

IMDS Newsletter XVI

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INTERNATIONAL
MATERIAL DATA
SYSTEM

In this issue you can read about the following:

1. **IMDS Release 6.0 – online since 24th April 2008** [>>more](#)
2. **Letter from the Automotive Industry Task Force on REACH (TF-REACH) and the IMDS Steering Committee to all Suppliers** [>>more](#)
3. **High value of taking IMDS training** [>>more](#)
4. **Users' Echo – emails sent to IMDS** [>>more](#)

IMDS News in brief

IMDS Service Center support

1. IMDS Release 6.0 – online since 24th April 2008

IMDS Release 6.0 went live on April 24th and contains the following enhancements:

1. **Display release date for MDSs**
2. **Complete check of each data sheet**
3. **Allow MDS checks in Incoming box**
4. **Add E-Mails to IMDS messages – Please consider that in very large companies with many datasheets this might lead to a very high amount of email notifications per day.**
5. **Fiat-specific enhancements**
6. **Enlarge result list in Request function**
7. **Material Classification 5.2 Wizard**
8. **Removing button Alternative Supplier**
9. **Change of IMDS Password rules**

Since the IMDS Release 6.0 rollout there have been many user requests concerning warnings on ranges and 10% not specified substances when checking MDSs published by the IMDS Steering Committee. These MDSs are excluded from the checks from 9th May 2008 onwards. The background for this decision is that many of these MDSs were created for simplification of the data entry process or can not follow these rules because of the norms/standards they refer to.

The warnings concerned are:

- Range of portion may not exceed allowed percentage.
- More than 10% not specified substances. ("Not specified" are wild card or confidential substances).



IMDS Facts & Figures

June 2000

IMDS went on-line.

24th April 2008

IMDS Release 6.0

Today

135,475 users registered from
59,607 companies

Who to contact at the automobile manufacturers?

BMW

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

Chrysler LLC

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Daimler AG

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Fiat

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Ford

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General Motors

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Isuzu

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Mazda

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okazaki.k@lab.mazda.co.jp

2. From the Automotive Industry Task Force on REACH (TF-REACH) and the IMDS Steering Committee to all Suppliers - Information on the new European Regulation on Chemicals (REACH) and the impact on IMDS (This information was sent out to all IMDS users)

As of June 2007, the European Regulation (EC) 1907/2006 concerning the Registration, Evaluation, Authorisation and Restriction of Chemicals (REACH) entered into force.

REACH affects all industries, including the Automotive Industry (AI). As the AI is made up of vehicle manufacturers and many tiers of the supply chain, it has several roles and obligations under REACH. Action is required from the OEMs and suppliers, some immediately and some over the coming 11 years and beyond.

One of the requirements of REACH is that manufacturers and importers have a duty to register, for each legal entity, substances on their own, or in preparations that they produce or import in quantities over 1 tonne per year (per manufacturer/importer), unless the substance is exempt from registration. Registration requirements also apply to substance(s) intentionally released from articles under certain conditions, in which case the article producer/importer is responsible for the registration.

It is of key importance to take advantage of the pre-registration option in REACH. Pre-registration of substances on their own, in preparations, or substances intentionally released from articles will take place between 1 June and 1 December 2008. Taking advantage of pre-registration allows for a transitional period to the registration process and allows continued production and use of substances until 2010 to 2018, depending on annual tonnage. **Without pre-registration, substances have to be registered immediately. Without Registration, Substances can not be marketed in the EU. Pre-registration is free of charge and very simple, requiring only basic information.**

Please consider that:

- ✓ Companies that do not comply with REACH will have no market. REACH poses a threat to any company doing business in the EU (and businesses with customers who do business in the EU).
- ✓ Business continuity can be adversely impacted by REACH and supply chains can be disrupted.
- ✓ Companies that understand the business implications and impacts of REACH and develop strategic action plans will gain competitive edge over those that do not.

In order to be prepared for REACH, representatives of all the major vehicle manufacturers and the automotive supply chain around the world formed the TF-REACH to develop an "Automotive Industry Guideline on REACH (AIG)" which can be used to get a quick overview of REACH, its requirements and the recommended actions.

Since April 30th, the AIG Version 2.1 can be found at: www.acea.be/reach.

This information letter is considered to support the industry wide activities to create REACH-awareness throughout the whole supply chain with a newly added REACH function in IMDS.

It is likely that you already have been or will be approached by your customer with a dedicated REACH letter requiring your companies' feedback, especially the name of your responsible REACH contact. **Any specific customer's request will prevail over the newly added REACH functions in IMDS.**

Please provide this information to the REACH contact person in your company. There is no need to reply to this communication.

Mitsubishi

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takashi.isogai@mitsubishi-motors.co.jp

Nissan

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Nissan Diesel

K. Kuwahara
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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

IMDS will provide within its next release an additional REACH-contact field (on Company and not Material Data Sheet Level) to support better REACH-communication throughout the supply chain. Please note that use of this new function will NOT replace your obligation to provide the contact information by the direct customer specific communication requirements.

The Automotive Industry Guideline on REACH also recommends that IMDS will be used to collect information about Substances of Very High Concern in Articles. Minor necessary modifications of the system will be implemented to optimise this process. It is possible that in order to ensure compliance to the regulation, IMDS data sheets may need to be re-submitted for each active part number to include any SVHC-Candidate that has been added to the GADSL. This especially applies to substances that were hidden up to now by a wild card or as confidential.

REACH: Standard Communication Along the Supply Chain (1) Recommendation and Requests from Downstream User (Customer) to Suppliers regarding Pre-registration / Registration

Concerning all products supplied to your customer that are defined as Substances, Preparations or Articles according to the REACH terminology.

1. At this stage, it is strongly recommended and expected that all substances, which require registration and are contained in the products you are supplying to your customer, will be **pre-registered** (between 1 June and 1 December 2008) by your company or by your upstream supplier.
2. At this stage, it is also recommended and expected that all substances, which require registration and are contained in the products you are supplying to your customer, will be **registered**. (2)
3. Regarding the substances that are contained in the product and require registration – please take note of the crucial REACH **registration deadlines** for those substances which are decisive for the product properties.
4. It is expected that your business will take organisational measures to manage the implementation of the REACH regulation requirements including appointing an Only Representative in the EU if applicable.
5. If you do not intend to pre-register any substance that is currently in use, please get in contact with the REACH contact person for each of your customers.
6. It is expected that you will appoint a single point contact for your company covering all legal entities.
7. Your single point contact details.
Provide to each of your customers full contact details for the person in your company responsible for REACH issues as requested via your customer specific communication requirements.

3. High value of taking IMDS training

Experience has shown that participating in IMDS trainings helps a lot in the daily IMDS work – many of the former training participants highly value their experience gained during these trainings as IMDS has changed during the past years and has become even more complex with every new Release.

When taking a training it is important to check training quality in advance. In order to act in accordance with the IMDS use conditions, the training should **NOT** take place on the production server.

For our IMDS trainings, certified by EDS / IMDS Steering Committee and offered by our training partners, you can register on our service pages under [Training > Search Training](#). During these trainings you work in a training environment which allows you to exercise certain procedures before working on the production system.

(1) The information contained in this letter expresses only the intention of the requester and does not constitute a legally binding obligation. Whilst the information is provided in utmost good faith, no representations or warranties are made with regards to its completeness or accuracy and no liability will be accepted for damages of any nature whatsoever resulting from the use of or reliance on the information.

(2) See section 5.7 of the Automotive Guideline on "Registrations of substances in articles".

4. Users' Echo – emails to IMDS

Dear IMDS team,
How can I know in advance that a supplier's MDS is formally correct without going through it line by line?
Regards,

Dear IMDS user company,

With IMDS Release 6.0 it will be possible to check a received MDS before accepting it. This will lead to the same messages as the sender got. If there was a long time period between sending and accepting (like here with a new Release in between) it might also be possible that a datasheet contains errors. This would be shown to you in the check you can carry out then. It is not possible any more to accept a datasheet containing errors.

Best regards,

Your IMDS team

IMDS News in brief

1. New versions of the Recommendations 001, 003 and 013 available.
2. Under [FAQ \(Category "Material information"\)](#) you find an overview on the updated materials according to UNS.
3. Under [FAQ \(Category "OEM Specific Info"\)](#) you find new information of the Daimler AG concerning the MDS check procedures in IMDS (also available in the languages English, Japanese Portuguese and Spanish).
4. Ford RSMS Rollout Package 2008 available under [FAQ \(Category "OEM Specific Info"\)](#)

IMDS Service Center support

Chinese Service Center – imds-eds-helpdesk-china@eds.com

Monday through Friday, 9:30 a.m. to 12:30 a.m. and 1:30 p.m. to 5 p.m. BST (GMT+8)
at +86 27 87431668

European Service Center – imds-eds-helpdesk@eds.com

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

French-speaking Service Center – imds-eds-helpdesk@eds.com

Monday through Friday, 8 a.m. to 4.30 p.m. (GMT+1) at +33 1 55 69 7860

Japanese Service Center – jpimds@eds.com

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

Korean Service Center – imds.k.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 Service Center – imds-eds-helpdesk-nao@eds.com

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

Editorial

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

