



WWH-OBD

51st session of GRPE
Geneva 19 January 2006
Status report



WWH-OBD

Meetings

- ✿ WWH-OBD meeting
Chicago (USA) September 2005
3 days meeting (incl. Editorial)
- ✿ Special WWH-OBD meeting
Ann Arbor (USA) October 2005
2,5 days meeting (incl. Editorial)
- ✿ Special WWH-OBD meeting
Geneva January 2006
2 days meeting (incl. Editorial)

+
5 phone conferences

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Summary of the autumn / winter 2005-2006

WWH-OBD meetings (1)

- ❁ Failure monitoring
 - ❑ Complete sets of examples of monitoring requirements introduced in the GTR (technological dependant).
 - ❑ Basic monitoring & enhanced monitoring at choice of the Contracting Party.
 - ❑ Disablement cases of the monitors completed.

- ❁ Alert system
 - ❑ Introduction of an MI activation scheme at key-ON engine-OFF that allows quick identification of presence of failures in order of their severity.

- ❁ Test procedure and thresholds
 - ❑ The latest details concerning thresholds and testing procedure have been finalised.

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Summary of the autumn / winter 2005-2006

WWH-OBD meetings (2)

- ❁ Communication protocols (subject to GRPE agreement)
 - ❑ new ISO xxx standard will be TCP/IP based
 - ❑ Contracting Parties may opt for a transition period, where CAN based communication standards (J 1939 & CAN based ISO 14229) and the new standard are accepted.
 - ❑ Services and data requested by the GTR shall be considered by all of the above standards. Existing SAE and ISO CAN still need work.

- ❁ Compliance report
 - ❑ A minimum set of elements to be included in the compliance report submitted by the certification authority has been agreed

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Issues where GRPE guidance is needed (1)

Public access to OBD-related information

- ☀ The WWH-OBD group reviewed CLEPA requests and proposals on this issue
 - Information availability to scan tool manufacturers
 - Information availability to OBD-compatible parts suppliers and service providers

- ☀ Following difficulties were raised
 - Is that issue part of the original given scope ?
 - Non-OBD Regional regulations may be impacted by the measures requested by CLEPA. How to achieve consistency ?
 - OBD can be considered as a barrier against the implementation of non appropriate components (in term of emission compliance). How to avoid giving too much information and decrease OBD efficiency ?
 - How to implement a serious answer to CLEPA request within the given timeframe ?




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Issues where GRPE guidance is needed (2)

Public access to OBD-related information (fol.)

- ☀ The WWH-OBD group considered the 2 following approaches for the present version of the gtr:
 - To include in module A a paragraph indicating that Contracting parties shall consider this issue when enforcing the gtr in their own regulation, or
 - To include a minimum acceptable set of provisions within the gtr (generic module) and
To include a minimum acceptable set of provisions within the gtr (specific module)

- ☀ Due to the political aspect of that issue, the group decided not to make any recommendation and to leave the decision to GRPE.




Documents submitted to GRPE

- ❏ Formal Document 2006/08 "draft gtr" in English only
- ❏ Informal Document 3 "Overview of progress and further work to complete the draft GTR"
- ❏ Informal Document 16 amending / supplementing the draft gtr

✦ Next steps

- ❏ Comments from Contacting parties to these documents are expected not later than 10 February
- ❏ Informal phone conference is planned on 13 February to prepare the Tokyo meeting
- ❏ Complete review of the final document amending and supplementing Document 2006/08 in a 3 days meeting in Tokyo (06-08 March)
- ❏ Submission of that document to GRPE secretariat on 20 March 2006 for consideration in GRPE 52

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Timing

✦ Expected timing

- ❏ Acceptance of the gtr proposal by GRPE in June 2006
- ❏ Acceptance of the gtr by WP29/AC3 in November 2006

✦ Risks associated with that timing

- ❏ Requirements of the GTR: 95% finalised – No risk
- ❏ New ISO standard: high risk not to have all parts at DIS stage
 - Part 1 (*Specification and requirements*) at CD level – low risk
 - Parts 2 to 4 (*data & message dictionary, Connection between vehicle and test equipment*) – medium risk
 - Parts 5 & 6 (*Conformance test & Test equipment*) – high risk
- ❏ Adaptation of the existing SAE and ISO CAN based standards – risk not yet estimated

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Limiting the risks on timing

- In order to limit the risks, WWH-OBD agrees:
 - ❖ A specific informal meeting between ISO and WWH-OBD experts will be organised to make a proposal for the GTR to only refer to those elements of the new ISO standard that are necessary to satisfy the gtr requirements.
 - ❖ WWH-OBD will accordingly recommend in module A of the gtr to the Contracting Parties to condition the enforcement of the GTR in their own legislation with the complete finalisation of the new ISO standard.