

BAE SYSTEMS PLATFORM SOLUTIONS

BAE SYSTEMS

Supplier Corrective Action Request (SCAR)

CAR ID: 2195**Part Number:** 906-60069-149**Created By:** CLARKCL**Serial Number:** NA**Created Date:** 12-JAN-10**Quantity Rejected:** 300**Issue Title:******Refurbished Parts - 906-60069-149******Problem Description:**

Brian,

I hate to be the bearer of bad news, but it appears as though we received refurbished parts from Tandex, which resulted in a field failure on a flight critical piece of hardware. In order to understand the scope of the issue, we would appreciate your help in determining the specifics surrounding the parts, as well as, the process breakdown that allowed these parts to pass the screening measures requested.

Here is the timeline...

November 2008

Sonia notified Rex that Tandex had found 300 more pcs of 906-60069-149, which was obsoleted in 2002. This is Xilinx PN XC3042A-7PG84M. Rex requested that PSPP Flow Sheet Step 1 be completed along with pictures.

December 2008

Rex got engineering to provide an Advanced Sales Order to procure these parts as a Lifetime Buy (LTB) to support several modules. The Step 1 information and pictures were passed to engineering, who completed Step 2 of the flow sheet requesting 100% visual inspection, including physical dimensions and marking permanency, along with some other testing. (See attached.) Rex then placed PO 128235 for 250 pcs (Irving) and PO 128245 for 100 pcs (50 eventually shipped to Fort Wayne & the other 50 were cancelled). PO 128235 included a \$1500 charge for screening.

January – June 2009

PO 128235 50 pcs were received every month. (Jan. – May)

PO 128245 50 pcs were received in June. (Ft Wayne)

November – December 2009

BAE received word that an Ice Detector module failure at Boeing was root caused to U46 (PN 906-60069-149). The technician noted that he could hear something rattling around inside the module when it was removed from the plane. When he opened the box, the part had actually fallen out of the socket. The factory purged the remaining stock to DCA and the parts were reviewed for any potential non-conformances. The results of which are as follows:

Visual inspection was performed on 249 parts currently in QA Review. (We have an additional 50 pcs in Fort Wayne that are being sent to Irving.)

We have parts with multiple date codes:

D/C 0239 Lot X30008M Qty 90 pcs
 D/C 0237 Lot X30008M Qty 8 pcs
 D/C 0226 Lot X30008M Qty 86 pcs
 D/C 0218 Lot X30008M Qty 15 pcs
 D/C 9920 Lot X29627M Qty 8 pcs
 D/C 9925 Lot X23528M Qty 39 pcs
 D/C 9933 Lot X32175M Qty 3 pcs

Parts with date codes 0239, 0237, 0226, 0218 have the following inconsistencies: (See attached pics for examples.)
 - different ceramic body size

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- different size of metal tab
- repainted metal tab (traces of masking, dull gold color, traces of sprayed paint on sides of ceramic body)
- same date code, same lot parts come with different ceramic body shape
- same lot code is used for all four different date codes (for parts manufactured in both USA and Philippines)
- signs of resurfacing
- bent leads
- bent shoulders on corner pins
- peeling coating (suspecting that pins were repainted)
- different length of pins (not meeting manufacturer's datasheet min specification)
- nicks and dents on surface of pins, evidence of reshaping/straightening pins)
- minor chips on sides of ceramic body

All these symptoms are very characteristic for refurbished/counterfeit parts.

To:

Date: 12-JAN-10

Supplier Contact Name: Brian Peale

E-Mail: [REDACTED]@tandexlabs.com

Supplier Name: TANDEX TEST LABS

Supplier Site: IRWINDALE CA 91706

E-mail2:

Supplier RMA #:

Response Due: 11-FEB-10

A non-conformance has been discovered on product or services provided by your company or subcontractor and is described above. Please provide corrective action response to the BAE Systems Supplier Representative identified below.

The response must be received, reviewed for adequacy and approved by BAE Systems on or before the documented due date. Your company status as a supplier may be placed in a delinquent state if this corrective action request is not received by that date.

If your investigation determines that BAE Systems is at fault, please indicate that in your corrective action response.

CORRECTIVE ACTION RESPONSE

Please address the following items in your written response by the requested due date.

1. Confirmation of issue description stated above
2. Root cause of issue
3. Reason issue was not detected
4. Immediate action(s) taken to correct issue
5. Proposed corrective action(s) to detect and prevent future occurrence
6. Detailed implementation plan of the proposed corrective action(s)
7. The date and/or serial number effectivity

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Supplier Corrective Action Request (SCAR)

Originator Site: Irving TX

BAE SYSTEMS Contact Name: Carrie Mizell

Email: [REDACTED]@baesystems.com

Phone Number: [REDACTED]

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