

Pilot/Manufacturing Validation Build Shipping Procedure Global GP-4

1.0 Scope

This procedure applies to suppliers providing material to General Motors that is used to verify manufacturing and assembly tooling and processes through the Pilot, Body Test, Body Tryout and Manufacturing Validation Builds of assemblies and/or vehicles. All new material shipped shall be in accordance with the requirements of this procedure, including carryover parts that are new to the location conducting the Pilot / Validation Builds.

This procedure does not apply to material for Pre-Prototype, Prototype, Manufacturing Confirmation Builds, or Functional Builds 1 through 3, the GP-11 procedure is proper reference for these materials

2.0 Documentation Required

It is a General Motors Corporate mandate that material used to verify manufacturing and assembly processes must be approved through the Production Part Approval Process following the completion of a Part Submission Warrant or PPAP Worksheet (GM Form 1411).

If the part number is Production Part Approved, a copy of the system or manually generated approval status report must be included. If the part number is defined as saleable or non-saleable, a copy of the PPAP Worksheet (GM 1411) or the system generated status report must be included. In either instance, the documentation must be enclosed in an envelope and placed securely inside the container.

See Appendix 1.

3.0 Part Identification

All material being submitted for Pilot/Validation Builds must be identified with the appropriate tag. Body Test and Body Tryout material will be identified with the GM2410 tag. Non-Saleable material will be identified with a yellow Manufacturing Validation Non-Saleable Material Tag (GM1413 NS). Saleable material will be identified with a green Manufacturing Validation Saleable Material Tag (GM1413) Please see Appendix 1 for examples of each tag (Regional specific tags may be used in the place of those mentioned above if deemed appropriate based upon regional needs). Material Tags must clearly document the build event for which the parts are being shipped, for example, MVB-NS1, MVB-NS2, etc. The Design Release Engineer (DRE) or the designated GM plant material shipping coordinator can be contacted to verify the build event. On parts where individual part identification is not practical, the tag may be attached to the shipping container. In this case, the material tags must be placed on all 4 sides of the container. If the tag cannot be easily attached to the shipping container or steel pallet, the Pilot Tag must be placed in a conspicuous location that will facilitate easy identification. The GM2410, GM1413 and GM1413NS tags (See Appendix 1) can be ordered from the same regional sources as other GM specific tags.

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3.1 Closed Containers

When material for Pilot or Manufacturing Validation is shipped in closed containers, each container of a part number shall include the documentation from Section 2 in the container and the container must be identified with the appropriate material tag. The supplier shall complete and attach the material tag to each of the 4 sides of the container shipped. The acceptable minimum package size used shall be 9" x 9" x 6 1/2".

3.2 Open Containers

When material for Pilot /Manufacturing Validation Build is shipped in open containers, each piece shall be identified with the appropriate material tag. The address portion of the GM-tag may be left blank when a fully addressed shipping label is attached to the container.

Again, the PPAP Submission Warrant or PPAP Worksheet documentation from Section 2 must be enclosed in an envelope and placed securely inside the container.

3.3 Approved Containers

When material for Pilot/Manufacturing Validation is shipped to GM plants, suppliers shall use approved production containers. If approved production containers are not available, suppliers shall contact their designated container representative to obtain an approved alternative. Failure to ship in approved production containers or an approved alternative could result in the issuance of a Problem Reporting and Resolution Notice (PR/R). This requirement applies to both GM designed "returnable" and supplier developed "disposable" containers that have been approved for production use.

4.0 Discrepancies

A Problem Reporting and Resolution Notice (PR/R) will be issued if the documentation from Section 2 is not received with the material or is incomplete. Problem Reporting and Resolution (PR/R) notices will also be issued when defects exist on material that the supplier had identified as "conforming."

5.0 General Information

This procedure first published November 1973, was revised May 1980, June 1982, August 1983, January 1986, September 1986, April 1987, October 1993, February 1995, November 1997, September 2002, and February 2005

Changes to this procedure or to the GM2410, GM1413 and GM 1413NS material tags will not be recognized without the approval of the document owner, who is the Supplier Quality & Development Business Planning Manager.