

# *Japan's position and proposal on draft of OBD-gtr*

01 Oct. 2014

- A change in policy about fuel system monitoring in OBD-gtr



**Ministry of Land, Infrastructure,  
Transport and Tourism (MLIT), Japan**

## *Japanese proposal in the previous EPPR meeting*

In the last EPPR meeting, Japan proposed as below. (EPPR-07-15e)

### *Japan's proposal for gtr*

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#### Japan's proposal

- In Japan, the implementation of the fuel system monitoring is mandated according to the recommendation from Central Environmental Council.
- Japan believes that such a monitoring which is significant to keep the environmental performance of motorcycles properly should be promoted worldwide.  
Therefore, Japan would like to make a proposal that the fuel system monitoring is included in OBD I gtr.

## *Provision proposal*

In view of the status of the subsequent discussion, Japan would like to correspond with the following concept

“In regard to the MI activation, the discussion has been advanced in the direction as follows

- Basic concept of MI activation shall be defined. On that basis, CP can set up additional MI activation conditions according to their needs.

or

- No provision of MI activation condition shall be defined.

“ In this case, MI activation by fuel system monitoring, which Japan has proposed, is not defined in gtr anymore.

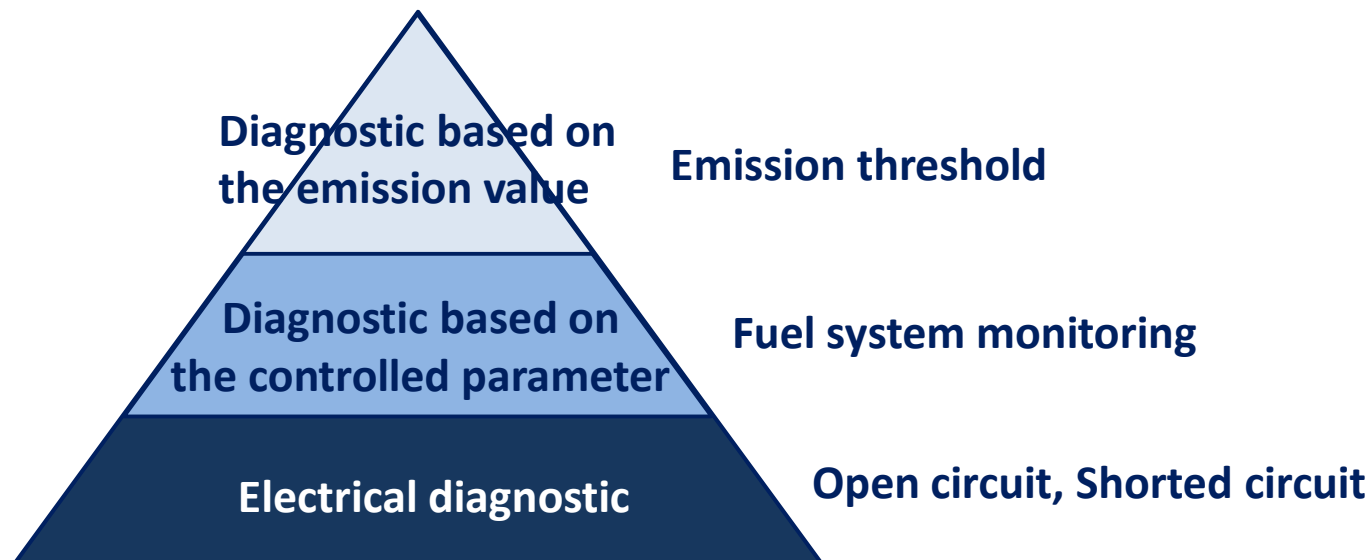
“ As a reference, the performance criteria and its justification for fuel system monitoring is explained later. (homework from the last meeting)

# *Hierarchy of MI activation provision*

“Fuel system monitoring is a diagnostic of the broader concept than an electrical diagnostic.

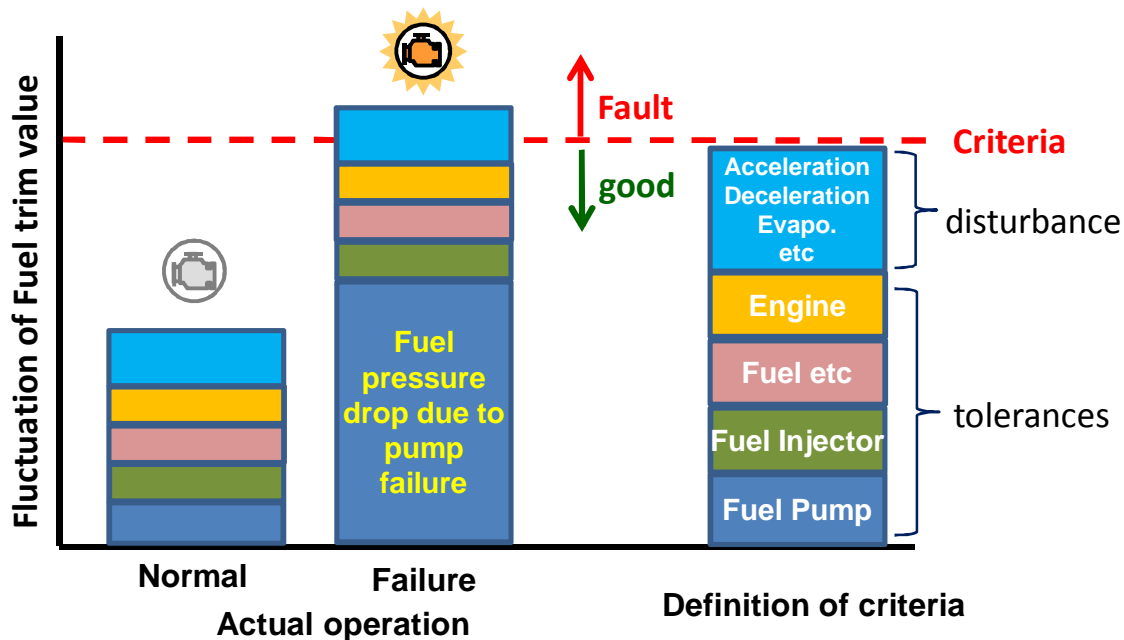
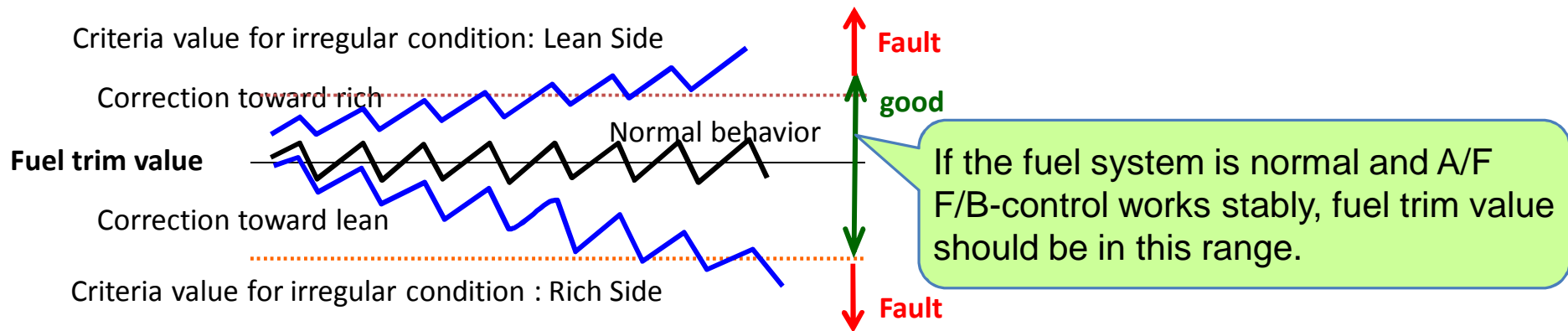
“And MI activation by emission threshold is the advanced monitor of the even broader concept than a fuel system monitoring.

“In case of vehicle with failure decision based on emission threshold which is more advanced than a fuel system monitoring, It is seemed that failure decision based on emission threshold can cover fuel system monitoring.



# <Just for Information> Fuel system monitoring in J-OBD I

The performance criteria and its justification for fuel system monitoring



- Each manufacturer defines its own criteria based on component tolerances and disturbance which affect the fuel trim value.
- Approval authority receives a report of criteria from manufacturer and determines if its criteria are reasonable or not.