

Status report of OBD task force

WLTP IWG #16

Status

- Questionnaire distributed May.
- Four feedback received so far.
- No task force meeting was held.

Feedback received for the questionnaire

Item	Question	Florence Le Boité(Renault)	Jonathan Jung(Daimler)	India	JAPAN
Discussion points	Do you agree the following issues to be discussed in our task force?				
	Base requirement (which regulation should be used as base of TF discussion)	Based on European Directive including WLTP (not existing for the moment) Annex XI and Annex XVI (Nox Strategy using reagent) => Threshold, Cycles to demonstrate We would like to keep Test I (but an annex describing the two different cycles)	yes, based on existing EU regulation with amendments	UNECE R83 (Base Document)	Yes
	Monitor item	Confirm that we have the same monitors as NEDC	yes	Yes, Monitoring Requirements to be defined.	Yes
	OBD for HEV/PHEV	definition of preconditionning (two Type I, ...), Which SOC Conditions of tests (VH, VL, both, ...)	yes	Required	Yes
	Supplemental cycle for OBD demo test (Discuss necessity. If yes, what is the appropriate cycle)	definition of preconditionning (two Type I, ...), Conditions of tests (VH, VL, both, ...)	yes Appropriate cycle: WLTC with option: choose alternative cycle (eg. UDC) for diagnostics in specific technical cases	Required, to be discussed further.	Yes
	IUPR	same requirements ??? Requirements for HEV/PHEV ???	yes	Required, to be discussed further.	Yes
	OBD family criteria	same criteria ?	yes	Yes.	Yes
	Monitor disable condition(regional difference?)	same criteria ?	yes	Yes	Yes
documentation(what should be reported)	For certification, COP, In Use, I/M ..	yes	To be discussed.	Yes	

Feedback received for the questionnaire

Item	Question	Florence Le Boité(Renault)	Jonathan Jung(Daimler)	India	JAPAN
Discussion points	Add here	OBD Thresholds , IUPR ratio Precise date of Appliance AT, NT and exception in Europe	<p>Is WLTC the mandatory cycle for emission proof in fault cases in the WLTP regulation?</p> <p>phase-in / phase-out possibilities related to failure detection cycles for transition period x and lead-time</p> <p>possibility of deficiencies/concern in general (phase-in, phase-out, new technologies, new requirements)</p> <p>Due to a default action, (e.g. lambda control in open loop) the emissions could be above OTLs --> clear demonstration requirements for non-lineare emissions influence after failure detection</p> <p>guideline for corrective measures</p> <p>Clear demonstration requirements for PHEVs --> e.g.: sustaining mode for fault demonstration</p> <p>Points regarding the monitoring of other emission control systems for both Diesel and gasoline should be reconsidered.</p>	OBD Thresholds , Regional Options.	None
Base requirement	Which regulation should be base of our discussion?		Current EU regulation	Current EU Regulation	Current EU regulation
Addition to the base requirement	Any specific monitor item(s) or requirement(s) you would like to add to the base requirement?		clearly defined testing out criteria: should also be considered in WLTP regulation		
Any other Comments			-Is there a transition period, where old and new regulation is valid for OBD? -Timeschedule for N1/III?		

Discussion points

1. Base regulation = UNR83?
 2. Test cycle = Harmonized test cycle
 1. Base cycle
 2. Supplemental cycle for OBD demo test
 3. Monitor items
 4. OBD family criteria
 5. IUPR
 6. Diagnostic signals, communication protocol
 7. Documentation
 8. Test fuel
 9. limit value
 10. ...
- Keeping in mind of harmonization between motorcycle and automobile.
 - definition and protocol as much as possible.

Timeline, Goal

- Develop harmonized OBD GTR (separate GTR) by end of 2018.
- No CP option. (only alternative)

Proposal for next steps

- Use current UNR83 as a starting point.
- Invite a specific proposal from TF members that improves the UNR83 by 9th of December.
- First task force web conference on 16th of December. (The date is temporary, could be changed depending on the status of proposal)
- Reporting and discussion at IWG in January.

TF members

- Only a few people listed. If you are interested in joining the task force. please let us know.

Takashi Fujiwara	JASIC JAPAN
Gregor Zielonka	TÜV NORD
Claudia Walawski	Daimler
Dimitris Vartholomaios	DENSO Europe
Jonathan Jung	Daimler
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Send email to WLTP IWG leading team member and/or Takashi_Fujiwara@n.t.rd.honda.co.jp to join the TF.



END