

Open Access: Ford Supplier Match Form 07/10/2013 (v1)

Please ensure you are available to attend the Open Access event in Essex on Tuesday 19 November

Company Information

Organisation name

Organisation addresses

Organisation website

Contact name

Contact job title

Contact email

Contact direct dial

Contact mobile

Company capabilities

- 1 Below is a list of Ford purchasing and engineering requirements
- 2 Please mark on the form if with Y/N next to products, services or technologies you can supply – send completed form to supplychain@smt.co.uk by **Tuesday 22 October 2013**.
- 3 Ensure you company profile is up to date at www.autosupplierfinder.com
- 4 SMMT will provide Ford purchasing and engineering teams with a list of suppliers that match the demand criteria
- 5 Selected suppliers will receive invitation to *Open Access: Ford* on 19 November

To add extra detail you may also attach a powerpoint presentation (5 slides max) or a flyer/ relevant information sheet. Tick here if you intend to do so

You can also leave details in the additional comments box below.

Ford demand list		
Direct demand (Commodity)	Any additional detail / requirement	I can supply this (please tick)
1. Cooling		
1.1 Prototyping and small volume production		
Rapid prototyping		
Injection mould tooling	Short lead time	
General short lead time pattern machining (e.g. mandrels, gauges etc)	Short lead time	
1.2 computational modelling		

Thermal analysis CAE modelling software		
Hydraulic CAE modelling software		
Flexible component modelling and behaviour simulation (hoses, wiring etc)		
1.3 High volume production		
Automotive heat exchanger manufacture		
Flexible coolant hose manufacture		
Automotive materials		
1.4 Administrative tools		
Systems engineering tools (to support SEED)		
1.5 Hydraulic Testing		
Non-intrusive measuring of flows and pressure		
Non-intrusive strain gauge measurement		
2. Mounts		
Switchable Hydromount Capability	Must be cost effective	
Dual axis mount damping capability		
Alternative materials for mount use (giving weight/performance benefits)	E.g. magnesium	
Hydromount FEA (Finite Element Analysis) modelling capability		
High Load/High Frequency rig component test capability	Cannot currently test components at the required load and corresponding frequency that are measured in vehicle	
Mount measurement characterisation up to 2kHz		
CAE Road Load predictive capability	E.g. Using ADAMs software	
New Fastener/bolted joint technology		
3. Air Intake Systems (AIS)		
Liquid Petroleum (LP) Exhaust Gas Recirculation (EGR) expertise		
Water Charge Air Cooling (WCAC) expertise		
3D blow moulding		
Bracket integrated the onto the DV6 interduct	A blow moulded duct with an injection moulded bracket over moulded/ integrated for a very clean looking attachment.	
New duct clamping method (over moulded plastic ring)		
New filter media		
4. Exhaust		
Plastic Mufflers / High temperature plastics		
High performance heat shields		
Acoustic technology		
Mobile Diesel Particulate Filter (DPF) regeneration		
Catalyst remanufacture		
Hot gas exhaust flow bench with emissions sampling	For gamma evaluation, breach condition tests, etc	
Non-metallic, lightweight high temperature materials	As possible replacement for metal components	

Brazed Exhaust Systems		
Low emission technology	Alternative technology to achieve the current emissions requirements for diesel and gasoline applications but without the use of filter, SCR, low pressure EGR etc.	
5. Engine components		
Air path/variable valve train control systems and components		
Emissions control	EGR systems, novel aftertreatment technology and components etc.	
Waste heat recovery systems and components.		
Energy recovery and storage systems and components.		
Advanced thermal management systems and components.		
Friction and parasitic loss reduction technology and components	Advanced cooling control for low parasitic losses and improved engine warm up	
	Low friction cam drive systems (eg belt in oil)	
	Low friction dynamic seals	
	Low friction bearings for camshafts (eg roller bearings)	
	Low friction vacuum pumps	
Advanced/Novel Boost systems	Turbo charging etc.	
Light weight engine components.		
High efficiency crank case vent oil separation	For reduced oil consumption/emissions	
Integrated camshaft module using assembled cams		

Additional Comments (e.g. description of product/ technology or more direct web link to specific product)

Contact:
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