

India comments on OBD 6th EPPR (12-14 Feb 2014)

Reference documents:

1. EPPR-05-09
2. EPPR-05-10-Rev1
3. EPPR-05-13e

OBD-I (1/2)

- “ India supports that priority for development for OBD:
 - . 2 wheelers (3-1 and 3-3)
 - . OBD 1
- “ India supports the proposal from Japan for a simple OBD I
- “ OBD I to cover activation of MIL for :
 - . Electrical sensors and actuators short circuit check and indication.
 - . Electrical controller malfunction check and indication.
 - . Actuation of MIL not to be linked to the emission threshold limits.

OBD-I (2/2)

- “ India believes that by the time GTR on OBD is implemented, carbureted vehicles may not exist, if at all, in very low numbers.
- “ Failure of ignition coil, CDI, Spark plug, etc will result in:
 - . Stoppage of engine or
 - . Noticeable drivability problems.
 - . Hence the rider will arrange for repair of vehicle.
- “ Therefore the need for omitting OBD-I for carburetted vehicles may be considered.
- “ India supports using the text of R83, as the base to start with, with appropriate changes e.g.
 - . R83 now does not have concept of OBD-I.
- “ India is looking forward to the documents on the EC proposal for color coding (yellow and red) to study and discuss.

OBD-II and Further

- ” It may not be feasible to implement all the OBD-II requirements proposed vide EPPR-05-09, in one step.
- ” India proposes the following phases

OBD –II		OBD-III
1. Electrical components rationality check	5. Catalytic convertor monitoring	1. Vehicle functionality reduction
2. Emission threshold monitoring for electrical sensors and actuator failures	6. Fuel system leak monitoring	2. Access to Controller interface for data share
3. Distance logging from last malfunction indication	7. Combustion misfire monitoring	3. Data logging for post failure analysis
4. Simple hand held diagnostic unit interface	8. Sensors and Actuators functionality monitoring.	