**EC proposal to amend document EPPR-06-14e**

|  |  |
| --- | --- |
| B.2. | TEXT OF THE REGULATION, FUNCTIONAL ON-BOARD DIAGNOSTICS (OBD) |
|  | **Amend to read point 4 of section B.2. as follows:** |
| **4.** | **MI activation and OBD system performance criteria** |
| 4.1. | A Contracting Party may require one of the following two alternatives to be applied with respect to activation of the MI in compliance with OBD stage UN I: |
| 4.1.1. | The MI shall be activated when a Diagnostic Trouble Code is set and stored (mode $03) as a result of a malfunctioning device or of its failing electric / electronic circuit as listed in table B.2.2.-1; or |
| 4.1.2. | The MI shall be activated when one of the two following conditions is fulfilled: |
| 4.1.2.1. | When a Diagnostic Trouble Code is set and stored (mode $03) as a result of a malfunctioning device or of its failing electric / electronic circuit as listed in table B.2.2.-1, and the resulting increased tailpipe emissions are exceeding the applicable OBD emission thresholds. Contracting Parties may specify their own OBD emission thresholds in dependence of the applicable emission [certification] / [approval] limits; or  Figure B.2.-1 OBD decision area with respect to environmental protection |
| 4.1.2.2. | The ECU / PCU triggered a torque limiting default mode which is permanently applied in the key cycle only if resulting in a significant reduction of propulsion unit torque.  Figure B.2.-2 OBD decision area with respect to any torque limiting default mode activated by the ECU / PCU resulting in a significant reduction of propulsion unit torque. |
| **Amend to read point 2.6. of Annex B.2.2.** | |
| 2.6. | Exemption regarding OBD emission verification tests (type VIII)  At the request of the manufacturer and based on a technical justification [to the satisfaction of the [approval] authority], certain OBD monitors listed in table B.1.2.-1 may be exempted from type VIII emission verification tests referred to in section B.2. under the condition that the manufacturer can demonstrate to the [approval] authority that: |
| 2.6.1. | the malfunction indicator fitted to the vehicle is activated when the malfunction listed in table B.2.2.-1 occurs: |
| 2.6.1.1. | during the same key cycle and; |
| 2.6.1.2. | immediately after expiration of a limited time delay (300 s or less) in that same key cycle, or; |
| 2.6.1.3. | point 4.1.1, applies, or; |
| 2.6.2. | monitoring of some of the items listed in table B.2.2.-1 are physically not possible. The comprehensive, technical justification why such an OBD monitor cannot run shall be added to the information folder. |