

IMDS Newsletter 66

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INTERNATIONAL
MATERIAL DATA
SYSTEM

In this IMDS Newsletter issue you can read about the following:

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**Merry Christmas and a
Happy New Year 2026!**



1. IMDS Release 15.2 planned for January 21, 2026

The enhancements with [this Release](#) are:

Functional Changes

- Exemption of Ceramics / Glass from BPR regulation – Classification 7.2 is exempted from BPR information entry.
- No “rest” portion can be entered for GADSL / SVHC substances - “Rest” can no longer be selected as the portion for substances on the SVHC candidate list or marked as prohibited or duty-to-declare on the GADSL
- Date of last status change displayed in MDS search - A new column for the “last status change” is added to all IMDS search screens.

Check Change

Updated message for successful checks - This change highlights the fact that a successful check in IMDS does not automatically mean compliance with all applicable requirements.

2. Working Groups for IMDS topics

The IMDS Working Groups (WGs) continue to enhance and streamline material and compliance reporting across the automotive supply chain. Their outcome are the requirement refinements as input for implementation into IMDS and further down the road for release planning by the IMDS Steering Committee.

This year and in 2026, IMDS enhancement priorities focus on aligning with regulatory requirements. While some regulations are still pending final approval, related data must already be collected to ensure future compliance. Despite the complexity of certain legal requirements and their cross-references, the IMDS WGs strive to minimize the burden on the supply chain wherever possible.

Another key focus is on enhancement proposals submitted by supplier representatives from AIAG, CLEPA, and JAPIA, aimed at resolving current challenges in IMDS e.g., MDS updates required for entries created by inactive companies.

Future IMDS enhancements for compliance reporting will be part of one of the following three IMDS Reporting Processes, depending on the needs:

IMDS Reporting Processes



The following working group topics reflect in more detail the IMDS Steering Committee's commitment introducing new requirements in IMDS as best fit solution for reporting across the automotive supply chain and continuous IMDS improvements in collaboration with supplier representatives to clarify and finalize the enhancement refinements.

Working Group “Faster MDS Updates”

Getting updated IMDS information from the material producers to the automotive manufacturers at the top of the chain has always been a challenge that we try to improve. It only takes one actor in the supply chain to miss an update and forget to update their MDS for their customers for users to be working on the wrong level of IMDS information.

The faster MDS update WG has been looking at opportunities to simplify the data flow, to make it easier for data to be updated by the supply chain.

Some of the opportunities we are currently exploring are:

- Moving Norms and Standards to an “Enhanced Reporting Model”. This will allow the Norms and Standards to be updated by the material producer dynamically, so the IMDS data will not need to be rejected for missing information.
- “End of Supplier Responsibility” Identification - we have several examples of where IMDS updates may not be possible, for example the supplier has gone out of business or the supply chain no longer exists, or the parts are subject to an “all-time buy”. This WG is looking at opportunities to identify such companies in IMDS to make the supply chain aware that it will not be possible to get updated IMDS information for such parts.
- Multiple MMDS part numbers. Materials in IMDS should have 1 active version - applicable to all users of this material. Multiple versions should not be created for

different customers to satisfy customer specific requirements. Material suppliers have identified that customers insist to have their unique customer part numbers added to the materials, which creates a problem for our material suppliers who can only do this by creating a new version of the material. We are looking at ways to achieve updating the information without the need to create more versions of a material.

This WG is now a collaboration of OEMs and Supplier Organizations who look to resolve some of the supply chain challenges for implementation. Watch this space for future updates!

Working Group “Recycled Content“

While reporting on Recycled Content is already possible and done in IMDS since several years, it is rapidly becoming a critical compliance factor in the automotive supply chain.

The EU regulations such as the Critical Raw Materials Act (CRMA) and EU Battery Regulation (EUBR) make recycled content a legal requirement on substance level in 2027/2028. Looking ahead, the End-of-Life Vehicle Regulation (ELVR) will further increase its relevance and specifically focus on plastics, steel and aluminum.

OEMs and suppliers need in general accurate, timely data to enable the general ramp up of recycled content, ensure compliance and avoid surprises.

To represent the main actors, the WG consists of representatives of the OEMs, the Supplier Alliance (AIAG, CLEPA, JAPIA) as well as representatives from the EU chemical, plastics, aluminum and steel associations.

To ensure an efficient rework it aims on:

- Accelerating updates to existing data sheets and enabling dynamic reporting.
- Minimizing delays and bottlenecks in data collection and validation.
- Balancing speed and accuracy while safeguarding product compliance.

Key Implications

- Review existing IMDS functionality aligned with emerging regulations e.g., closed and open loop recycled content reporting.
- Handling of published standard materials might change, to allow material manufacturers to report properly.
- Reduce any blocking points to ensure timely updates.
- Consider the impact on existing recycled content data.
- Provide all actors with clear triggers and notifications to avoid compliance risks.

Working Group “RoHS”

The working group with members from Heavy Duty Commercial Vehicle (HDCV) OEM focuses initially on defining business requirements for implementation of measures to document compliance with substance restrictions under EU RoHS (2011/65/EU) in Material Data Sheets.

In general, cars, trucks and busses are exempted from EU RoHS but not certain machinery for which HDCV OEM deliver power solutions. The possibility to document compliance with (EU) RoHS substance restrictions in IMDS will also enable other Electrical and Electronic Equipment (EEE) manufacturers to enroll IMDS and makes it easier for suppliers to only need to use one material reporting system to all of their customers.

Furthermore, due to current, bigger changes of exemptions under EU RoHS the previous possible, simple mapping between similar ELV exemptions and RoHS exemptions is soon no longer suitable to document compliance with RoHS. At current, we have compiled a comprehensive list of restricted substance exemptions per EEE category, and we propose to use the Regulation Wizard to communicate

assigned RoHS exemptions along the supply chain to the lowest component owner company (on request).

A simple mock-up how data can look like had also been developed so far. As for other working groups it is planned to involve IMDS supplier representatives preferably as well from E/E companies delivering automotive and other industries.

Working Group “Standard Part Names and AI Enhancement”

The IMDS Steering Committee is excited to share that a Working Group has launched to develop Standard Part Names powered by Artificial Intelligence (AI).

This initiative aims to bring greater consistency, clarity, and efficiency to IMDS reporting across the global supply chain. The Working Group is collaborating to define a unified set of Standard Part Names and provide the AI with high-quality datasheets to strengthen recognition and improve reporting accuracy.

This enhancement will introduce an additional field within IMDS—meaning users can continue entering product descriptions as usual while benefiting from AI-supported standardization in parallel.

More details will follow as the work progresses, and please note that elements of this initiative may evolve as development continues.

3. AIAG event in October 2025

Between the 8th and 10th October 2025, the yearly AIAG Hybrid IMDS, Product Compliance & Sustainability Conference”, has taken place in Novi, Michigan in the United States.

Many topics were addressed during these two days by various speakers from all over the world. The following list is far from complete but contains some of the different presentation topics:



- Changes to IMDS to address the DPP/EUBR Battery Passport and other legal requirements.
- The IMDS Terms of Use - how may customers use the data that suppliers are providing to them.
- Transitioning from IMDS PCF Implementation to IMDS027 PCF Recommendation
- Review of the top help desk escalations/customer rejection concerns provided by the IMDS Service Desk
- Overview by CLEPA of their current activities
- Digital Product Passport as a Tool for Sustainable Sourcing and Monitoring of Critical Raw Materials in Battery Production for Electric Vehicles
- Introduction of the next major IMDS enhancements

As you can see from the variety of topics, participation in such events is highly recommended, because it is always a way of transporting useful information as well as an outlook on future enhancements into the supplier community in the automotive industry.

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

During the past months we came across a problem, which we would like to get solved as soon as possible. There seem to be a lot of Warnings for our datasheets, and we would like to avoid these. We are a galvanizing plant and have always been using two materials for this: the steel material and the surface treatment, i.e. the galvanization as a material – both within a material MDS referencing these two. Why do we get Warnings on these MDSs? Please let us know. Thanks.



Dear IMDS User,

Under FAQ you find [this question addressed as well as the corresponding answer](#).

IMDS talks about homogeneous materials. What is a homogeneous material?

In IMDS it is expected that every homogeneous material has to be described as a separate material. "Homogeneous" means that there is a consistent material composition which cannot be separated mechanically into two or more different materials. "Mechanical separation" here means that it is generally possible to separate materials by means of cutting, trimming and abrasion. **Homogeneous materials are for example plastics, metals, alloys and coatings.**

This can be shown using the example of a multiple coated screw.

Each layer on its own is defined as a "homogeneous material". This means that a screw [whose metal body is coated with a zinc alloy, followed by a passivation layer, finished by a 'top coat'] has four homogeneous materials: the body of the screw and three homogeneous coating layers.

A plated material is not a homogeneous material and needs to be represented as a semi-component or a component with multiple materials attached.

We hope this answers your question.

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

5. Who should be contacted at the automobile manufacturers?

Anadolu ISUZU

Otomotiv

Aston Martin Lagonda

BMW

Canoo

DAF Trucks

Daihatsu

Daimler Truck AG

Dongfeng Honda

e.GO

E. Sener

D. Walker

B. Stein-Schaller

Craig Howard

DAF IMDS

Coordinator

Daihatsu IMDS

Coordinator

DTAG IMDS Admin

Shao Linlin

e.GO Homologations

e. Volution GmbH

Faraday Future

FAW-VW

Ferrari

Fisker Inc

Ford

GAC Honda

General Motors

GM India

GM Korea

Hino

T. Bender

G. Lewis

Aiming Li

Ferrari IMDS Coord.

C. Munoz

S. Riewer

H. Yinbin

Kirankumar Jagatap

Kirankumar Jagatap

Hyunkyung Kim

HN-Gikan Peis

5. Who should be contacted at the automobile manufacturers? (continued)

Honda	Honda IMDS Coord.	SAIC	Yusong He
Honda-Sundiro	Akira Iwatake	SAIC GM	Guanghong Xia
Hyundai Motor & KIA	Hye-Young Park	SAIC Volkswagen	Shen Jian
INEOS	INEOS IMDS Coord.	Scania	Frank Schlüter
Isuzu	Isuzu IMDS Coord.	Smart	James Liu
IVECO Group	K. Zardo	Ssangyong	Kyoung Soo Kim
Jaguar Land Rover	M. Griffin	Motor Company	
JSV AVTOVAZ	O. Demicheva	Stellantis - FCA US LLC.	Stellantis US Coord.
Karma	K. Shah	Stellantis - Fiat	Stellantis Fiat Coord.
Koenigsegg	H. Fracassi	Stellantis - PSA	Stellantis PSA Coord.
KTM	Wan-Ting Hsiao	StreetScooter	IMDS Coordinator
Kubota	Kubota Corp. Quality Ass. Promotion Dpt.	Engineering SUBARU Corp.	SUBARU IMDS Coordinator
LEVC - London EV Comp.	IMDS System Engineer		
Lucid	K. Shah	Suzuki	Suzuki IMDS Coord.
Mahindra&Mahindra Ltd.	Ishant Kaushal	Tata Motors	D. Chandran
Maruti Suzuki India Ltd.	MSIL IMDS Team	Tensor Auto Inc.	Tensor IMDS Coord.
Mazda	Mazda IMDS Support	Tesla Motors	Tesla IMDS Group
Mercedes-Benz AG	A. Engelmann-Müller	Togg	Togg IMDS Coord.
Mitsubishi	Mitsubishi IMDS Coordinator	Toyota	I. Schoukens
Nissan	Y. Bito	TVS Motor	Arun N.
Opel Automobile GmbH	D. Lungershausen	UD Trucks	K. Kuwahara
Peugeot Motocycles	Y. Boukhelifa	Vinfast LLC	Vinfast IMDS
Polestar	IMDS Coordinator	Volkswagen	VW IMDS Coordinator
Porsche	M. Weck	Volkswagen Group of America, Inc.	IMDS Coordinator
PSA Group	PSA IMDS Coordinator	Volkswagen (Anhui) Automotive Company Ltd.	J. Zhang
PT Astra Honda Motor	H. Diansyah	Volkswagen Group (China) Technology Company Ltd.	VCTC IMDS Team
Renault	Renault IMDS Coordinator	Volta Trucks Ltd.	Volta Tr. IMDS Coord.
Renault Samsung	Renault Samsung IMDS Coordinator	Volvo Car Corporation	IMDS Coordinator
Rivian Automotive, LLC	Rivian IMDS Coord.	Volvo Group	P. Barve
Royal Enfield	Regulatory Compliance Coordinator	Wuyang- Honda Motors	Wuyang-Honda IMDS Coordinator
		Zoox	Zoox IMDS Coord.

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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