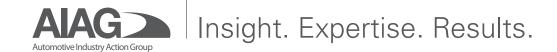
Supplier Content Reporting Workbook

6th Edition



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Supplier Content Reporting Workbook

Version 6, Issued 3/2018

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Founded in 1982, AIAG is a globally recognized organization where OEMs and suppliers unite to address and resolve issues affecting the worldwide automotive supply chain. AIAG's goals are to reduce cost and complexity through collaboration; improve product quality, promote corporate responsibility; and optimize speed to market throughout the supply chain.

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FOREWORD

Background

In March of 1993, joint meetings were held with the U.S. automobile manufacturers--DaimlerChrysler, Ford and General Motor-- and the American Automobile Manufacturers Association (AAMA) to address the impact of meeting the new North American Free Trade Agreement (NAFTA), the American Automotive Labeling Act (AALA), and the Corporate Average Fuel Economy (CAFE) reporting standards. The result of this meeting was the formation of the Content Reporting Task Force under the AIAG in April 1993.

Under this task force, three work groups were formed to handle different stages of the Content Reporting Program:

- The Format Work Group took the automotive portion of the NAFTA and developed the technical content for the training class and for this workbook.
- The Communications and Training Work Group developed and held an awareness conference in August 1993 and has continued to communicate the importance of NAFTA compliance to suppliers.
- The Content Reporting Business Process Work Group developed this workbook and established a standard business process for gathering and electronically reporting content information.

Companies actively involved in the Content Reporting Task Force were Allied Signal, Automotive Parts Manufacturers Association (APMA), Robert Bosch, DaimlerChrysler, Dana, EDS, Ford, GM, Goodyear, Libralter Plastics, Navistar, and Nissan.

The August 31, 1993 Content Reporting Awareness Conference included presentations by representatives from the three NAFTA countries: John Simpson, Deputy Assistant Secretary Regulatory, Tariff, and Trade Enforcement of the U.S. Treasury Department; Slawek Skorupinski, Director General, Automotive, Urban Transit, & Rail of the Ministry of Industry and Science Canada; and Lic. Manuel Fernandez Perez, Director General de Formento Industrial of Mexico. Other speakers were Barry Felrice, Associate Administrator for Rulemaking of the National Highway Traffic Safety Administration (NHTSA), U.S. Department of Transportation; Bob Miller, President of the Motor and Equipment Manufacturers Association; Jon Maples, Director of DaimlerChrysler's Operations & Strategy Procurement &Supply; Norm Ehlers, Ford's Vice President of Purchasing & Supply; John Crary, Allied Signal's Vice President of Information Systems & Services; and Joseph Borrusco, Robert Bosch's Vice President of Marketing.

Content Reporting Work Group

The Content Reporting Task Force has been discontinued; however, the work continues under the Customs Work Group.

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Content Reporting Work Group

The Content Reporting Task Force has been discontinued; however, the work continues under the Customs Work Group.

At the time the original document was published, the following member companies participated:

AIAG/Rockwell International

Arthur Andersen John V. Carr & Son, Inc. DaimlerChrysler Corporation Ford Motor Company GM of Canada Limited

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At the time this document was revised, the following members participated: Tom Collins, JPMorgan Chase Vastera, Inc.



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INTRODUCTION

PURPOSE OF THE WORKBOOK

The North American Automotive Industry is faced with a number of regulatory requirements--some new, and others that have been around for some time--that require gathering and reporting content information. These requirements include:

- North American Free Trade Agreement (NAFTA)
- American Automobile labeling Act (AALA)
- Automobile content labeling
- Energy Policy and Conservation Act
- Corporate Average Fuel Economy (CAFÉ)

This Workbook provides a guide for meeting these reporting requirements for AALA and NAFTA. Both OEMs and suppliers participated in the preparation of this Workbook with the goal of developing an approach that will make the Content Reporting process as easy, reliable, and common as possible.

THE PURPOSE OF THIS WORKBOOK IS TO PROVIDE A COMMON APPROACH TO REPORTING CONTENT INFORMATION TO MOTOR VEHICLE MANUFACTURERS AND HIGHER-TIER SUPPLIERS. THE LAWS REGARDING CONTENT REPORTING ARE COMPLEX, AND THIS WORKBOOK IS NOT A SUBSTITUTE FOR AN UNDERSTANDING OF HOW THE LAWS APPLY TO YOUR PARTICULAR CIRCUMSTANCE. YOU SHOULD OBTAIN LEGAL ADVICE TO ANSWER QUESTIONS ABOUT YOUR PARTICULAR CONTENT REPORTING NEEDS.

If you are a supplier to the North American Automotive Industry, the Workbook will provide you with information and guidelines about the reporting process.

Note: Although a great deal of effort has been expended by OEMs and other automotive companies to provide commonality to this process, content reporting requests from different customers will almost certainly be unique in some ways. You must understand your customers' unique requirements and respond accordingly.

CONTENTS OF THE WORKBOOK

This Workbook provides background on the laws and content reporting requirements. Guidelines and suggested strategies are included to help you determine your reporting requirements. The information provided will assist you in completing content reporting requests from OEMs or your other customers. Job aids are included such as forms, flowcharts, tables, excerpts from the regulations, and other items that you can use to complete the reporting forms. Useful information such as contact numbers, glossary of terms, appendices, etc. is included. Examples of completed forms and explanations of entries are also included.

This Workbook is divided into the following sections:

1. provides an overview of the requirements of NAFTA, AALA, and CAFE.