STELLANTIS HARMONIZED

This standard is the Stellantis harmonized guideline that replaces the existing xFCA (IMDS Reporting Guide) and xPSA (A12 5500) which are no longer valid.

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TABLE OF CONTENTS

1 GENERAL

1.1 Purpose

The purpose of this standard is to outline Stellantis IMDS reporting requirements and provide Stellantis suppliers with instructions for completing a Material Data Sheet (MDS).

1.2 Coverage of this standard

All references herein this standard to “Stellantis” shall be understood to include all wholly owned subsidiaries, such as Alfa Romeo, Chrysler, Citroën, Dodge, DS, Fiat, Jeep, Peugeot, Opel, Vauxhall, RAM, SRT, as well as after sales activities (e.g., MOPAR).

This document applies to all products (e.g., materials, parts, components, and vehicle subsystems provided to, or manufactured by Stellantis, its subsidiaries, suppliers, and sub-suppliers for production, pre-production, prototype, pilot, developmental, carry-over, original equipment, service / spare, aftermarket parts and accessories) manufactured and intended for use and/or sale globally.

Stellantis requires suppliers to submit a material datasheet using the International Material Data System (IMDS) in order to provide all necessary weight, material and substance information to:

- ensure compliance to global chemical and environmental regulations, such as End of Life Vehicle regulations in force in Europe (2000/53/CE) and in the other regions of the world (China, South Korea, Japan…)
- meet all prohibition and reporting requirements set up by various substance regulations (REACH, BPR, SCIP, etc....)
- meet internal Stellantis quality standards related to the environment, sustainability, circular economy, social responsibility, etc.

Thus, Stellantis suppliers must complete IMDS reporting for:

- all parts and materials intended and remaining on the vehicle at the point of sale
- spare (service) parts and accessories.

Suppliers are responsible to self-certify the relevance and quality of MDS data reported. Reported data will be utilized to prove legal compliance. Tier-1 suppliers are obligated to engage sub-suppliers for the required MDS data. If a sub-supplier does not insert MDS data, it is the obligation of the Tier-1 supplier to report this data.

2 REFERENCES

2.1 Stellantis Internal Standards

Document Number	Document Title	downloadable for suppliers (Y/N)
CS.00265	SUBSTANCES OF CONCERN REQUIREMENTS FOR VEHICLE, PARTS, AND MATERIALS (STELLANTIS HARMONIZED)	Y
CS.00270	RECYCLING MARKING FOR THERMOPLASTIC, ELASTOMER AND THERMOPLASTIC ELASTOMER COMPONENTS (STELLANTIS HARMONIZED)	Y
MS.90501	GREEN MATERIALS (ORGANIC) - DEFINITION AND CALCULATION METHOD - 01446_22_00383 (STELLANTIS HARMONIZED)	Y
MS.90505	RECYCLED MATERIAL (INORGANIC) - DEFINITION AND CALCULATION METHOD 01446_23_00140 (STELLANTIS HARMONIZED)	Y
B20 1315	SUPPLY OF PLASTIC PARTS IDENTIFICATION MARKING OF MATERIAL FOR RECYCLING PURPOSES	Y
B20 1415	SUPPLY OF RUBBER PARTS IDENTIFICATION MARKING OF MATERIALS FOR RECYCLING PURPOSES	Y

2.2 Additional Tools / Other Documents

Reference	Title
IMDS Homepage	IMDS Information Pages - Home
IMDS User Manual	IMDS User Manual 14.3 EN
IMDS FAQ	IMDS Information Pages - FAQ
NA SoC / IMDS Compliance Portal	https://fcagroup.esupplierconnect.com/irj/portal/supp_conn SoC/IMDS Compliance Portal
CQMS	CQMS (chrysler.com)
MaPS	https://m2p2.fiat.com/
Global Automotive Declarable Substance List (GADSL)	http://www.gadsl.org/
xFCA Rejection Code	Rejection code table
Support regarding IMDS reporting errors for ex-PSA account	OEM Page link

3 DEFINITIONS/ABBREVIATIONS/ACRONYMS/SYMBOLS

Term	Description
APQP	Advanced Product Quality Planning
B2B	Business to Business
COFOR	COde FOuRnisseur / PSA Supplier Code
CQMS	Chrysler Quality Management System
HM	Heavy Metals (cadmium, hexavalent chromium, mercury, lead)
ELV	End of Life Vehicles
EU	European Union
IMDS	International Material Data System
GADSL	Global Automotive Declarable Substance List
MACSI	PSA Information System for vehicle material composition
MDS	Material Data Sheet
OCM	Officialisation Création Modification / Releasing Creation Change
OEM	Original Equipment Manufacturer
PLM	Product Lifecycle Management
PPAP	Product Part Approval Process
PN	Part Number
REACH	Registration, Evaluation, Authorization, and Restriction of Chemicals
SCIP	Substances of Concern in Products
SoC	Substance of Concern
SQM	Supplier Quality Manual
SVHC	Substance of Very High Concern

4 GENERIC IMDS INFORMATION

4.1 Overview

The IMDS (International Material Data System) is the automotive industry's online material data system. IMDS has become a global standard used by almost all the global OEMs. IMDS allows the car manufacturers and suppliers to collect and manage information regarding the material and substance composition of all vehicle components throughout the supply chain. Thus, it enables the automotive industry to meet different legal requirements (ELV, REACH, etc.) as well as internal quality standards.

4.2 Access

IMDS is available via the following link: www.mdsystem.com

Suppliers must be registered in the IMDS system to use it. To register, please follow the instructions below:

- Open page: www.mdsystem.com
- Click on: New at IMDS?
- Click on: Company Registration
- Click on: <Online Registration>

4.3 Helpdesk

For questions regarding the registration of your company, login, or other issue related to the IMDS system please contact your Client Manager or the IMDS Service Center at:

- Open page: www.mdsystem.com
- Click on: New at IMDS?
- Click on: Help/Contact/IMDS Service Centers

https://public.mdsystem.com/en/web/imds-public-pages/imds-service-centers

For further technical support, many online training courses and references are available. Please refer to the direct links for additional resources:

https://public.mdsystem.com/web/imds-public-pages/imds-training-courses

- References:
  - Creating a New Material
  - Creating a Component

4.4 IMDS Recommendations

The IMDS Steering Committee has developed and posted Recommendations for data entry and structure. These Recommendations can be found on the Recommendation link after login.

IMDS Information Pages - Reading for New Users - IMDS Public Pages

4.5 Stellantis IMDS processes and related IMDS ID

Depending on the Stellantis engineering IT tool used for part development, there are three different processes for MDS collection and each of them has specific data input requirements to ensure successful acceptance of a MDS submission:

- **xFCA CODEP (FCA EMEA (Fiat)) → parts developed in CODEP**
  - Questions – please contact: FCAITALY_IMDS@crf.it
- **xFCA EBOM (FCA US LLC) → parts developed in EBOM**
  - Questions – please contact: FCAUS_IMDS@stellantis.com
- **xPSA PLM (Groupe PSA)→ parts developed in PLM**

- Questions – please contact: psa-imds@stellantis.com

Please note, legacy parts for Opel and Maserati are managed separately outside of the three Stellantis regional tools / processes outlined above.

IMDS data should be submitted to the correct Company ID (outlined in the table below). IMDS data reported to Stellantis should be regarded as confidential.

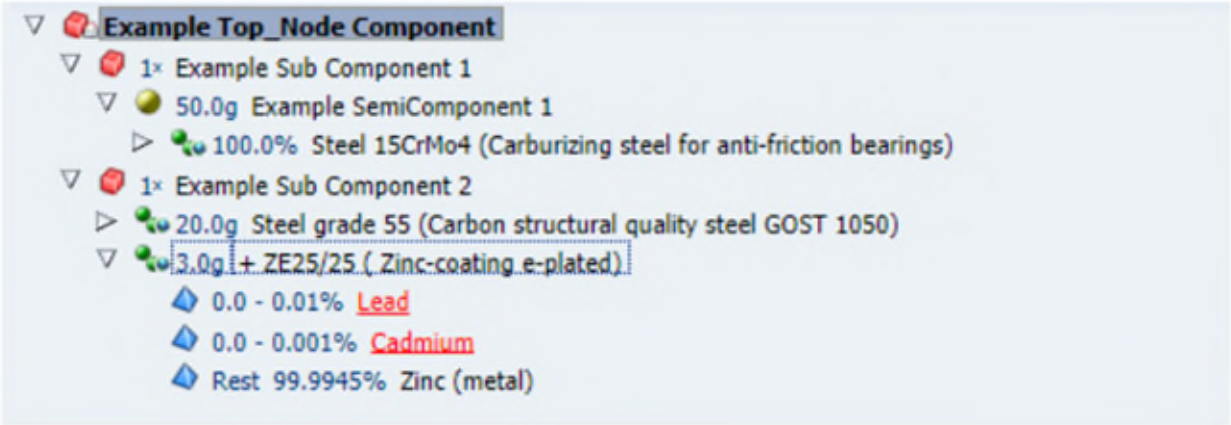
MDS Process Collection	Company	ID
xPSA PLM	Groupe PSA	176995
xFCA CODEP	FIAT AUTO	1316
	MASERATI NM	112624
	FIAT AUTOMOVEIS BRAZIL	109959
	FIAT AUTO ARGENTINA	109958
	FIAT CHINA (India)	240244
	FIAT CHINA	118986
xFCA EBOM	FCA US LLC	71459
xOPEL	Opel *(legacy parts)*	104
MASERATI SPA	MASERATI SPA *(legacy parts)*	92550

If you are unsure which process to follow, please check with the Engineering/Quality team of Stellantis.

4.6 MDS Structure

A MDS is a weight, material, and substance composition reporting datasheet. It has a tree structure according to part breakdown into basic components/materials/substances.

Figure 1: Sample MDS



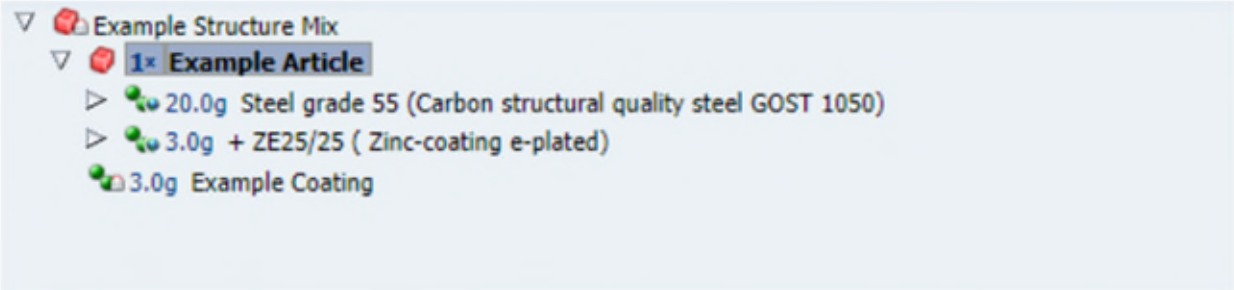
An MDS is built up as a tree structure following a hierarchical parent/child relationship (Figure 1). Each branching point in the structure is called a node. The higher node is called the “parent” and a node directly attached to the parent is called a “child”.

In most cases, different types of nodes cannot appear at the same level of the tree structure. The MDS types have a hierarchy which allows only certain children under a specific parent node:

- Components may have components, semi-components, and materials as children.
- Semi-Components may have other semi-components and materials as children.
- Materials may have other materials or basic substances as children.
- Basic substances may not have children.

Mixed nodes consisting of a mixture of components with semi-components or materials on the same level is allowed *only* if the material or semi-component is not an article, but a coating, lubricant or similar, added to the component. For additional details, refer to IMDS Recommendation 001 rule 4.1.A.

Figure 2: Mixed Nodes



5 REQUIREMENTS

5.1 Generic Requirements

This section provides Stellantis specific IMDS reporting requirements. It is intended as a supplement to the IMDS Recommendations 001 to 025, IMDS Information Pages and the requirements set forth in Stellantis CS.00265 standard.

IMDS recommendations are available on the IMDS website (www.mdsystem.com); login with your user ID and find the documents under Help / recommendation.

Some items of these recommendations are reminded below:

- Name of the component/material in English
- The reported substances must reflect the currently delivered part composition. The “confidential” functionality must be used, if necessary, while the use of jokers must be avoided. In both cases, the rules and guidelines of REC001 must be followed.

- In the case of directed buy or consigned parts, IMDS data should be submitted to both Stellantis and the next higher tier supplier using the ‘propose’ function in IMDS. For example, a Tier 2 supplier of a directed-buy part must submit IMDS information both to the appropriate Stellantis IMDS account and to the IMDS account of the Tier 1 receiving the part.

Regarding CS.00265, the Stellantis engineering contact and supplier must initiate a conversation early in the part development process about current and upcoming substance of concern (SoC) restrictions/prohibitions. An approved IMDS record is confirmation that all SoC compliance requirements have been met.

5.2 Timeline for Reporting

For new and serial life parts, the MDS is part of the expected deliverables of the PPAP. Under these conditions, the MDS must be submitted to one of the IMDS Stellantis accounts and approved in accordance with the timeline specified in the APQP grid, typically gate 4 of the APQP grid (PPAP approval).

IMDS data should be submitted at the earliest possible point between component development and PPAP. When submitting IMDS data required for PPAP approval, please take into consideration the processing time necessary to review your data and update internal databases. For this reason, it is recommended that you submit your data at least six weeks prior to your PPAP date or six weeks prior to vehicle/module (i.e. batteries, engine...) launch, whichever is earliest.

In the event of a regulated chemical sunset date (e.g., REACH SVHC) suppliers will be required to show IMDS compliance with said requirements at least six (6) months prior to a sunset date. Specifically, no IMDS records will be accepted within a 6-month period leading to a formal sunset date that shows the presence of a regulated substance of concern (SoC).

Stellantis reserves the right to require a chemical analysis of the part, if an IMDS submission is not received prior to PPAP and/or the assigned due date. The supplier is responsible for bearing the cost.

5.3 Scope

Stellantis requires suppliers to utilize IMDS to report, material, and substance information for

- all parts and materials intended and remaining on the vehicle at the point of sale
- spare (service) parts and accessories.

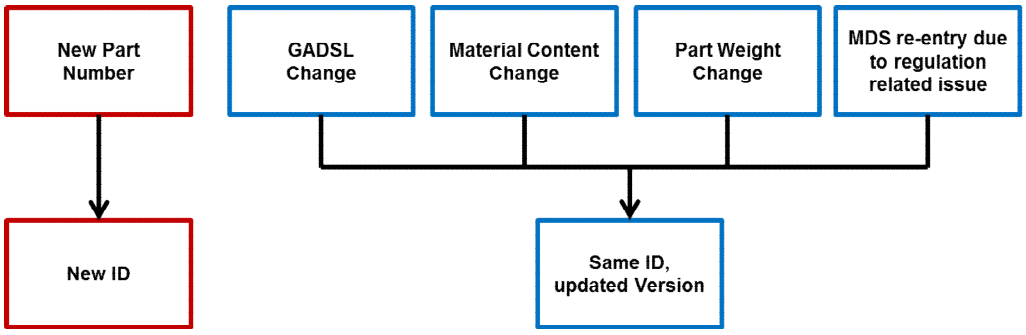
Parts exempt from IMDS requirements include user manuals (e.g., handbooks for radios, navigation systems, etc.), temporary protective packaging materials that are removed when the vehicle is delivered, and individually packaged chemical products. A material must be described in its end state. Only basic substances contained in the final material are to be reported (example: cured adhesives or paint coatings are entered without the evaporating solvents) (*IMDS Recommendation 001, Rule 4.4.1.B*). Substances not detectable should not be reported.

5.4 MDS Updates

IMDS reporting must reflect the part composition delivered to Stellantis. Suppliers are responsible for the update of these data if any changes occur. Possible changes include but not limited to:

- Part Number
- Material Composition (including substitutions of basic substances)
- Mass of a part exceeding the tolerance listed on drawing
- New Supplier of sub-component
- Structural change in the bill of materials (BoM)
- Global Automotive Substance Declarable List (GADSL):
  a. A new GADSL substance is added to a material,
  b. a change in mass of an already reported GADSL substance or change in mass causing the GADSL threshold to be exceeded
- Regulatory changes (ELV Annex II exemption list change)
- Change in polymeric parts marking
- Mistake in the IMDS reporting

All substances outlined in CS.00265, Annex A, defined in GADSL as declarable or prohibited, and/or known to be declarable or prohibited within a national market, must be disclosed in IMDS and cannot be marked as confidential. Additionally, all GADSL identified substances must be reported using the correct CAS number (exclusion for specific fibers which are not reported by CAS). If a CAS number is not available in IMDS, contact the IMDS Help Desk.



New part numbers require the creation of a new MDS and ID (red box outline), updated MDS require a new version, utilizing the same ID (blue box outline).

Please use only one IMDS ID for each Stellantis part number/supplier code combination. If you wish to send an update for an existing MDS for the same Stellantis part number, please generate a new version of the same IMDS ID. Similarly, if an MDS is rejected, suppliers should not modify the rejected MDS. Instead, corrections should be made in the newer version of the same IMDS ID.

5.5 Material and Component Name

Material and component names should be entered in English and describe the part and/or material as much as possible (e.g., Wiring, Retainer Clip, Bolt, Piston, and Pin Assy, etc.). Whenever possible use the part name / designation and description as defined in the Stellantis Engineering or Purchasing system.

The material name must allow to clearly identify the material. The names of the materials must be written according to the different standards:

- For metals: standardized name according to the standards into force
- For polymers: define the symbol according to ISO 1043-1, ISO 1043-2, ISO 18064 and ISO 1629 (standard designation in IMDS)
- For non-standard materials, the name must contain an element identifying the nature of the material (adhesive, paint, etc.)
- Any additional information can be put in the "Trade name" field.

5.6 Material Classification

The material classification must be consistent with the substance’s composition of the material. The material classification should be as detailed as possible (for example, whenever possible, use 1.1.1 or 1.1.2 instead of 1.1). The right material classification must be selected according to IMDS Recommendation 001 for material classified as metals. Please reference Annex 001a for the latest information, guidance and examples for each material classification. Any inconsistency may lead to the MDS rejection.

5.7 Material Norms and Standards

The field Standard is mandatory for metals (VDA 1.x. classification).

Suppliers should also report public norms, in which material compositions are defined (e.g. EN, DIN, JIS, ASTM, ISO etc.). Stellantis requests norm/standard information for plastics (ISO 1043 – 1 thru 4 - see IMDS 001, Chapter 5.1, IMDS 001 Annex I, Chapter 2.2/2.5) based on the type of plastic; elastomers (see IMDS 001 Annex I, Chapter 2.4/2.5), thermoplastic elastomers (see IMDS 001 Annex I, Chapter 2.3/2.5), and metallics (use the ASTM, JIS or ISO classification for the specific material).

5.8 Part Marking

As a reminder, any parts containing plastic, thermoplastic elastomer or elastomer over a certain threshold needs to be marked in accordance with their specific rules.

*Both thresholds and rules for marking can be found in Stellantis standard "**RECYCLING MARKING FOR THERMOPLASTIC, ELASTOMER AND THERMOPLASTIC ELASTOMER COMPONENTS**", reference **CS.00270**.*

5.9 Weight Reporting

The total mass declared must be a measured weight. Tolerance on weight declarations:

Weight of component (X)	Max. deviation in %
X < 1g	100
1g ≤ X < 100g	10
100g ≤ X < 1kg	5
1kg ≤ X < 10kg	2
10kg ≤ X < 100kg	1
X ≥ 100kg	0.5

5.10 Recycled and Bio-based Content

Suppliers are required to report the recycled and bio-based content of materials, components and parts supplied to Stellantis in their IMDS submission. Recyclate questions must be answered with 'yes' or 'no' for all materials. This requirement is applicable for materials classified under material categories 1–4 (Metals), 5 (Polymers), 7.1 (Organic Materials), and 7.2 (Ceramics / Glass). If answering 'yes', values must be entered into the '% of recycled content' fields. The difference between minimum and maximum recyclate values cannot exceed 20%. Please refer to IMDS recommendation 025 for additional details on recyclate definitions and reporting.

For all materials, the origin of the recycled material (pre- or post-consumer) must be chosen according to Stellantis global material specifications, MS.90501 and MS.90505, standards.

5.11 Substances Reporting

Please refer to CS.00265 standard which outlines the Stellantis substances requirements related to prohibition and reporting. According to CS.00265 standard, the following substances reporting may lead to MDS rejections:

- if application codes (heavy metal exemptions) are reported for a vehicle project that cannot use them
- if Stellantis restricted substance is reported in the MDS.

The rules and guidelines of IMDS Recommendation 001 need to be met. In addition, if necessary, use the "confidential" functionality rather than "jokers" which should be avoided.

Suppliers must select the appropriate application code based on the latest version of the European ELV Annex II.

The box related to the valid reporting of “the substances to be reported” must be checked.

Substances may only be marked as “confidential” if they are not declarable or prohibited according to GADSL.

When the GADSL is updated, every material-creating supplier that uses wildcards in their structures must examine their documentation to determine if the substances are now declarable or prohibited. If so, the related material MDS must be updated so that this substance is no longer hidden by a wildcard.

If REACH Candidate List substances is contained in a part and not yet published in GADSL then it’s mandatory to report it within the MDS according to the same rules as GADSL ones.

5.12 MDS Forwarding

“Allow forwarding” box must be checked.

5.13 Preliminary MDS

“Preliminary” MDS And “Initial Sample Report” MDS are not authorized by Stellantis.

5.14 Inter-Regional Flow (IRF)

Stellantis utilizes an Inter-Regional Flow (IRF) process in which common components are shared with other Stellantis affiliates around the world. For example, parts that are either common with or modified from parts that are used on NA based Stellantis products can be supplied to support the EMEA-built programs. One of the main benefits of engaging in this activity is the optimization of tooling capacity utilization.

IMDS records for these parts should have been created through the standard Stellantis processes (based on the Purchase Order originator / engineering region). While the IMDS database is global, IMDS submissions are defined by three specific parameters.

- recipient company ID
- supplier code
- part number (PN)

To support the IRF process in cases where one component is shared amongst different regions from the original Engineering region, the supplier is responsible for submitting an MDS directly to the final recipient.

For example:
Specific PNs utilized for 637 project (Ducato US) where the real employment is exclusive to NA Region, without a parental code for 250 project (Ducato EMEA). In this scenario, the EMEA PNs have an active Purchase Order (PO) but not for European plants and for this reason they are not recognized in IMDS (by EMEA IMDS ID 1316). Therefore, the MDS must be submitted directly to recipient FCA US (IMDS ID 71459). Below is the correct IMDS data input for this example:

1- Recipient company ID: 71459

2- Supplier Code: The supplier code to be used is reported in the final PO

3- Part Number: NA / EBOM PN instead of EMEA PN (ask your Stellantis contact to get the mapped code)

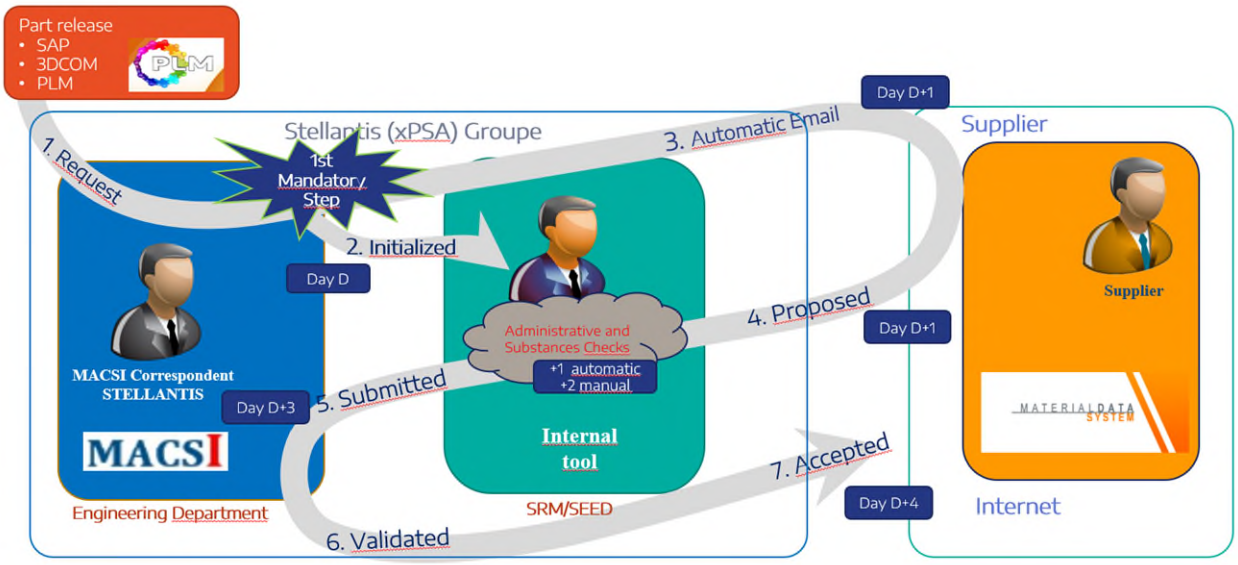
4- The contact email for support is FCAUS_IMDS@stellantis.com

6 REGIONAL SPECIFIC REQUIREMENTS

The following requirements are applicable depending on the IMDS ID account the IMDS should be submitted.

6.1 xPSA PLM (IMDS ID: 176995)

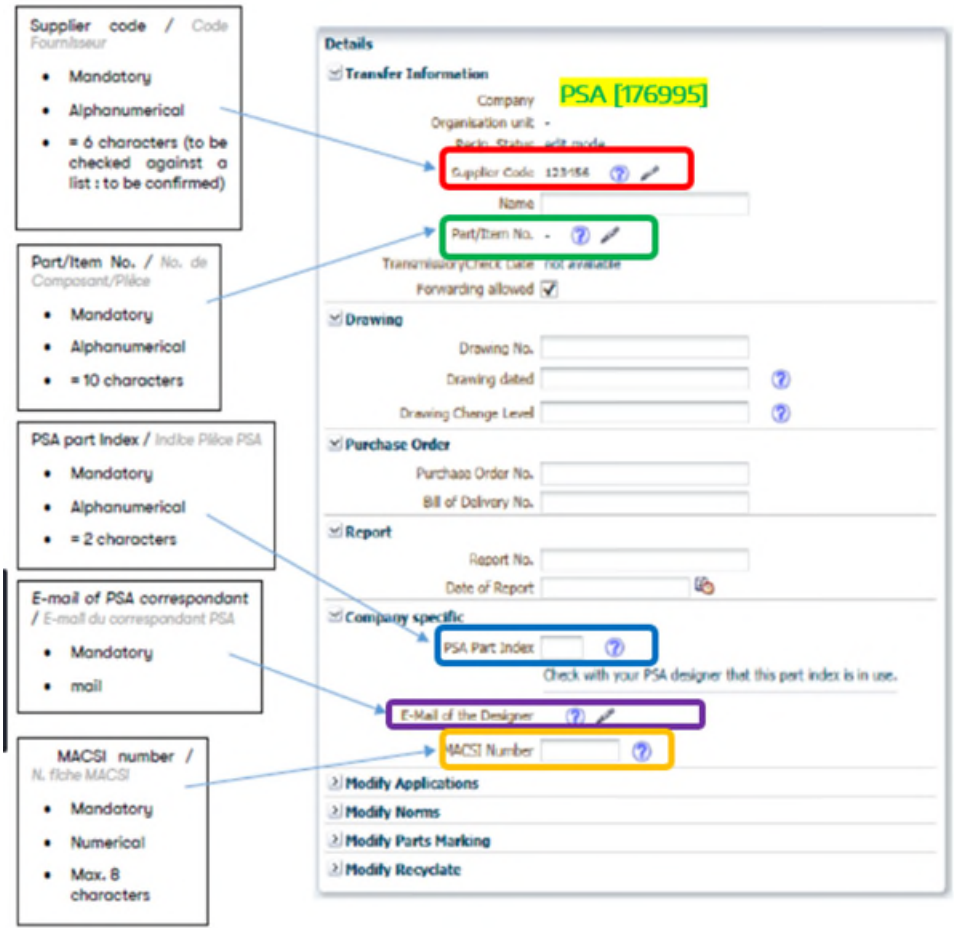
Stellantis (xPSA PLM) data collection process



In addition to the IMDS generic requirements, Stellantis requests specific information to be filled in.

At stage 3 of the above process, an email is automatically sent to the supplier and includes all specific administrative information to be reported in the MDS (e.g. PSA part name)

N.Fiche MACSI MACSI Numbe	No.Composant/pièce Part/Item No.	Indice pièce PSA PSA Part Index	Désignation Part Name	Date d'échéance Expiration Date	Correspondant PSA PSA Correspondant
393727	9826053580	00	TUBE PRESSION ENTREE FILTRE PARTICULE	12/05/2017	gilles.philippe@mpsa.com
395899	0378068680	01	TUYAUTERIE ECHAPPEME etape3	18/09/2017	gilles.philippe@mpsa.com



Moreover, Stellantis (xPSA PLM) is also performing additional checks to ensure both substances and administrative data provided meets expectations. If this is not the case, IMDS declaration will be rejected with explanations about the issue sent by email until correction from the supplier.

6.2 xFCA CODEP (FIAT AUTO IMDS ID: 1316)

When the Purchase Order (PO) is activated (request of components by the plant), the supplier must submit the datasheet via the IMDS site. Without this condition the Part Number (PN) is not available in IMDS.

FCA EMEA and FCA LATAM have reconfigured the filters for the submission of the MDS based on whether the Part-Number (PN) is valid (activated by Purchasing and the Plant), if the PN is not in the list of current PNs and / or the supplier code is not correct, it will not be possible to send the MDS. The intent of this change is to reduce IMDS rejections for supplier code and part number entry errors.

Supplier code => SAP code, the same code in the PO (not the COFOR code).

Part Number (PN) => PN assigned in the PO (CODEP PN + 0); colored PN are requested.

Multiple Part Number Submission

If you wish to send many of the same or similar components with different Stellantis part numbers, please use the multiple part number function. This is a specific function developed for FCA within the recipient data field and is only available for part numbers released in EBOM and CODEP.

Suppliers can utilize this function to make one MDS submission for the parent drawing and adding a list of similar part numbers (i.e. left/right symmetry, color variations, etc.). For example, black/grey panels, different color of seat covers among others. The weight tolerance admitted is 2%.

Materials and/or components for which the color variation has a high impact on the MDS composition: e.g. paint should not be submitted using this function. However, if the color variation between the various paints is minimal, the parent drawing should be the one with the more critical paint composition.

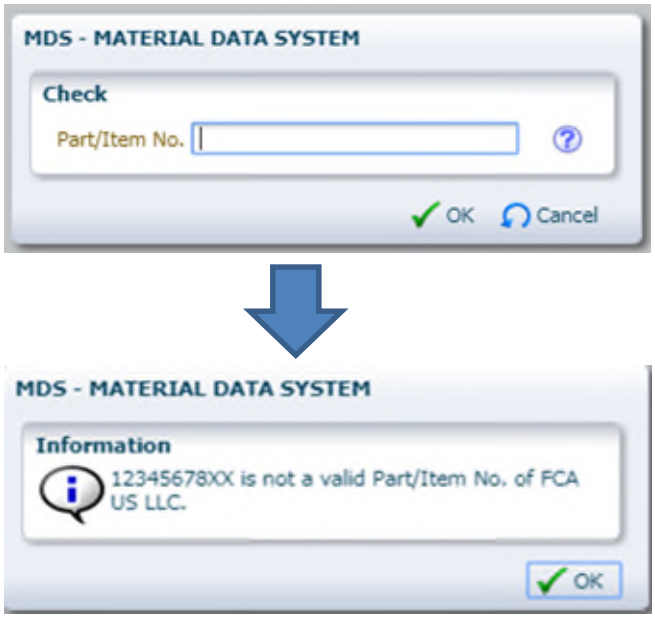
6.3 xFCA EBOM (FCA US LLC IMDS ID: 71459)

When the part is sourced (via Purchase Order (PO) initiation or decisioned Change Notice (CN)), the supplier must submit the datasheet via the IMDS site. To ensure MDS acceptance, for North America suppliers, please check the following:

- Data is submitted to the ***Company ID***: 71459
- ***Supplier code*** aligns to the Purchase Order
- ***Part number*** is entered correctly on the IMDS submission *(TRM' parts submissions will be automatically rejected, please submit one MDS for each color variation)*

The supplier code and part number entry will be checked against existing uploaded files. If the supplier code and/or part number is not found, an error message will generate (see example message below) and it will not be possible to send the MDS. The intent of this change is to reduce IMDS rejections for supplier code and part number entry errors.

MDS cannot be submitted without a valid Stellantis Part Number & Supplier Code.



Once an MDS is submitted, the status will be changed from “Not yet browsed” status to “In process at recipient” status while the IMDS data is being reviewed using our in-house IT system.

A final IMDS status as “accepted” or “rejected” will be provided to the IMDS records once the IMDS review is completed.

Please allow 1-2 business days for the IMDS status to reflect in the Stellantis tools: CQMS (Supplier Quality Portal => PPAP) and the SoC / IMDS Compliance Portal

- SoC / IMDS Compliance Portal is a centralized tool for suppliers to track IMDS status for parts supplied to FCA US LLC. Download the Portal application via eSupplier Connect.

In case of rejections or further information is required, an email will be sent to the supplier outlining additional details.

IMDS CARRY-OVER FOR CHANGE NOTICES (CN):

An IMDS record can be carried over to the new part NIK (revision) level if the following conditions are met:

- CN does not result in a change to material / composition or final part weight > 10%
- Accepted IMDS record at the previous NIK level (only 1 carryover permitted)
- Previous IMDS record does not contain an SoC with sunset date ≤ 6 months
- Previous IMDS record acceptance date is ≤ 3 years

To verify that the IMDS was carried over successfully, visit the SoC / IMDS Compliance Portal. If one or more carryover conditions are not met, a new IMDS submission is required.

7 REJECTION CODE GUIDELINE

An IMDS submission is required for each supplier code / part number combination. If the submitted IMDS data does not meet Stellantis requirements, the MDS will be rejected. To avoid any unnecessary rejections, please utilize the “legacy spare part” functionality available in IMDS when applicable. If an MDS is rejected, the supplier will receive a list of the components or materials concerned, for which one or more rejection code(s) have been issued. Please be sure to make all corrections before re-submitting the MDS to Stellantis.

The complete list of rejection codes can be found in “Stellantis IMDS Rejection Code_harmonized” document, directly available on IMDS site.

Stellantis IMDS Rejection Code_harmo

Please note: Legal disclaimers of any kind are not permitted in the Remarks field for a material. Acceptance of IMDS data that contains any legal disclaimers does not indicate acceptance of that disclaimer.