

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

**18<sup>th</sup>/Nov 2015**

- ❑ Considering the Indian proposal (EPPR-12-14e) and bilateral discussion with EC, Japan updates some concepts and makes new proposals so that we can accelerate the discussion.
- ❑ This slide just shows an overview of the latest Japan's concept and concrete amendments and proposals are shown in EPPR-13-12e and 13-13e.

# *The latest Japan's concept*

## **1. Objective of OBD**

Agreed with EC

Japan accepts “repair and maintenance” in apposition with “environmental protection” because “repair and maintenance” could contribute to “environmental protection”.

## **2. Access to OBD information**

Agreed with EC

Japan withdraws EPPR-9-14e with the condition of adding the “Repair information” definition similar to R83 which protects an intellectual property right and a secret know-how from information disclosure.

# *The latest Japan's concept*

## **3.MI activation criteria**

- ❑ Japan accepts “Grade concept” from India with the following conditions.
  - To amend clause of Grade B to show Japan OBD regulation correctly.
  - For acceptance of Grade D, to replace “torque reduction” with “operating mode of limp-home” because “torque reduction” means a design approach of default mode and restriction of designing should be avoided.
  - For acceptance of Grade D, to review and amend EPPR-10-17e including the past proposal from Japan.
- ❑ According to “Grade concept”, the flow chart to be revised as next slide.

## **4. Administrative provisions (B.4.)**

Japan is still awaiting the response from EC.

# Revised flow chart to clarify MI activation strategy

Japan proposes the revised flow chart according to "Grade concept"

