

Dear Suppliers,

Parts identification and traceability what is connected with marking and its quality, which is very important aspect in aerospace industry.

In 2010 and first quarter of 2011 Supplier Quality Assurance Department had issued 27 escapes to Supplier for marking problems. This situation shows us that this process is not robust and corrective actions are required in some cases.

In that bulletin we would like to bring marking problems and marking mistakes to your attention. Also we would like to present some solutions that will prevent problems with marking in the future.

Main mistakes in marking process:

- marking with wrong part number
should be: MD1234567, was marked MD7654321
- marking with wrong part revision letter
should be: rev. A, was marked rev. B
- misprint (part number, heat code, vendor code)
should be: MD1234567, was marked MD1234576
should be: ABCDE, was marked ABCED
- wrong mark location
- in the same shipment parts had the same factory number (FN)/ serial number (SN) e.g. two parts were marked with FN005
- illegible marking identification on parts in production process – marking is too shallow what is not in line with marking requirements
- serial number, heat code that are marked on parts are different than called on CofC.

The root cause of the most cases comes from insufficient knowledge, drawing misinterpretation and also from manual assign of factory number (FN)/ serial number (SN).

To avoid these problems we could introduce some improvements (Poka-Yoke) such as:

- implementation of mechanic marking instead of manual,
- implementation of bar codes and bar codes readers in marking process,
- Marking inspection on first marked part, when mark is conforming then goes on with the rest parts form batch,

REMEMBER!!!

Marking – should be precisely controlled in final inspection before shipment to Customer.