

Current status of EC – JPN bilateral meeting on OBD-gtr draft

23/Apr/ 2015

Current status

□ Current status of JPN's proposals in EPPR 09-13 and 09-14
(Issues JPN and EC discussed in bilateral meeting on 16th April 2015 based on the instruction from the Chairman)

✓ Objective of OBD

Under discussion based on compromised proposal from JPN(see the next slides).

✓ MI activation criteria, Access to OBD information

Under discussion(JPN's position has been shown in EPPR 09-13).

(Other issues in EPPR 09-13)

Received no objection to JPN's proposal(under confirmation by other CPs?).

□ New trial to help clear understanding on MI activation criteria in gtr.
Currently developing flow chart(as page 6) to explain MI activation criteria in OBD-gtr draft.

1. Objective of OBD

□ History

- Japan believes the objective of OBD is environmental protection from the beginning.
- Based on this idea, Japan made a proposal that the wording of “repair and maintenance” and “functional safety” should be deleted from Article A.1. (EPPR-09-13e)
- EC reserved the position to the proposal from Japan in the 10th EPPR meeting.

□ New compromised proposal to EC from Japan

- Japan reviewed our position to try to be more flexible as follows;
 - i. The objective of OBD is environmental protection. In addition, OBD has potential benefits to facilitate effective and efficient repair and maintenance for environmental protection.
 - ii. Japan understands the significance of safety. However, it is not suitable to discuss the safety issues in EPPR. It is up to the decision of WP29 at later stage, as stated in GTR No.5.
- Based on the above idea, our new proposal is presented in the next slides.

1. Objective of OBD – New compromised proposal from Japan

Article A.1 Introduction

- Previous proposal from Japan (EPPR-09-13e)

Introduction

The industry producing two-, three- and four-wheeled light motor vehicles is a global one, with companies selling their products in many different countries. The Contracting Parties to the 1998 Agreement have determined that work should be undertaken to address the environmental performance requirements from two- and three-wheeled light motor vehicles as a way to help improve air quality internationally. The aim of this Global Technical Regulation (GTR) is to provide measures to strengthen the world-harmonisation of light motor vehicle [certification] / [approval] and certification legislation, in order to improve the cost effectiveness of environmental performance testing, remove trade barriers, reduce the overall complexity of global legislation, remove potential areas of conflict or opposing requirements, improve the air quality ~~and accessibility to diagnostic information~~. Although the main goal of on-board diagnostics (OBD) in light duty legislation today is to act as enhanced environmental protection feature, ~~its potential benefits go beyond that: With this new light motor vehicle legislation, OBD can also facilitate effective and efficient repair and maintenance and may also provide improvements of functional safety in the future.~~

- New compromised proposal to EC from Japan to modify EPPR-09-13e

... air quality ~~and accessibility to diagnostic information~~



... air quality and **in addition** accessibility to diagnostic information

Although the main goal of on-board diagnostics (OBD) in light duty legislation today is to act as enhanced environmental protection feature, ~~its potential benefits go beyond that: With this new light motor vehicle legislation, OBD can also facilitate effective and efficient repair and maintenance and may also provide improvements of functional safety in the future.~~



~~Although~~ The main goal of on-board diagnostics (OBD) in light duty legislation is to act as enhanced environmental protection feature.

In addition, OBD has potential benefits to facilitate effective and efficient repair and maintenance for environmental protection.

Furthermore the OBD system may also achieve improvement of functional safety in the future. ¹⁾

same text as in GTR No.5

1) The current gtr only establishes requirements for emission-related OBD systems. Requirements addressing safety-related OBD systems may be added at a later date in accordance with future decisions of WP.29.

1. Objective of OBD – New compromised proposal from Japan

Article B.1 TEXT OF THE REGULATION, GENERAL PART

Paragraph 1.1

- Previous proposal from Japan (EPPR-09-13e)

- On -board diagnostics ('OBD') is essential for aspects such as environmental protection ~~as well as for effective and efficient repair and maintenance~~ of vehicles . In order to address the rapid technical developments in the area of propulsion unit control systems it the list of devices monitored for electric circuit malfunctions in Annex B.1.2 shall be reviewed and supplemented if deemed necessary by Contracting Parties by [dd.mm.yyyy.]



- New compromised proposal to EC from Japan

- On -board diagnostics ('OBD') is essential for environmental protection which can be achieved by effective and efficient repair and maintenance of vehicles. In order to address the rapid technical developments in the area of propulsion unit control systems it the list of devices monitored for electric circuit malfunctions in Annex B.1.2 shall be reviewed and supplemented if deemed necessary by Contracting Parties by [dd.mm.yyyy.]

2. MI activation criteria – Under developing

