WWH-OBD

51st session of GRPE
Geneva 19 January 2006
Status report

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
WWH-OBD

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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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?

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

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
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.