

IMDS Newsletter 63

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INTERNATIONAL
MATERIAL DATA
SYSTEM

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1. IMDS Release 14.4 planned for 3rd of July, 2024

MDS Check: new Warning in case of 8.x materials

A new check will be introduced to analyze MDSs for the presence of materials using either classification 8.1 (Electronics) or 8.2 (Electrics). These classifications were deactivated as part of IMDS Release 13.0 on May 19th, 2021 after which materials with one of these classifications could no longer be created or released.

If such a material is present at any level in the MDS (not only direct references), a Warning is displayed.

2. ACEA Regulatory list

Chemical compliance is strongly depending on the capacity to identify chemicals used in articles and processes.

However, authorities unfortunately are not always providing the information required to comply with these various requirements, including a fully exhaustive list of substances and CAS# affected by regulations (i. e. REACH Candidate List, REACH Annex XIV, XVII, POPs or PIC).

For this reason and in support of the automotive value chain, the automotive industry Task Force REACH created the so called "[ACEA Regulatory list](#)".

This list includes a more comprehensive compilation of the legally affected substances, even if these are not explicitly mentioned in the law or on the official ECHA public pages, e. g. because they are covered by a group entry.

Please keep in mind that the regulatory list

- is not adding any substance beyond the legal requirement but only identifies chemicals that are already covered but not explicitly mentioned.

- is triggering direct legal obligations, even though the substance is not yet listed on GADSL.
- is meant to be a supporting tool for the IMDS community with no representations or warranties with regards to its completeness or accuracy and no liability by TF REACH nor any company participating in TF REACH for damages of any nature whatsoever resulting from the use of or reliance on the information.

In addition, it was recently decided to also support in compliance with REACH Art. 7.2 (Notification of SVHCs in Articles) by adding the “Notification Status” as the last column of the first sheet of the list, replacing the former “Notification Fact Sheets” published on the ACEA website.

In case you have a question related to a certain substance, please feel free to contact the ACEA office substance@acea.auto which will transfer your request to the substance pilot assigned.

3. Product Carbon Footprint (PCF) in IMDS

With the next IMDS Release 15.0, another sustainability reporting mega trend will be implemented into the system.

Beside the well-known reporting of the material content, declarable substances and the recycled content, the IMDS will be enhanced to allow reporting of the Product Carbon Footprint (PCF) of a product (possible on component, semi-component and material levels). This will foster a standardized and more efficient reporting of the PCF in the entire automotive supply chain, even if using this functionality is voluntary and to be agreed B2B.

The enhancement of the reporting possibilities is driven by the overall need of the complete automotive value chain to assess the impact of their products, improve the data source to more primary carbon emission data for this assessment and to subsequently enable each actor to reduce its carbon footprint.

The new functionality it is a common project of the IMDS Steering Committee and the involved supplier organizations AIAG, CLEPA and JAPIA.

The reporting itself will follow a separate and flexible reporting scheme, which allows more frequent updates of the PCF values, without interfering with the usual IMDS reporting.

To put the PCF calculation on common ground, the Catena-X PCF Rulebook (CX 0029 Product Carbon Footprint Rulebook) was selected to be the basis of the reporting. Further information on this rulebook can be found in the [Catena-X Standard-Library](#).

The calculation of the PCF itself is not becoming part of IMDS. This requires multiple additional data sources within and outside of your organization and, depending on the complexity of your product, most likely a dedicated PCF calculation tool. The IMDS Steering Committee is thus recommending all companies of the automotive supply chain to get used to Product Carbon Footprint calculation mechanisms in order to be prepared for upcoming customer requirements.

Defining the new function has been finished by now, it is currently in implementation and will be tested in the next step. In addition, the project team is now working on a related IMDS Recommendation document to go alongside with the new function.

To support the proper implementation within your organization the user management will also be enhanced, to enable dedicated PCF user profiles in future.

4. First revision of ‘IMDS 025 Recommendation - Recycled and Bio-based Content’ now available

The IMDS 025 Recommendation, which focuses on recycled and bio-based content, has been reviewed following feedback from various stakeholders after IMDS Release 14.0 was published on May 10, 2023.

The feedback was gathered from supplier associations such as AIAG, CLEPA, and JAPIA,

as well as from the IMDS OEMs and the IMDS User Service Desk.

Following, the IMDS 025 working group with representatives from the supplier associations, IMDS OEMs and industry experts thoroughly elaborated the improvements based on the received comments.

Key updates in the IMDS 025 Recommendation revision include:

- Allowing bio-based content for material classification 7.1 and adjusting the checks for mechanical recyclate ranges exceeding 20% to only consider entered values. Both change requests have been already implemented in IMDS Release 14.3.
- Introducing tables with specific 'rules and guidelines' for clarity as known from other IMDS Recommendations. In the initial version these were part of the textual description within the chapters.
- Several editorial changes and clarifications in the definitions section.
- Adding definition for Recovered [reclaimed] material in line with ISO 14021:2016.
- Detailed guidelines for the content of chemical recyclate in polymers.
- New chapter providing guidelines for determining recycled content, particularly for steel materials.
- Additional examples for materials of various classifications containing recycled/bio-based content.

According to the **IMDS Recommendation Approval Process**, the revision was commented and finally approved by the supplier associations and the IMDS Steering Committee after four weeks, making the updated recommendation available in IMDS under the Help > Recommendation menu item since May 3, 2024. Finally, after a three-month waiting period the first revision of IMDS 025 Recommendation will get effective.

Worthwhile to mention that the activity of the IMDS 025 working group reflects a collaborative effort to enhance the sustainability and environmental impact of materials used in the automotive industry.

5. GADSL compliance

On the 29th of February, the 2024 version of the Global Automotive Declarable Substance list (GADSL) was published (see: [GADSL.org](https://www.gadsl.org)) with newly listed chemicals.

The IMDS Steering Committee would like to take this opportunity to remind the global supply chain on their obligations to check all existing IMDS data for Jokers that might include any of these newly listed chemicals and to declare such substances in an updated data sheet.

Not complying with this obligation may result in legal or contractual non-compliance.

6. Zentralverband Oberflächentechnik [10216] will be removed from the list of IMDS Standard Companies

In September 2022, the IMDS Recommendations about surface treatments were changed to no longer reference Material MDSs published by the IMDS Steering Committee that were not defined by a norm. The concerned Materials were decided to be hidden. The Zentralverband Oberflächentechnik (ZVO), who supported in the creation of the surface treatments, offered to take over the responsibility and maintenance of the surface treatments.

In January 2023, the surface treatments have been moved to the Zentralverband Oberflächentechnik [10216] and have been issuing warnings for used ranges. To weaken the impact on the supply chain, the Steering Committee decided in January 2023 to add the ZVO temporarily to the list of Standard Companies, so that the Material MDSs will be exempt from the checks, similar to the other Standard Companies.

As all data has been moved to ZVO and ZVO updated their published surface treatments to comply with Recommendation 001 rules, the IMDS Steering Committee decided to remove the ZVO from the list of Standard Companies on 5th July 2024.

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

We are a medium-size company and have been using the IMDS for several years. Every time an IMDS responsible leaves the company we start from scratch. What is the fastest way to onboard new IMDS personnel and where can we find more information on how to properly use IMDS? Thanks.



Dear IMDS User,

This is a problem many companies face, and we will try to help you with a collection of available IMDS material. IMDS has become a standard in the automobile industry and has been growing for 20+ years now. The scope of IMDS data input has significantly widened in comparison to the early days (when it mainly concentrated on ELV reporting) because of additional legal requirements (SCIP, REACH Annex XIV, Biocides) – and is expected to further enhance (PCF, see in this document 3. Product Carbon Footprint (PCF) in IMDS).

With every Release new functions are added like the Chemistry Manager or SCIP to name a few. Increasing complexity doesn't make it easier for the suppliers to submit material data sheets – but there is a lot of information out there to help you:

1. To answer your first question: the fastest and most efficient way to get people quickly skilled concerning the use of IMDS is to [book a training with one of our IMDS training partners](#).
2. In our section "[New to IMDS](#)" we show the most important steps to take for newly registered companies
3. [IMDS User Manual](#) – updated with every Release, available in IMDS under Help > Online User manual. It exists in Brazilian Portuguese, Chinese, Czech, English, French, German, Italian, Japanese, Korean and Spanish – all enhancements can be found in this document. The document is quite large but you can use the search function within the pdf.
4. Especially for Tier 1 suppliers: Customer-specific information in the [OEM-specific section](#), and [OEM contacts](#) for special questions which are not answered in the OEM-specific section
5. Recommendations (only available within the IMDS application after Login) – rules and guidelines set by the IMDS Steering Committee together with representatives from the supplier associations (JAPIA, CLEPA, AIAG)
6. [FAQ section](#) – much information can be found here, grouped in different topics, e. g. Legislative requirements or System usage
7. Our [Video Tutorials](#) explain special new functions in detail.
8. If you cannot find an answer or need support if you cannot access the system, you can send an email or call one of our [IMDS Service Centers](#), but please only contact one to avoid confusion and/or double work.
9. And last but no least: our regular IMDS Newsletters – a summary of all Newsletters including this one is found in the [Newsletter Archive](#).

We hope this list can help to provide useful information so that onboarding new colleagues for IMDS becomes easier.

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@dxs.com

8. Who should be contacted at the automobile manufacturers?

Anadolu ISUZU			Coordinator
Otomotiv	E. Sener	Nissan	Y. Bito
Aston Martin Lagonda	D. Walker	Polestar	IMDS Coordinator
BMW	B. Stein-Schaller	Porsche	M. Weck
Canoo	Craig Howard	PSA Group	PSA IMDS
DAF Trucks	DAF IMDS		Coordinator
	Coordinator	PT Astra Honda Motor	H. Diansyah
Daihatsu	Daihatsu IMDS	Renault	Renault IMDS
	Coordinator		Coordinator
Daimler	V. Ackermann	Renault Samsung	Renault Samsung
Daimler Truck AG	T. Fischer		IMDS Coordinator
Dongfeng Honda	Zhengyuan Zeng	Royal Enfield	Regulatory Compliance
e.GO	e.GO Homologations		Coordinator
Faraday Future	G. Lewis	SAIC	Yusong He
FAW-VW	Aiming Li	SAIC GM	Guanghong Xia
FCA US LLC	Chris Sidney	SAIC Volkswagen	Shen Jian
Fiat	C. Berruti	Scania	Frank Schlüter
Fisker Inc	C. Munoz	Smart	James Liu
Ford	S. Riewer	Ssangyong	Kyoung Soo Kim
GAC Honda	H. Yinbin	Motor Company	
General Motors	Kirankumar Jagatap	StreetScooter	IMDS Coordinator
GM India	Kirankumar Jagatap	Engineering	
GM Korea	Hyunkyung Kim	SUBARU Corp.	SUBARU IMDS
Hino	HN-Gikan Peis		Coordinator
Honda	Honda IMDS Coord.	Suzuki	Suzuki IMDS Coord.
Honda-Sundiro	Akira Iwatake	Tata Motors	D. Chandran
Hyundai	T. Unger	Tesla Motors	S. Nagaraj
INEOS	INEOS IMDS Coord.	Toyota	I. Schoukens
Isuzu	Isuzu IMDS Coord.	TVS Motor	Arun N.
Jaguar Land Rover	M. Griffin	UD Trucks	K. Kuwahara
JSV AVTOVAZ	O. Demicheva	Vinfast LLC	Vinfast IMDS
Karma	K. Shah	Volkswagen	VW IMDS Coordinator
KTM	Wan-Ting Hsiao	Volkswagen Group	
Kubota	Kubota Corp. Quality	of America, Inc.	IMDS Coordinator
	Ass. Promotion Dpt.	Volkswagen (Anhui)	
LEVC - London EV		Automotive Company Ltd.	Rongyao Liu
Company	IMDS System Engineer	Volvo Car Corporation	IMDS Coordinator
Maruti Suzuki India Ltd.	MSIL IMDS Team	Volvo Group	P. Barve
Mazda	Mazda IMDS Support	Wuyang-	Wuyang-Honda
Mitsubishi	Mitsubishi IMDS	Honda Motors	IMDS Coordinator

Editorial

The content in this IMDS Newsletter is collected on behalf of the IMDS Steering Committee by Dr. Ilona Herrmann, EntServ Deutschland GmbH, a DXC company.



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