

IMDS Newsletter 46

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INTERNATIONAL
MATERIAL DATA
SYSTEM

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Don't miss it!

AIAG "IMDS & Product Chemical Compliance Conference"
October 12-13, 2017 in Novi/Michigan - [Download](#)

1. SVHCs, ECHA Guidance and Application Codes

SVHCs - Annex XV Dossiers to identify REACH Candidate List Substances frequently include entries without CAS number identification. To better help the automotive supply chain communicate its Article 33 responsibilities, the ACEA Task Force REACH has established a list of CAS numbers for these substances which should be used to communicate their presence in materials and articles. These automotive relevant CAS numbers will be proposed to the GADSL committee and added to GADSL if they meet the correct criteria. Please check the [ACEA REACH webpage](#), where the updated information will be posted when available.

ECHA Guidance on requirements for substances in articles - ECHA has published [revised guidance on the requirements for substances in articles](#). This guidance reflects the outcome of the recent ruling by the European Court of Justice. The ACEA Task Force REACH is currently working on an extensive revision of the REACH Automotive Industry Guideline, which will take into account the ECHA revised position on substances in articles. The revised REACH Automotive Industry Guideline will be published on the [ACEA REACH web page](#) when completed.

Application Code Deactivation - The following Application Codes have been changed from "Hidden" to "Deactivated":

AC 13 - "Solder in electronic circuit boards and other electric applications"

AC 16 - "Electrical components which contain lead in a glass or ceramic matrix compound except glass in bulbs and glaze of spark plugs"

Why have we made this change?

In 2017 most parts require the latest lead solder application codes to determine if they meet the European End of Life Vehicle Directive (2000/53/EC), which cannot be determined by using AC 13 and AC16.

The "hidden" application codes do not generate any warning messages in IMDS, so we have a situation where the parts look OK in IMDS but can be rejected by the OEM customer be-

cause they cannot determine if they meet the lead solder requirements for their vehicles. By deactivating the old application codes, suppliers will receive a warning and be able to identify where in their IMDS submissions they have a potential issue.

What does this change mean to me?

If you assigned these application codes to an MDS, then you will get an error message if you try to send the MDS to a customer. The error message can be removed by doing a new version of the MDS and assigning the new, relevant application code. If you have received an MDS from your supplier that contains these application codes and you want to send this MDS to your customer, you will receive a warning. You are still able to send this MDS to your customer. To remove the warning flag, you will need to request an updated MDS from your supplier.

2. Clarification Statement on the data transfer between IMDS and CAMDS

To comply with the legal requirements of different countries, a number of enterprises need to report material data in both the China Automotive Material Data System (CAMDS) and the International Material Data System (IMDS).

The IMDS Steering Committee and CAMDS Management Committee do not prohibit data transfer between both systems. However, the IMDS and CAMDS Terms of Use, the AI Terms and Conditions and the defined "Target System Requirements" must be met and the responsibility related to data transfer remains with the respective user.

Clarification Statement on the data transfer between IMDS and CAMDS

3. Change in IMDS Terms of Use - what is this about?

Starting **1st July 2017**, the following IMDS Terms of Use changes will be effective:

1 - Section 7: add the following paragraph at the end of 7 (c).

Suppliers agree that their IMDS data can be transferred by IMDS Users, derived from the Suppliers' MDS:

- into a Third-Party-System applicable in the country of supply and recognized as following the defined rules: <https://public.mdsystem.com/en/web/imds-public-pages/non-standard-data-use>
- to external non-IMDS recipients in as much as this information is needed to comply with regulatory requirements.

2 - Section 8: replace the first paragraph by the following two paragraphs:

(8) Cost of Using IMDS

IMDS is funded by the participating vehicle manufacturers (=member companies) for the exclusive use of their supply-chains. The basic use of IMDS and its services through the internet link <http://www.mdsystem.com/> menu 'System' (on the IMDS Public Pages including the USER application and registration), is free of charge only for suppliers and sub-suppliers of the member companies. For the avoidance of doubt, using IMDS to serve obligations within the supply-chain respectively to provide requested information to a participating member company shall be allowed. A company may use IMDS to fulfil its own obligations as an Original Equipment Manufacturer (OEM) at the end of the supply chain, in this case the conclusion of a separate contract with DXC is compulsory. In case of doubt a registrant shall contact DXC for clarification.

DXC reserves the right to offer additional services and functions related to IMDS which are not part of the basic use of IMDS. These services and functions may require a specific charge and need to be defined in a separate agreement between the USER of such services and DXC, and are not part of the Terms of Use.

3 - HPE is replaced by DXC in the entire document.

[New IMDS Terms of Use \(changes marked in yellow\)](#)

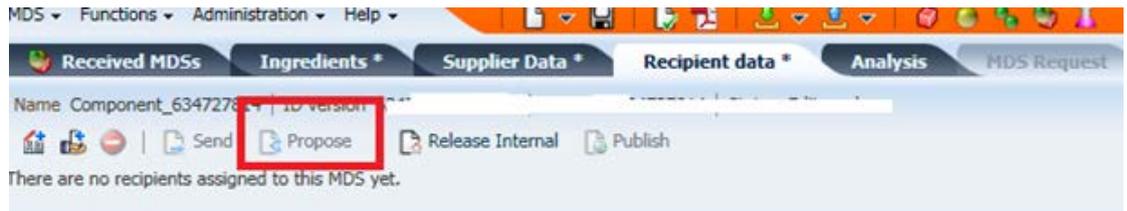
4. Sending MDSs to Ford Motor Company

Dear Suppliers Sending IMDS Data to Ford IMDS Account:

Please be aware that Ford Motor Company will no longer be accepting IMDS datasheets in edit mode. Since January 23, 2017 any IMDS data sheet received by Ford in edit mode has been rejected.

You must use the “propose” function instead of the send function to send data sheets to Ford. This will send the data sheet in a full version and not in edit mode.

If you use the send function and the datasheet is in edit mode, it will be rejected by Ford's internal system. MDSs in Edit mode will no longer be accepted.



5. Users' Echo - e-mails sent to IMDS

We are a manufacturer of electronic parts and deliver our products world-wide, to the automobile industry but also to other industries. We got the request to prove compliance with several other regulations for our products. However, this request did not come from one of our automobile industry customers but from one of our customers in consumer electronics. Now, we have a problem: IMDS cannot be used for other industries - but the data incl. the ingredients information already exist in there. Printing out the pdfs as reports and entering those into Excel files is not a solution. Do you have an idea how we can be compliant for other industries with the existing IMDS data?



Dear IMDS User,

Thanks for addressing this topic. The good news is, that there is a solution for you:

You can use DXC Technology's **Compliance Data Exchange** system (CDX) for compliance reporting.

CDX includes the ability to import existing Material Data Sheets (MDSs) from the International Material Data System (IMDS) into CDX. With this function, DXC addresses the automotive supplier's need to further process MDSs that are already available in the IMDS and, are also used for other industries, without re-entering them in CDX.

The import of existing IMDS MDSs can be initiated out of CDX when the following requirements are fulfilled:

- The IMDS company owns a valid IMDS AI license (at least a Tariff E is needed).
- The CDX user has valid IMDS credentials (IMDS User ID and password) to start the CDX Import Wizard.

This data transfer from IMDS to CDX is in line with the IMDS Terms of Use. Using this function, the data for identical assemblies, which are used in automotive and non-automotive can be reused for other compliance reporting.

We hope this can help to solve your problem.

Best regards,

Your IMDS Newsletter Team

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@dx.com

6. Who to contact at the automobile manufacturers?

Anadolu ISUZU		Mitsubishi	Mitsubishi IMDS
Otomotiv	E. Sener		Coordinator
Aston Martin Lagonda	D. Pearson	Nissan	N. Hattori
BMW	Dr. K. Oldenburg-Nazaruk	Porsche	M. Weck
		Renault	Renault IMDS
DAF Trucks	DAF IMDS		Coordinator
	Coordinator	Renault Samsung	Renault Samsung
Daihatsu	Daihatsu IMDS		IMDS Coordinator
	Coordinator	SAIC	Yusong He
Daimler	V. Ackermann	SAIC GM	Helian Qingjun
FAW-VW	Xin Bao	SAIC Volkswagen	Shen Jian
FCA US LLC	Chris Sidney	Scania	Frank Schlüter
Fiat	K. Zardo	Ssangyong	Chae-Eun Lee
Ford	S. Riewer	Motor Company	
Fuji Heavy Industries	SUBARU IMDS	StreetScooter	Philipp Franz
	Coordinator	Suzuki	Suzuki IMDS
General Motors	Anne Grütznier		Coordinator
GM India	Kirankumar Jagatap	Tata Motors	M. Hatwalne
GM Korea	Hyunkyung Kim	Tesla Motors	S. Nagaraj
Hino	HN-Gikan Peis	The London Taxi	J. Kandaswamy
Honda	Honda IMDS	Company	
	Coordinator	Toyota	V. Aubert
Honda-Sundiro	Akira Iwatake	UD Trucks	K. Kuwahara
Hyundai	T. Unger	Volkswagen	VW IMDS
Isuzu	Y. Hara		Coordinator
Jaguar Land Rover	M. Griffin	Volvo Car	
JSV AVTOVAZ	O. Demicheva	Corporation	I. Rade
Karma	G. Lewis	Volvo Group	A. Breyne
Kubota	Kubota Corp. Quality	Wuyang-	Wuyang-Honda
	Ass. Promotion Dpt.	Honda Motors	IMDS Coordinator
Mazda	T. Tomita		

Editorial

The collection of the contents of this IMDS Newsletter is carried out on behalf of the IMDS Steering Committee by Dr. Ilona Herrmann, EntServ Deutschland GmbH, a DXC company.

IMDS Service Center support

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Monday through Friday, 8 a.m. to 4.30 p.m. (GMT+1) at +33 1 57 32 4856

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