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1. About the N.A. Supplier Substance of Concern (SoC) Manual

In 2004, Honda created a chemical substance guideline to minimize and monitor hazardous materials and SoC contained in Honda products. This guideline has gone through several revisions and is now called the Honda Chemical Substance Management Standard (HCSMS). The HCSMS sets a schedule for all part suppliers to reduce, eliminate or monitor SoC. Honda is committed to reducing and eliminating, if possible, SoC in accordance with global regulations.

With the effort and cooperation of our supply base, we have taken the necessary actions to become compliant with the European Union End of Life Vehicle (ELV) Directive, the Registration, Evaluation, Authorization and Restriction of Chemicals (REACH) legislation and Restriction of Hazardous Substances Directive (RoHS). We have also been able to make progress toward voluntary reductions of substances currently exempted from legal requirements, as well as non-regulated substances, in accordance with global and local trends whether legislative, social or environmental.

This manual’s main purpose is to document exactly what Honda’s expectations are of all producers of parts/materials/goods used in Honda products with respect to SoC and recyclability. This supplier manual incorporates our global and regional environmental expectations, recyclability, SoC policies, the HCSMS, Honda N.A. reporting requirements and timing. However, most importantly, this manual is intended to provide support for our suppliers.

2. Policies

2.1 Honda’s Environmental Statement

“As a responsible member of society whose task lies in the preservation of the global environment, the Company will make every effort to contribute to human health and the preservation of the global environment in each phase of its corporate activity. Only in this way will we be able to promote a successful future not only for our company, but for the entire world.”

We should pursue our daily business interests under the following principles:

We will make efforts to recycle materials and conserve resources and energy at every stage of our products’ life cycles – from research, design, production and sales, to service and disposal.

We will make every effort to minimize and find appropriate methods to dispose of waste and contaminants that are produced through the use of our products, and in every stage of the life cycle of these products.

As both a member of the company and of society, each associate will focus on the importance of making efforts to preserve human health and the global environment, and will do his or her part to ensure that the company, as a whole, acts responsibly.
We will consider the influence that our corporate activities have on the regional environment and society, and endeavor to improve the social standing of the company.

2.2 Honda SoC Policy & Parts/Materials/Goods Purchasing Policy

In accordance with Honda’s goals to be proactive as a leader of environmental activities, we have set policies specifically related to the handling of SoC.

1. Honda will set standards for reduction and control of environmentally sensitive substances that are considered harmful to people and the environment, and apply such standards to models produced around the world.

2. For those substances that are currently regulated or scheduled to be regulated in the future, Honda will comply, when feasible, with the most stringent regulation. Honda will also monitor drawing change controls and follow International Material Database (IMDS) Recommendation 001.

Our target for compliance with future Hazmat regulations is six months prior to the effective date of mandatory compliance.

It can often take several months for a part to make it completely through the supply chain and onto a vehicle. This six-month target allows time required for the vehicle to be transported to its point of sale.

With reference to the EU REACH legislation, so Honda can meet regulatory compliance, it is necessary for Honda to react in a timely manner following the direction from European Chemicals Agency (ECHA).

With respect to the purchasing of parts/materials/goods by Honda:

Each supplier must ensure, through their supply chain, the management of chemical substances, and guarantee that parts and materials do not contain any chemical substances prohibited under applicable laws and regulations.

Honda chooses to do business with suppliers who adhere to the expectations laid forth in this manual. Therefore, we will be adding S (Sustainability) to our supplier evaluation categories of Q (Quality), C (Cost), D (Delivery), D (Development), W(Warranty), and M (Management) to actively encourage the purchase of environmentally friendly parts and materials.

Honda is proud to do business with suppliers who support our Sustainability initiatives.
2.3 Sustainability Trouble Reporting

In effort to introduce S to QCDD, Honda will use the North America Reporting System (NARS) to issue Sustainability Trouble Report (STR) for various Sustainability issues. A STR will be used for tracking purposes only and will not carry index points at this time. All STRs will be reflected on monthly Supplier Performance Reviews (SPR). These can be accessed in the NARS system on a monthly basis. STRs will require a root cause and permanent countermeasure in order to ensure reoccurrence prevention prior to closure. In the event that a problem is reoccurring or severely impacts Honda N.A. production, a 5P will be required to be completed on site with management.

STRs may be issued for any of the following:

- Past due SoC submissions
- Failure-to respond within 5 business days confirming part survey
- Supplier gave less than 1 week notice from part survey due date that Honda Trading or Honda Supply Parts were still needed
- Honda Trading is not contacted within 1 week of receiving part survey (if applicable)

2.4 Honda Chemical Substance Management Standard (HCSMS)

Since 2004, Honda has maintained a guideline designed to minimize and monitor SoC, which is called the Honda Chemical Substance Management Standard (HCSMS). This document is updated periodically, follows the Global Automotive Declarable Substance List (GADSL), and takes into account the latest candidate list for SVHC for REACH legislation. GADSL addresses only automotive requirements. The HCSMS additionally addresses power sports, motorcycle and power equipment requirements.

For North American auto, power sports, and power equipment suppliers, the HCSMS is located on the Hondaweb.com under References; Corporate Citizenship; in the Environment folder.

3. General Expectations & Requirements

The requirements set forth in this manual apply to SoC in parts, components, materials, material preparations, logistics/packaging materials, and manufacturing service parts, collectively hereafter referred to as “product.” This includes any applied coatings, adhesives, and other substances or materials that remain with the final product.

IMDS data entry, along with regulations and the other SoC requirements, is required for service parts and accessories. Because these parts are handled differently from region to region, suppliers of these products will need to contact the regional service part divisions directly to determine any necessary requirements.

3.1 Contracts

This manual is issued as a specification of the North American Purchase and Sales Agreement (NAPSA) and is intended as an extension of the terms you have already agreed to in the NAPSA (Rev.
10/5/07) or comparable terms in earlier versions of the NPSA, particularly the sections of Article 5 referring to Seller’s Warranties and Representations:

- The goods will conform to all specifications and will be in compliance with all accepted models, samples, and all written affirmations of fact made by Seller, and will be subject to a system administered by Seller (and acceptable to Buyer) for the identification, segregation, and positive control of defective items of the goods; and
- The goods will be in compliance with any and all applicable laws.

### 3.2 North America Supplier Substance of Concern Declaration (SSCD)

Each supplier of a product intended for eventual receipt by any Honda manufacturing entity in North America is required to execute and return a SSCD. This declaration is issued as a specification of the North American Purchase and Sales Agreement or the Agreement for Purchase and Sale of Goods, and is the supplier’s warranty that each current and future product supplied to Honda is and will be compliant with all Honda requirements with respect to SoC.

This document must be signed by an employee of each supplier company that has the authority to sign for the company and is required of each supplier as a condition of doing business with North American Honda entities.

### 3.3 Reporting of Conflict Minerals

Honda North America requires "Conflict Minerals", currently defined as tin, tantalum, tungsten and gold (3TG), the derivatives of columbite-tantalite, wolframite, and cassiterite, must be declared in the SoC submission and cannot be hidden within the Wildcard or Confidential information of the MDS for any product.

*Honda will collect conflict mineral data on an annual basis. Honda does utilize International Material Data System (IMDS) to identify any 3TG that remains in a final product.*

### 3.4 Reporting Method

In order to comply with global and local regulations regarding SoC and recyclability, and to meet internal Honda requirements, Honda requires 100% data reporting from all suppliers who provide products to Honda.

#### 3.4.1 IMDS

All suppliers providing products to any Honda manufacturing entity will be required to submit material data via International Material Data System (IMDS) (http://www.mdsystem.com). IMDS requires a full material breakdown of a product.
For Flat Bill of Material Reporting (FBOM): Please refer to the General Rules and Guidelines document in IMDS (IMDS Recommendation 001) for information about FBOM reporting and when it is acceptable.

### 3.4.2 Manual Survey Requests
There may be occasion for Honda to request product data via a manual survey, typically making use of an Excel format and specifically directed to one or a few chemical substances.

Please note, only IMDS reporting will be accepted, except in the case of a manual survey issued by Honda.

### 3.5 Reporting Responsibility

#### 3.5.1 Supplier Communication Requirement
Honda communicates with each Tier 1 supplier based on the 6-digit supplier code (excluding 2-digit location code). Suppliers are required to have a primary contact and a back-up contact identified in Honda’s Supplier Relationship Management (SRM) system. It is the responsibility of the supplier’s Portal Administrator to maintain contacts in SRM. The business role identified in SRM is “Intl Matl Data System”.

Honda understands a Tier 1 supplier may contract with a company to submit MDS on their behalf. In these instances, Honda requires the Tier 1 supplier to be the point of contact. Honda will only communicate directly with the primary or back-up contacts at the Tier 1 supplier.

#### 3.5.2 Supply Chain Communication Requirement
Each Tier 1 supplier is responsible for the accuracy of the whole product structure and must ensure the timeliness of submission of the product data. A Tier 1 supplier is not responsible for the quality of Honda Supply Parts (HSP), but are required to input the HSP into the Tier 1 structure. As such, each Tier 1 supplier is responsible to cascade all Honda SoC requirements (including this manual) down to their sub-suppliers with the proper timing to meet Honda requirement deadlines. The Tier 1 supplier is also responsible for the quality of any data received from sub-suppliers.

#### 3.5.3 Honda Supply Parts
The reporting responsibility lies with the supplier that ships the final product to Honda (Tier 1). In the case of a HSP, Honda will forward the HSP MDS (Tier 2) to the responsible supplier (Tier 1) via IMDS. The HSP MDS (Tier 2) must be reported to Honda with “Forwarding Allowed” and will be forwarded to the tier 1 supplier.

Within 5 business days of receiving a survey request, notify the PIC identified in Section 5 of which HSP are needed for each level 1 part you are building.
It is the responsibility of the Tier 1 supplier to notify the PIC (Person in Charge) identified in Section 5 of this manual if the HSP MDS is not received at least one week before due date for the Tier 1 to meet the due date.

In the instance that HSP parts are requested for parts Honda has not yet requested, please note Honda cannot provide this information until an official request for MDS data has been issued.

HSP includes Domestic Supply Parts (DSP) and Japan Supply Parts (JSP).

### 3.6 Requirement Matrix

The chart below clarifies which documents or data are required to be submitted to Honda, of whom they are required, what purpose they satisfy, and when they are required to be submitted. Please refer to this matrix to determine your requirements and their timing.

<table>
<thead>
<tr>
<th>Requirement Matrix</th>
<th>Purpose</th>
<th>Types of Products Supplied to Honda</th>
<th>When to submit Documents / Data</th>
</tr>
</thead>
<tbody>
<tr>
<td>Document / Data to Submit</td>
<td>SoC</td>
<td>Recyclability</td>
<td>Mass Production Parts, including MRO products used therein</td>
</tr>
<tr>
<td>Supplier Substance of Concern Declaration</td>
<td>●</td>
<td>●</td>
<td>●</td>
</tr>
<tr>
<td>Material / Substance data input – Development Timing - Each Full Model Change or &quot;New&quot; Model</td>
<td>MDS</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Material / Substance data input – Mass Production Timing</td>
<td>MDS</td>
<td>●</td>
<td>●</td>
</tr>
<tr>
<td>Manual Chemical Substance Survey</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Countermeasure Request Form (CRF)</td>
<td>●</td>
<td>●</td>
<td>●</td>
</tr>
<tr>
<td>Honda International Material Data System Contact Information in SRM</td>
<td>●</td>
<td>●</td>
<td>●</td>
</tr>
</tbody>
</table>
4. IMDS Requirements/Information

4.1 Purpose of Material Data Sheet(s) (MDS) Collection at Honda

Honda collects product data via MDS for the following purposes:

- **To comply with regulations and restrictions of SoC throughout the world**
  To understand which SoC are contained in Honda products

- **To comply with requirements of countries subject to recycle regulations**
  To calculate the recyclable and recoverability rate of Honda products

**NOTE:** MDS is not to be confused with a *Material Safety Data Sheets (MSDS).* The *MSDS* information contained is different and cannot be used as a substitute.

4.2 Administrative Requirements

4.2.1 Register in IMDS

Each supplier is required to register with IMDS and submit product data to Honda via IMDS.

4.2.2 Supplier Contact in SRM

In order for Honda to identify supplier MDS submissions, each supplier must communicate IMDS contact information to Honda according to the methods listed below. Two supplier contacts are required.

<table>
<thead>
<tr>
<th>Region</th>
<th>Information to be submitted</th>
</tr>
</thead>
<tbody>
<tr>
<td>North America</td>
<td>Supplier Relationship Management (SRM) Application within HondaWeb.</td>
</tr>
<tr>
<td>Honda Power Equipment North America</td>
<td>Honda IMDS Information and Contact Disclosure document</td>
</tr>
</tbody>
</table>

4.2.3 Communicate IMDS IDs

All applicable IMDS IDs must be submitted to the responsible PIC e-mail address identified in section 5 of this manual.

4.2.4 Communicate changes to IMDS ID or Contact

Any changes to this information must be also be submitted to Honda when they occur.

4.3 MDS Submission Requirement Notification Procedure

100% IMDS submissions are required.

4.3.1 Timing of MDS Submission Requirements

MDS submission should only be submitted once Mass Production drawing is released. You are able to submit at any point once the Honda Mass Production drawing is released.
4.3.2  Do not submit a Preliminary MDS
Unless requested by Honda North America, supplier should not submit Preliminary MDS.

4.3.3  Mass Production stage
Honda North America requests suppliers to prepare and submit data once they receive the Mass Production drawing and have collected all necessary information in accordance to the Honda Mass Production Drawing parts list.

4.3.4  Due Date Achievement
For requests made by Honda North America Procurement, MDSs must be submitted and approved by the due date communicated in the initial request. All MDS should be submitted as they are created/updated/received and not left until the deadline to be sent. Late MDS submission are subject to an STR.

4.4  Method of MDS Submission Requirement Notification

4.4.1  Supplier Notification
Honda North America will issue an official notification of the MDS submission outlining the due date and model type approval.

It is the supplier’s responsibility to request MDS from any applicable direct purchase suppliers, including Honda Trading, to ensure you can meet your obligation to submit MDS in a timely manner. A Sustainability Trouble Report (STR) may be issued if Honda Trading is not contacted within 1 week of survey request issuance.

Supplier must notify the SoC PIC as noted in Section 5 at least 1 week from due date if data from Honda Trading or Honda Supply Parts are still needed.

4.4.2  Confirmation of MDS submission requirement notification
When the official notification request for MDS submission is received, the recipient is responsible for confirmation of the requested part number and part name. If there are any discrepancies in the official notification request, please contact the appropriate SoC PIC as noted in Section 5 of this manual.

If the supplier does not report any errors or concerns within 5 business days of the official notification request, Honda North America may issue an STR should the MDS become delinquent.

4.4.3  Ongoing MDS Submission Requirements
Refer to IMDS Recommendation (001) to determine when a revised MDS must be submitted.
4.4.4 Raw Material & Sub-material (Formulated Materials) Requirements
Honda purchased material and sub-material (Formulated Materials) MDS requests will be issued directly to the material suppliers. *The submission may be the supplier’s internal part number or the Honda part number.*

4.4.5 Revisions to HCSMS
The HCSMS will be revised periodically as various regulations are reviewed and updated. When the HCSMS is revised, an e-mail will be sent to notify you. The following actions must be taken:

- Understand the revisions to the HCSMS
- Identify the substances that have changed or have been added that impact products being provided to any Honda manufacturing facility.
- Evaluate all previously accepted MDS Confidential or Wild Card content
  - If a substance is found that is now prohibited, you must contact Honda and communicate the part number, prohibited substance, and the action that will be taken to eliminate the prohibited substance. When the prohibited substance is eliminated, a new MDS must be submitted to Honda.
  - If a substance is found that is now declarable, you must resubmit the MDS if the substance is hidden in the Confidential or Wild Card indicator.
4.5 Basic MDS Creation Requirements

Please Note:

Any MDS submitted to Honda must follow the IMDS Recommendations, in addition to any rules specified in this manual.

If you do not follow the IMDS Recommendations, you should receive clear error messages and/or warnings when you try to submit data. Please correct any warnings prior to submission. Honda reserves the right to reject MDS submissions that have warnings attached when submitted.

4.5.1 Using Published Materials
When possible, Honda strongly recommends any supplier utilizing published material data to use IMDS Steering Committee published data.

4.5.2 Maintaining Part Data
To maintain data integrity and internal part control, Honda recommends suppliers mark parts that are no longer being produced as “obsolete”. This is a best practice to prevent old components from being utilized within a current MDS structure.
4.5.3  Color Parts
Honda’s OEM mass production part numbers do not identify color. Because Honda part numbers do not contain color identifiers, the color code of submission should be added as a suffix to the part name. **Adding the color code as a suffix to the part number will result in the rejection of the submitted MDS.**

Honda North America requires the supplier to submit ‘worst’ case color as the representative for all colors. Worst case would be representative of most substances and/or most SVHC contained by weight.

4.5.4  Weight
Due to regulation requirements, weight accuracy is critical. To enter weight data, you must complete the following fields as required by Honda:

4.5.4.1  Measured Weight: The actual weight of the part or assembly. This is not the drawing weight. **Measured weights are to be reflected in grams (g).**

4.5.4.2  Tolerance: The MDS must reflect the tolerance of the chart below from the measured weight.

<table>
<thead>
<tr>
<th>Weight of Component (X)</th>
<th>Max deviation in %</th>
</tr>
</thead>
<tbody>
<tr>
<td>X &lt; 1g</td>
<td>100</td>
</tr>
<tr>
<td>1g &lt; X &lt; 100g</td>
<td>10</td>
</tr>
<tr>
<td>100g &lt; X &lt; 1kg</td>
<td>5</td>
</tr>
<tr>
<td>1kg &lt; X &lt; 10kg</td>
<td>2</td>
</tr>
<tr>
<td>10kg &lt; X &lt; 100kg</td>
<td>1</td>
</tr>
<tr>
<td>X &lt; 100kg</td>
<td>0.5</td>
</tr>
</tbody>
</table>

4.5.4.3  Calculated Weight: The MDS weight of the total components, semi-components and materials calculated by IMDS.

4.5.4.4  Drawing Weight: If there are no parts available to obtain measured weight, drawing weight should be used. **Weights are to be reflected in grams (g).** When parts become available, actual weight should be confirmed to be within tolerance. MDS must be corrected and resubmitted, if applicable.

4.5.5  Data Collection
4.5.5.1  For all product reporting, the Tier 1 supplier will be the party responsible for data entry. The Tier 1 supplier will need to collect and manage part data from its supply chain (Tier 2, Tier 3, etc.).
4.5.5.2 Chemical Substances Required for Declaration; Tier 1 suppliers will need to declare all substances identified as declarable or prohibited in accordance to both GADSL and the HCSMS.

4.5.5.3 Only components and cured substances present on or in the final product are to be reported.

4.5.5.4 Substances must be reported in the condition they are supplied to Honda (e.g. on a painted part, the composition and weight of the paint should be reported in the cured form).

4.5.6 Honda Supply Parts (HSP)

4.5.6.1 A manufacturer of a Honda Supply Part will be required to submit the MDS to Honda with forwarding allowed. If you cannot submit the MDS with forwarding allowed, contact the PIC as noted in Section 5 of this manual prior to submission.

4.5.6.2 The Honda Supply Part MDS will be forwarded to the tier 1 supplier using the Honda part number. The tier 1 supplier should use the MDS as forwarded by Honda. Honda will not amend original supplier data. Therefore, all forwarded MDSs will contain only the Honda part number and the part name.

4.5.6.3 It is the tier 1 responsibility to inform the PIC, as noted in Section 5 of this manual, to which IMDS ID the HSP should be forwarded.

4.5.7 Proprietary Substances

When a product contains proprietary formulations or confidential ingredients, they can be submitted if the product meets one or more of the following:

4.5.7.1 “Confidential” Indicator

- Substances within a 10% threshold may be marked specifically as “confidential” within IMDS. This also pertains to masterbatches.
- Substances may only be marked as confidential if they are not declarable or prohibited according to HCSMS and do not require an application code.
- Conflict Minerals must not be contained within the Confidential indicator.
- Confidential substances must be confirmed each time a revision is made to the HCSMS that no declarable or prohibited substance are contained.

4.5.7.2 “Wild Card” Indicator

- In situations where substances are considered “highly confidential,” they may be reported by using the “Wild Card” indicator in IMDS.
- Conflict Minerals must not be contained within the “Wild Card” indicator.
- In IMDS, choose the “Wild Card” category most descriptive of the highly confidential substance.
- “Wild Card” substances may not be declarable or prohibited.
• It is the supplier's responsibility to know the substance contained within the "Wild Card" indicator.
• "Wild Card" substances must be confirmed each time a revision is made to the HCSMS that no declarable or prohibited substances are contained.

Please note, the total of undisclosed substances must not exceed 10% within a product. If the undisclosed substances exceed 10%, the MDS will be rejected and require resubmission.

4.5.8 Component/Semi-Component Registration

4.5.8.1 Application Codes

If you register products that include declarable or prohibited substances, you will need to click the "Application" tab in IMDS, then indicate the type (e.g. improve heat stability, vulcanizing agent, etc.).

*These application codes are not be used for current Mass production parts and the MDS may be rejected if these application codes are selected: Application code 20, 34, 40.*

*The following application codes are inactivated and an MDS containing any of these codes will be rejected: Application code 4, 13, 14, 16, 19, 23, 26, 30, 42, and 58.*

4.5.8.2 Honda Part Name

All MDS submissions are to be submitted using the Honda Drawing Part Name. An exception to this rule would be the addition of a suffix indicating color of the product. Honda North America may reject the MDS submission for incorrect Part Name.

Examples:

Honda Drawing Part Name: BOX CANISTER DRAIN
Box Canister Drain Incorrect – lower case letters
BOX CAN DRAIN Incorrect – improper abbreviation
BOX CANISTER, DRAIN Incorrect – added comma

**BOX CANISTER DRAIN** Correct

**BOX CANISTER DRAIN,NH560L** Correct

4.5.8.3 Honda Part Number
All products must be reported using the Honda Part Number.

Honda part numbers must be entered following the Honda Engineering Standard (HES), HES H032 as shown.

Design level: The part number submitted must be created at the current design change level, which may be different from the part number requested.

4.5.8.4 Prototype Parts

Honda does not request MDS submission at development timing. The Preliminary MDS box in IMDS should never be checked. If the Preliminary MDS box is checked the MDS will be rejected.
**Standard Part Number**

<table>
<thead>
<tr>
<th>Main Number</th>
<th>Classification (model/type) number</th>
<th>Prototype ID</th>
<th>Supplementary Number (When applicable)</th>
</tr>
</thead>
</table>

**Examples:**

- 12345-abc-a000 Incorrect – lowercase letters
- 12345-ABC-A000 Incorrect – no space in 10th position
- 12345 ABC A000 Incorrect – no hyphens
- **12345-ABC-A000** Correct

**NOTE:** Hyphens must be entered in the 6th, 11th, and 16th position, if applicable.

There is no prototype ID character for a MP part number; you must enter a “space” in 10th position (press space bar).

---

**Fastener Part Number**

| 10-12 Digit Fastener Part Number |

**Examples:**

- 12345-67890-12 Incorrect – no space in 7th position required
- **12345-67890-12** Correct

**NOTE:** Hyphens must be entered in the 6th and 12th positions, if applicable. *Fastener part numbers do not contain spaces.*
4.5.9 Sending Data

4.5.9.1 Mass Production Submission Information

All IMDS submissions for Mass Production must be sent to IMDS ID number 95110.

<table>
<thead>
<tr>
<th>IMDS ID Numbers</th>
</tr>
</thead>
<tbody>
<tr>
<td>Region</td>
</tr>
<tr>
<td>Honda North American Procurement</td>
</tr>
</tbody>
</table>

4.5.9.2 Other Submission Information

When submitting IMDS to other Honda entities, reference IMDS ID numbers in this table:

<table>
<thead>
<tr>
<th>IMDS ID Numbers</th>
</tr>
</thead>
<tbody>
<tr>
<td>Region</td>
</tr>
<tr>
<td>American Honda Service Parts Division-North America</td>
</tr>
<tr>
<td>Honda Trading–America</td>
</tr>
<tr>
<td>Honda Trading–Ohio</td>
</tr>
<tr>
<td>Honda Trading–Alabama</td>
</tr>
<tr>
<td>Honda Trading–California</td>
</tr>
<tr>
<td>Honda Trading–Indiana</td>
</tr>
<tr>
<td>Honda Trading–South Carolina</td>
</tr>
<tr>
<td>Honda Trading–Canada</td>
</tr>
<tr>
<td>Honda Trading De Mexico</td>
</tr>
<tr>
<td>Honda Accessory America</td>
</tr>
<tr>
<td>Honda Power Equipment-North America</td>
</tr>
</tbody>
</table>
4.5.9.3 IMDS Sending Options

Send - Send data to one selected recipient; MDS cannot be re-sent to another recipient (not recommended).
Propose - Send data to several selected recipients; MDS can be sent to another recipient, even at a later date (recommended).
Internal - Release data internally; to be used for creation of MDS.
Publish - This may be used by raw material/formulated product suppliers.
Contact PIC in Section 5 for clarification. **Honda parts shall not be published.**

4.5.9.4 Company Data Content—IMDS

<table>
<thead>
<tr>
<th>Entry Item</th>
<th>Required to Enter</th>
<th>Entry Method</th>
</tr>
</thead>
<tbody>
<tr>
<td>Part/Item No.</td>
<td>Yes</td>
<td>Enter the Honda Part Number according to HES H032</td>
</tr>
<tr>
<td>Description</td>
<td>Yes</td>
<td>Enter the Honda Part Name according to the drawing. Place any color codes at the end of the part name.</td>
</tr>
<tr>
<td>Supplier Code</td>
<td>Yes</td>
<td>Enter Honda issued six-digit supplier code. Do not enter IMDS ID/Org ID or DUNS No.</td>
</tr>
<tr>
<td>Forwarding Allowed</td>
<td>Yes</td>
<td>Ensure that ‘Yes’ is selected for this option</td>
</tr>
</tbody>
</table>

4.5.9.5 MDS Warnings
You will see a warning message before you submit the MDS if it is not created under IMDS Recommendations.
Warnings must be resolved prior to proposing the MDS to Honda.
Honda may audit and request revisions to any MDS containing warnings.

4.5.10 Data Receipt Check
It is the supplier’s responsibility to monitor acceptance of any MDS that has been submitted. Honda recommends setting up e-mail notifications within IMDS to issue notice of acceptance or rejection.

4.5.11 Data Confirmation
Honda will check and verify the data received and confirm it as either OK (Accept) or NG (Reject) via internal Honda control system. If the data is judged as NG, the error codes will identify the items that require correction.
These error codes may be IMDS system codes, Honda-specific error codes, or a combination of both. Please see the table of Honda-specific error codes below, including the detail of the rejection and corrective actions required.

<table>
<thead>
<tr>
<th>Error Code</th>
<th>Detail of Rejection</th>
<th>Corrective Action</th>
</tr>
</thead>
<tbody>
<tr>
<td>ECL00001</td>
<td>Supplier code or IMDS Company ID/Organization ID does not exist.</td>
<td>Correct supplier code under Recipient information and resend. If you have not informed Honda of your IMDS corporate ID/Organization ID, please notify the PIC in Section 5.</td>
</tr>
<tr>
<td>ECL00002</td>
<td>M/P part data was submitted in a Preliminary MDS.</td>
<td>Remove ‘Preliminary MDS check’ from the data sheet and resend.</td>
</tr>
<tr>
<td>ECL00003</td>
<td>Non-HAC part data was submitted to HAC.</td>
<td>Confirm Organization ID under Recipient information and enter Honda Organization ID specified in the Survey Request, and resend.</td>
</tr>
<tr>
<td>ECL00004</td>
<td>Part Number (Material Code) does not exist.</td>
<td>Confirm part number or internal material code under Recipient information and enter part number or material/secondary material code specified in the Survey Request at the latest design level, and resend.</td>
</tr>
<tr>
<td>EMG00003</td>
<td>NH mark judgment due to a banned substance or substance above allowable threshold.</td>
<td>Confirm substance content accuracy to actual manufacturing condition. If erroneous reporting, correct chemical substances or application code and resend.</td>
</tr>
<tr>
<td>EMG00004</td>
<td>NHBB mark judgment due to a banned substance or substance above allowable threshold.</td>
<td>Confirm substance content accuracy to actual manufacturing condition. If erroneous reporting, correct chemical substances or application code and resend.</td>
</tr>
<tr>
<td>EMG00005</td>
<td>HRL mark judgment due to a banned substance or substance above allowable threshold.</td>
<td>Confirm substance content accuracy to actual manufacturing condition. If erroneous reporting, correct chemical substances or application code and resend.</td>
</tr>
<tr>
<td>EMG00006</td>
<td>HR mark judgment due to a banned substance or substance above allowable threshold.</td>
<td>Confirm substance content accuracy to actual manufacturing condition. If erroneous reporting, correct chemical substances or application code and resend.</td>
</tr>
<tr>
<td>EMG00007</td>
<td>HR1 mark judgment due to a banned substance or substance above allowable threshold.</td>
<td>Confirm substance content accuracy to actual manufacturing condition. If erroneous reporting, correct chemical substances or application code and resend.</td>
</tr>
<tr>
<td>EMG00008</td>
<td>HR3 mark judgment due to a banned substance or substance above allowable threshold.</td>
<td>Confirm substance content accuracy to actual manufacturing condition. If erroneous reporting, correct chemical substances or application code and resend. Correct chemical substances or application code and resend.</td>
</tr>
<tr>
<td>ERC00001</td>
<td>Difference with Drawing weight is beyond allowable range</td>
<td>Correct the weight and resend. When drawing weight is incorrect, please contact PIC in Section 5.</td>
</tr>
</tbody>
</table>
### 5. Contact Information

If you have questions regarding this Honda manual or the expectations set forth herein, please contact the persons below:

<table>
<thead>
<tr>
<th>Region</th>
<th>Area</th>
<th>Name</th>
<th>Phone</th>
<th>Email</th>
</tr>
</thead>
<tbody>
<tr>
<td>North America</td>
<td>North America Procurement</td>
<td>Alissa Yakali</td>
<td>937-644-0455 x65867</td>
<td><a href="mailto:soc_admin@hna.honda.com">soc_admin@hna.honda.com</a></td>
</tr>
<tr>
<td>North America</td>
<td>Research and Development</td>
<td>Robert Proctor</td>
<td>937-309-9321</td>
<td><a href="mailto:rproctor@oh.hra.com">rproctor@oh.hra.com</a></td>
</tr>
<tr>
<td>North America</td>
<td>Service Parts</td>
<td>John Dho</td>
<td>310-783-2885</td>
<td><a href="mailto:john_dho@ahm.honda.com">john_dho@ahm.honda.com</a></td>
</tr>
<tr>
<td></td>
<td>(PCRI common extension)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Honda Trading America/Canada/ Mexico</td>
<td>Risk Management</td>
<td>Gina Weber</td>
<td>937-644-7837</td>
<td><a href="mailto:imds@htaoh.honda.com">imds@htaoh.honda.com</a></td>
</tr>
<tr>
<td>Honda Power Equipment-NA</td>
<td>Technical</td>
<td>Tyler Davis</td>
<td>336-516-0354</td>
<td><a href="mailto:tyler_davis@hpe.honda.com">tyler_davis@hpe.honda.com</a></td>
</tr>
</tbody>
</table>

**IMDS-Helpdesk**  
**Phone**  
**Email**

<table>
<thead>
<tr>
<th>Region</th>
<th>Phone</th>
<th>Email</th>
</tr>
</thead>
<tbody>
<tr>
<td>North America</td>
<td>(+1) 972 403 3607</td>
<td><a href="mailto:imds-helpdesk-americas@hp.com">imds-helpdesk-americas@hp.com</a></td>
</tr>
<tr>
<td>Europe</td>
<td>(+36) 1 298 1536</td>
<td><a href="mailto:imds-helpdesk-emea@hp.com">imds-helpdesk-emea@hp.com</a></td>
</tr>
<tr>
<td>Japan</td>
<td>(+81) 3 4530 9270</td>
<td><a href="mailto:jpmids-helpdesk@hp.com">jpmids-helpdesk@hp.com</a></td>
</tr>
</tbody>
</table>

For questions specific to IMDS, please either visit the IMDS website (http://www.mdsystem.com) or contact the IMDS Help Desk:
6. Glossary / Terminology

CRF – Countermeasure Request Form. This is the Honda method used to request a change to a drawing and/or specification. Must be submitted if SoC is called for on drawing and required to be changed. Refer to the Supplier Quality Manual.

ECHA – European Chemicals Agency


FAQ – Frequently Asked Questions

GADSL – Global Automotive Declarable Substance List. The GADSL is the result of a global effort of representatives from the automotive, automotive parts supplier (tier supplier) and chemical/plastics industries who have organized the Global Automotive Stakeholders Group (GASG). The GASG’s purpose is to facilitate communication and exchange of information regarding the use of certain substances in automotive products throughout the supply chain. The GADSL only covers substances that are expected to be present in a material or part that remains in a vehicle at point of sale. Please reference at http://gadsl.org.

GPA – General Purchase Agreement

HAC – Honda Accessory Company

HCSMS – Honda Chemical Substance Management Standard

HES – Honda Engineering Specifications. Issued by Honda R&D and describe attributes of the products.

HR mark – the specification mark used on power sports and personal watercraft drawings to indicate the proper handling of SoC on that part. Includes HRL, HR1 and HR3 marks. Defined by HES A3065

IMDS – International Material Data System. A collective, computer-based material data system used by automotive OEMs to manage environmentally relevant aspects of the different parts used in vehicles. Through this system, the automotive industry is able to reconstruct the complete material flow.

IMDS ID – The unique identifier for each individual IMDS company or organization unit.

MDS – Material Data Sheet(s) that are generated and transmitted within IMDS

MP – Mass Production

MRO – Maintenance, Repair, and Operation. Typically substances that do not have a Honda part number but are used in the production of Honda products.

NARS – North American Reporting System (Located in HondaWeb)
NH Mark – The specification mark used on automobile drawings to indicate the proper handling of SoC on that part. Includes NHBB mark. Defined by HES A3060

P/N – Part Number

PIC – Person in Charge

PSA – Purchase and Sales Agreement

Product - parts, components, material, material preparations, logistics/packaging materials, and manufacturing service parts. This includes any applied coatings, adhesives, and any other substances or MRO materials that remain with the final product.

REACH – Registration, Evaluation, Authorization and Restriction of Chemicals

Service Parts – Those ordered by the regional service parts division for use at authorized Honda dealerships for the service of consumer vehicles. Sales service parts may be current model parts or previous model parts.

SoC – Substances of Concern. Refers to chemical compounds recognized by the legislation and industry as substances warranting further attention, due to regulated status, potential toxicity, and/or social trends and perceptions toward that substance.

STR – Sustainability Trouble Report

SVHC – Substances of Very High Concern as defined by ECHA
7. Revision Chart

<table>
<thead>
<tr>
<th>Revision</th>
<th>Section/Paragraph Changed</th>
<th>Change Made</th>
<th>Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>N/A</td>
<td>Initial Release</td>
<td>April 1, 2010</td>
</tr>
<tr>
<td>2</td>
<td>Major Revision</td>
<td>See underlined Italics information</td>
<td>June 14, 2011</td>
</tr>
<tr>
<td>3</td>
<td>Major Revision</td>
<td>See underlined Italics information</td>
<td>August 1, 2012</td>
</tr>
<tr>
<td>4</td>
<td>Major Revision</td>
<td>Added paragraph 3.4.1. All other revisions are underlined and italicized</td>
<td>April 1, 2013</td>
</tr>
</tbody>
</table>
| 5        | Major Revision            | -Europe references removed  
-Conflict Minerals added section 3.3  
-Color parts submission 4.5.1 revised  
-All other revisions are underlined and italicized | April 1, 2014 |
| 6        | Major Revisions throughout | Updated IMDS ID for Honda Trading as well as contact email. | April 15, 2015 |
| 7        | Minor Revisions throughout | See underlined Italics information | April 15, 2016 |
| 8        | Minor Revisions throughout | See underlined italics information | March 2018 |

March 2018
Revision 8