



Tier 5 Rulemaking Workgroup: Potential Off-Road On-Board Diagnostics (OBD) Concepts

December 14, 2022

OBD Discussion Outline

- Potential Off-Road OBD Concept
 - Objective
 - Standardization Requirements Overview
 - Diagnostic Requirements
 - Certification Requirements
 - Applicability

Potential Off-Road OBD Concept Objective

- ❑ To support manufacturer-run Off-Road In-Use Testing (ORIUT) and CARB-Run In-Use Compliance Program
 - Off-Road Real Emissions Assessment Logging (OR-REAL) data and standardized communication
- ❑ To facilitate emission-related repairs
- ❑ To ensure emission-related components are repaired during the warranty period
- ❑ To provide information to enable emission control inspections

Potential Standardization Requirements Overview

- Communication protocols (J1939 and J1979-2)
- OBD data link connector (shape, pins, location and identification)
- Fault codes
- Fault code handling
- Warning indicator lamp (e.g., dedicated Malfunction Indicator Light (MIL))
- Data stream
- Tracking
- Freeze frame
- Software Calibration Identification Number (CAL ID) and Software Calibration Verification Number (CVN)

Potential Standardization Requirements (cont'd)

□ Data stream

- Parameters to support Portable Emissions Measurement Systems (PEMS) testing
- All Comprehensive Component Monitor (CCM) input/output components
- Calculated and modeled parameters that support OR-REAL and select major monitors (e.g., Oxides of Nitrogen (NO_x) mass emission rate, exhaust mass flow rate, and ammonia storage)

□ Tracking Data

- Monitoring frequency
- Diesel Particulate Filter (DPF) operation and malfunction history (e.g., regeneration counter and cumulative time malfunction is detected)
- OR-REAL

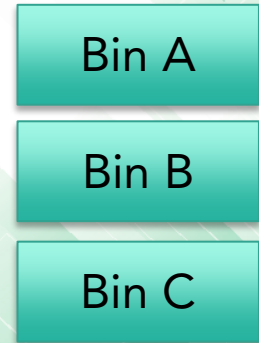
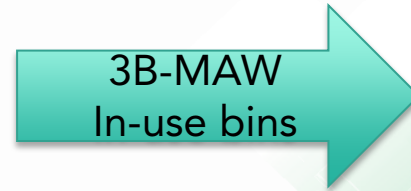
Potential Standardization Requirements (cont'd)

OR-REAL concept

CE-CERT NOx Parameters Contract

% Rated Power	> 0 ≤64	0	> 0 ≤16	> 16 ≤40	> 40 ≤64	> 64
≤ 25%	bin 1	bin 2	bin 3	bin 4	bin 5	bin 6
>25 % ≤50%	bin 1	bin 2	bin 7	bin 8	bin 9	bin 10
>50 %	bin 1	bin 2	bin 11	bin 12	bin 13	bin 14

NTE Bin 15
Regen Bin 16
MIL Bin 17



- This table is a modified example of the on-road REAL bin structure
- Bins A, B, C represent the three major operation categories for the off-road screening and for conducting a PEMS test/analysis

Potential Diagnostic Requirements

- ❑ Performance-based OBD monitoring only for limited **major** emission control components
 - DPF (e.g., PM sensor-based filtration efficiency)
 - Exhaust Gas Recirculation (EGR) system (e.g., low flow)
 - Selective Catalytic Reduction (SCR) catalyst (e.g., NO_x conversion efficiency)
 - Reductant dosing system (e.g., reductant delivery performance)
 - NO_x sensors (e.g., performance)

- ❑ Seeking feedback on malfunction criteria and monitoring frequency

Potential Diagnostic Requirements (cont'd)

- ❑ Full CCM diagnostics include:
 - Input components: circuit continuity, out-of-range, and rationality
 - Output components: circuit continuity and functionality

- ❑ Applicable to all input/output components related to:
 - Major monitors (described in previous slide)
 - Auxiliary Emission Control Devices (AECs)
 - OR-REAL (e.g., Intake Manifold Temperature, Manifold Air Pressure, NO_x sensors, EGR flow, and engine speed)

Potential Diagnostic Requirements (cont'd)

- ❑ Partial CCM diagnostics include:
 - Input components: circuit continuity, out of range, and simple rationality (e.g., stuck in range)
 - Output components: circuit continuity and functionality

- ❑ Diagnostics applicable to all input/output components not covered under full CCM and related to:
 - Engine
 - Emission control components

Other Potential Diagnostic Requirements

- ❑ Standardize fault codes for manufacturer “enhanced” diagnostics of emission control components that go beyond this proposal (e.g., component protection monitors, other performance-based monitors)
- ❑ Standardize default action fault code and warning light requirements (e.g., for torque derates, EGR valve disablement, and reductant dosing shut-off)

Potential Certification Requirements

- ❑ Annual submission of OBD application

- ❑ Reduced demonstration testing relative to on-road OBD
 - Alternative to Full Useful Life engine testing (e.g., align with tailpipe certification durability requirements)
 - Allow one test engine to cover a broader range of engines
 - **Seeking feedback on how to group engines**

- ❑ Scope of production engine/vehicle evaluation testing
 - Verification of standardized requirements (e.g., L1* from on road heavy-duty OBD regulation)
 - **Seeking feedback on verification of OR-REAL data**

Potential Off-Road OBD Applicability

- ❑ 56-560 kilowatt at a minimum (Proposed Manufacturer-run Off-Road In-Use Testing program)

- ❑ Requirements for other power rating categories
 - CARB-run In-Use Compliance program needs standardized connectors and protocols
 - Other requirements – To Be Determined

- ❑ **Seeking feedback on phase-in schedule and requirements for other power rating categories**

Contacts:

Jason.Wong@arb.ca.gov (Manager)

Shabnam.Dilmaghani@arb.ca.gov (Lead staff)

Questions?