OBD Technical Workgroup Status

October 24, 2001

Overview

- Data from operating I/M programs
- Investigation of scan tool concerns
- Recommendations on implementation protocols
- Importation of vehicles
- Review of studies

Data From OBD Programs

- Centralized
  - Oregon, Wisconsin
- Decentralized
  - Vermont, Utah, Maine

Overview of data

- All the data looks similar
  - overall success ~98%
  - overall fail rate ~2.5%
  - overall “not ready” ~1.0%
  - OBD test takes less time ~5 minutes
  - MY ‘96 fail rate of ~7%
  - Less “ping-ponging” on repairs

Scan Tool Concerns

- Need for standardization of nomenclature
- Development of a “gold” standard
  - EPA addition of “generic” scan during cert.
- Communication with multiple computers on a vehicle
- Review of CARB additional parameters

Implementation Recommendations

- Dealing with Readiness in I/M
- Dealing with Readiness in repair
  - Catalyst DTC and repair
- Need for continued data gathering
- Data Link Connector concerns

Dealing with Canadian Vehicles

- ‘96 - ‘98 Canadian vehicles may not have fully functional OBDII systems
- Vehicles have shown up in operating programs
- Group is reviewing extent of problem and impact
- Recommendation will follow

Review of OBD Data

- Group has advised and reviewed EPA studies
  - 200 vehicle study
  - High-mileage study
  - Original Wisconsin data
  - EPA OBD 30 vehicle EVAP study
- Group has reviewed CE-CERT OBD study
- Group is reviewing CDH data as it comes in
- Group continues to review state operating data which becomes available

Review of OBD Data

- General Observations
  - OBD can be effectively performed in I/M
  - OBD does miss some “dirty vehicles”
  - OBD does identify “clean vehicles” which are broken
  - OBD can identify evaporative problems
  - OBD identified repairs are easier to repair than I/M tailpipe only identified repairs