the AIAG Advanced Product Quality Planning and Control Plan Reference Manual or other YAPP USA Automotive Systems, Inc. approved Advanced Quality Planning reference manual. The Pre-Launch Control Plan is not a substitute for the Production Control Plan but is an addition to the Production Control Plan and is used to validate it.
- C.** Utilize the Early Production Containment Plan for all pre-production requirements (e.g. PPAP, proto-type, Manufacturing Validation Builds) and for the production ship quantity or duration specified by the procuring division or until the Production Control Plan is validated, whichever occurs later. Typically, the specified production quantity or duration is intended to reflect YAPP USA Automotive Systems, Inc. acceleration plan to full production rate. If not specified by the procuring division, the production ship quantity is a minimum of 1200 pieces, in addition to any pre-production quantities required.
- D.** To indicate compliance with the SECA requirements, attach to each shipping label a green circular sticker signed by a staff person accountable for the quality level of the facility, typically the highest-level manager at the production facility. The green circular sticker should have a diameter of approximately 50 mm.

### EXIT CRITERIA

The Supplier will be eligible to exit SECA after meeting the criteria listed below.



## YAPP USA Automotive Systems, Inc. Supplier Early Containment Activity (SECA)

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If the supplier is unable to meet the exit criteria or the supplier's SECA plan continues to identify non-conformances the supplier shall continue the necessary containment measures to isolate YAPP USA Automotive Systems, Inc. up to the time when the quality concerns have been resolved to the satisfaction of both the Supplier and YAPP USA Automotive Systems, Inc. and the Supplier's Production Control Plan is validated.

A. Ship the number of pieces or for the duration specified by the procuring division with no discrepancies detected by the SECA Control Plan or no issuance of YAPP USA Automotive Systems, Inc. Supplier Quality Issue Notices (SQIN's) and supplier can self-exit from the SECA Process.

B. If the supplier does not meet the self-exit criteria above, then, to exit SECA all SQIN's must be closed by the YAPP USA Automotive Systems, Inc. SQE.

C. If the SECA plan continues to identify non-conformances, the SECA plan must be kept in place until process controls and capabilities have proven effective and the Production Control Plan is validated.

D. If the SECA was self-initiated, the supplier can suspend SECA if they meet the exit parameters (quantity or duration) as specified in paragraph A.

E. If YAPP USA Automotive Systems, Inc. mandated the SECA; the supplier must notify the YAPP USA Automotive Systems Inc. SQE and provide evidence upon request prior to exiting SECA.

### **CONSEQUENCES OF SHIPPING NONCONFORMING MATERIAL**

Failure to execute SECA may result in consequences as specified in the SQIN including but not limited to Controlled Shipping Level 2 and/or Customer Satisfaction penalizations.

Shipment of nonconforming material during the specified SECA window or any other time may result in Controlled Shipping Level 2.