



To all IMDS users:
Have a good holiday
season!

In this issue you can read about the following:

1. IMDS Release 3.0 changes and further information on Release 3.1 [>>more](#)
2. IMDS Questionnaire 3 results [>>more](#)
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IMDS Help Desk support

1. IMDS Release 3.0 changes and further information on the current Release 3.1

- ✓ **Password reset** – The password reset has been used 6,609 times since the Release 3.0 went live.
- ✓ **Recyclate information** – This chapter is still optional. The default is “No.”
- ✓ **Application codes** - IMDS Service Centers and members of the IMDS Steering Committee were contacted by their suppliers having issues with the current error handling for own material datasheet (MDS) references in the context of application handling.

Despite the benefits resulting from Release 3.0, the received requests and issues are seriously taken into account and were therefore discussed in the IMDS Steering Committee Meeting July 13th, 2005.

As a result, the following change request was added to IMDS Release 3.0 and went live on July 28th, 2005.

If the receiver of an MDS is an OEM, applications can be amended for foreign MDS (as already is) and own MDS/module references (instead of creating new versions). Inside the supply chain (no OEM as MDS recipient selected) instead of an Error message a Warning is given for own MDS/modules referenced (the same as for foreign MDS).

The warning messages will reflect the deadline of March 1st, 2006. It is planned to switch back to the Error messages as is after March 1st, 2006.

The need to gradually update own MDS/Modules as new versions with applications directly linked is therefore only mitigated but not suspended.



IMDS History

June 2000

IMDS went on-line.

23. June 2005

IMDS Release 3.0

Today

87,536 users registered from
35,114 companies

Who to contact at the automobile manufacturers?

BMW

Dr. K. Oldenburg-Nazaruk
karin.oldenburg@bmw.de

DaimlerChrysler

V. Ackermann
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Fiat

Dr. C. Berruti
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Ford

Dr. B. Schmitz
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Fuji Heavy Industries

K. Hosokawa
hosokawak@gun.subaru-fhi.co.jp

General Motors

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Hyundai

T. Unger
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Isuzu

S. Itagaki
Shouji_Itagaki@notes.isuzu.co.jp

Mazda

K. Okazaki
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Mitsubishi

T. Isogai
t-isogai@mitsubishi-motors.co.jp

We strongly recommend to gradually update your own MDS/Modules in order to benefit from not always having to amend MDS to be sent to OEMs with applications. The announcement of the IMDS Steering Committee can be downloaded [here](#).

Current Handling

	MDS / Modules	Messages	Application Code
within Supply Chain	own	Error	need to create new MDS versions
	foreign	Warning	MDS can be sent, but new versions should be requested
Tier1 sends to OEM	own	Error	need to create new MDS versions
	foreign	Error	can be amended

Handling valid until March 1st, 2006

	MDS / Modules	Messages	Application Code
within Supply Chain	own	Warning (with time limit)	MDS can be sent, but new versions should be created until March 1 st , 2006
	foreign	Warning	MDS can be sent, but new versions should be requested
Tier1 sends to OEM	own	Error	can be amended (with time limit) (but new versions should be created until March 1 st , 2006)
	foreign	Error	can be amended

- ✓ **Polymeric parts marking** – You should use "Yes" when your polymeric parts are marked according to ISO 1043 and 11469 and "No" if they are not marked. Your answer should depend on the real mark, not on the check errors. The ISO does not allow "No" for more than 100g of 5.1.x materials or more than 200g of 5.3 materials, so you will get a check error in that case. The answer "Not Applicable" shall only be used for exceptional cases, for example when parts marking is not possible for aesthetic reasons. The parts marking question only appears for 5.x materials. If no such material is under a component, the question does not appear and cannot be answered. The check warning for more than 25g of 5.1.x, 5.3 and 5.4.1 materials comes up if there are more than 25g, not exactly 25g. The check warning looks like this: Warning: Component_28817861: Polymeric parts marking question has not been answered.

The documents describing these changes in detail can be downloaded from the FAQ section on our public IMDS pages.

2. IMDS Questionnaire 3 results

In February 2005 the third IMDS questionnaire went online and delivered an astonishing number of 4,535 responses. Thank you for your participation. A short overview on the global distribution of all IMDS companies is illustrated in the figure below.

Nissan

Y. Tabata
y-tabata@mail.nissan.co.jp

Nissan Diesel

K. Kuwahara
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Porsche

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Suzuki

H. Kato
katohh@hhq.suzuki.co.jp

Toyota

Dr. M. Desaegeer
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M. Lepage

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Volkswagen

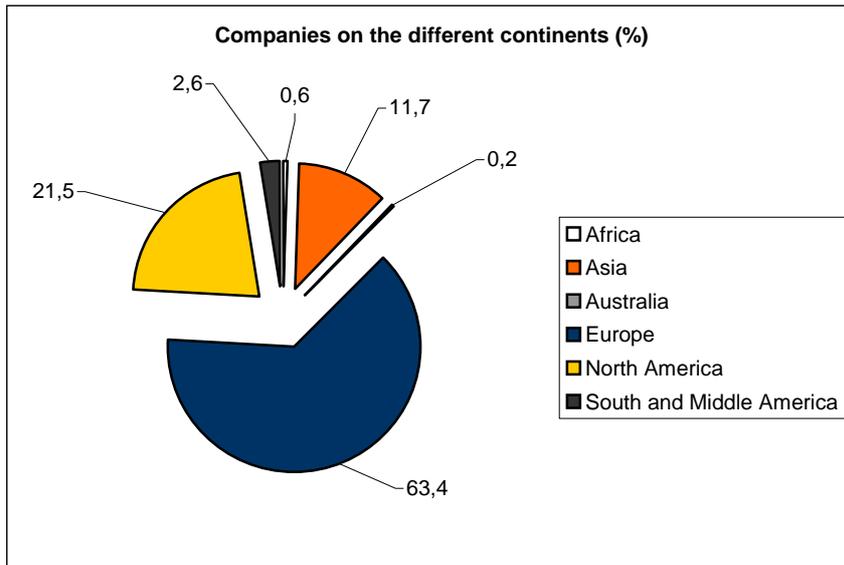
H. Lüssmann-Geiger
heiko.luessmann-geiger@audi.de

Volvo

J. Lundström
jlundst2@volvocars.com

When to contact whom?

- Commercial and strategic IMDS issues → IMDS Steering Committee
- Operational technical issues → IMDS Helpdesks
- Operational content related issues (e.g. how do I report a certain material) → Contacts of OEMs as published on Public Pages



In order to see the complete set of the results please visit the [IMDS questionnaire results](#) on our public pages.

3. Hardware enhancement for IMDS

Since the beginning of June we had to plan several down-times for adding disk space as well as several preparatory system software upgrades. All activities aimed at providing additional hardware in order to improve the server performance and by doing so improve the IMDS performance.

Performance in this respect concerns the following :

- Enhancement of memory capacity
- Increasing the maximum number of concurrent users
- Shortening the up- and download periods for licensees of the IMDS interface and the OEMs
- Improved application behaviour.

The final hardware upgrade was successfully realised as planned and announced on Friday, 1st July 2005.

On Monday, 4th July 2005, the maximum number of concurrent users was increased by 40% under continuous monitoring. This was the precondition for not rejecting any logins anymore because of the "max. number of concurrent users". In general, the current load behaviour of the IMDS server is proportionate and levelled what fulfils the requirements for improved up- and download performance. At the moment, further configuration changes of the system software are introduced and tested aiming at further improving the web application behaviour.

Again, we ask for your understanding for the breakdowns during the last weeks. However, those enabled us to step-by-step realise the necessary activities in order to generally secure the use of IMDS - excluding the actual breakdown times.

4. Reporting weights in IMDS

Carrying out the weight analysis according to the IMDS records can sometimes deliver results which differ from the real physical weight of parts as PPAP theoretical weights are not accurate one by one, only as spare part.

About this Newsletter

The IMDS Steering Committee will quarterly provide the Newsletter to all IMDS Users as a source of information about the different IMDS functionalities and support.

This Newsletter is designed to objectively inform about the IMDS.

If you have any questions or comments about this Newsletter, please send an email to:

imds-newsletter@eds.com

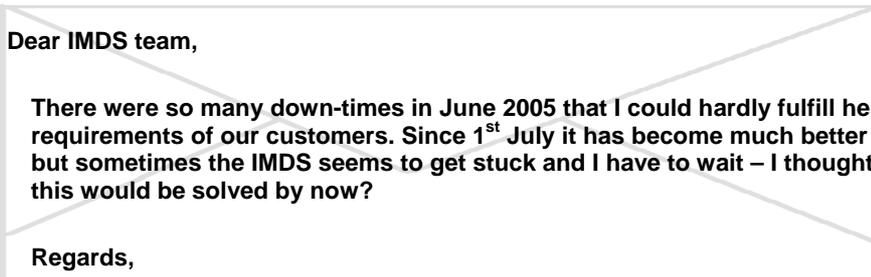
The following example shall illustrate the problem:

If one takes a part e.g. a roll of tape, this weighs probably 50g. However, only 5g of this tape are used per car. There seems to be not much difference with these small weights but looking at wiring harnesses, this can easily become a difference of several kilograms.

Because of this, the tape would – in IMDS terms – be considered a semi-component, because the real weight used from the tape can only be put when the tape used was cut from the roll. When the piece needed is cut, the weight can be determined. Therefore, semi-components are everything which is measured **per litres or meters**, containing the material information but not yet the weight because not the complete lot is used.

When a semi-component is used, the difference between PPAP weights and IMDS weights can be kept at a minimum level.

5. Users' Echo – emails to IMDS



Dear IMDS user company,

The hardware enhancements undertaken make it possible to serve many more users than before at an acceptable speed. What you and every other user experience is a process called "garbage collection", i.e. the machine has to collect all data expired after a short period of time – with more users there is more of these temporary data like MDSs created but then not saved.

We are still in the process of tuning hard- and software and solving this process that the users can work without these breaks.

Best regards, the IMDS team

IMDS Help Desk support

European help desk – imds-eds-helpdesk@eds.com

Monday through Friday, 8 a.m. to 4.30 p.m. (GMT+1) at +36 1 298 1536

Italian help desk – imds-fiat@eds.com

Monday through Friday, 9 a.m. to 6.30 p.m. (GMT+1) at +39 (0) 80 38 53 116

Japanese help desk – jpimds@eds.com

Monday through Friday, 9 a.m. to 5.00 p.m. JST (GMT+9) at +81 3 3797 4212

Korean help desk – imdsk.helpdesk@eds.com

Monday through Friday, 9 a.m. to 5.00 p.m. Seoul (GMT+9) at +82 2 3782 0827 ~ 8

North American help desk - imds-eds-helpdesk-nao@eds.com

Monday through Friday, 8 a.m. to 6 p.m. (EST) at +1 972-403-3607

Your participation

Please help us with your feedback. If you would like to contribute to this Newsletter with articles and comments concerning the IMDS and environmental issues in your company, please contact us by email. For suggestions, further information and questions, please contact

imds-newsletter@eds.com.

Editorial

The collection of the contents of this IMDS Newsletter is carried out on behalf of the IMDS Steering Committee by Ilona Pollok, EDS.

