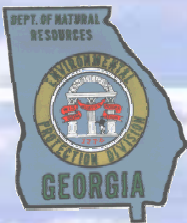


Georgia's Environmental Protection Division and Georgia's Clean Air Force



OBD 2K2 Conference

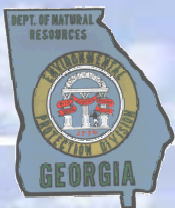
May 2002



OBD 2K2 Conference Ogden, Utah

Lessons Learned

Implementation of OBD testing
in Metro-Atlanta's
Enhanced I/M Program



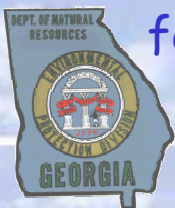
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Program Information

- Fully decentralized program in the 13 county metro-Atlanta area
- Approximately 800 stations (test-only and test-&-repair)
- BAR-97 ASM testing equipment
- TSI for 1996 and newer (exempting 3 newest MYs)
- ASM2525 for 1995 and older (going back 24 MYs)
- ❖ Started OBD testing Pass/Fail - May 1st
 - No tailpipe test done in conjunction with the OBD test.
 - Also on May 1st, added the ASM5015 to the current ASM2525 test for 1995 and older vehicles .



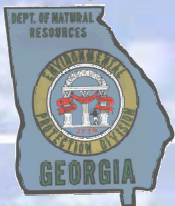
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Lessons Learned

What have we learned up to this point?

1. You can't start the planning soon enough.
2. Consult with the Equipment Manufacturers at the onset of the planning.
3. Incorporate a generous amount of time for an OBD "advisory" period.
4. Allow for slippage in the timeline.

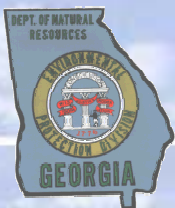


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Lessons Learned (cont.)

5. Expect slippage in the timeline. But don't sacrifice the OBD advisory period.
6. Provide early/timely outreach to the media.
7. Provide individualized outreach to OEM dealer repair centers.
8. Have your crisis plan at hand and up to date.



Negotiations with the EMs



Start early in the planning stage

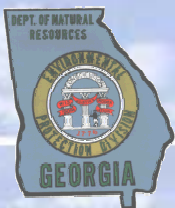
Examine their constraints

Strive for a reasonable commitments

Keep them in the loop

Once software development starts

- Maintain frequent communication
- Provide timely resolution to issues and problems
- Avoid Scope or Spec. creep
- Don't let them stray





Problem:

MIL commanded on, but no DTCs stored.

OBD guidance - This is a Fail, as this could indicate a serial data link failure. Page 7, (3)

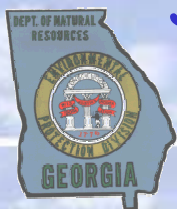
Reasons:

Serial data link failure

Problem vehicle (belongs in Appendix D of guidance)

Faulty inspection procedure

Software problem with OBD analyzer



MIL commanded on, but no DTCs stored.

What to do???

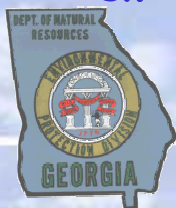
Are there alternatives?

What if you Fail these vehicles only when both conditions exist (MIL commanded "on" AND DTCs present)?

Pros:

No more technicians calling us wanting to know what to repair when there are no DTCs.

Buys time until it is determined if these really are problem vehicles.



MIL commanded on, but no DTCs stored.

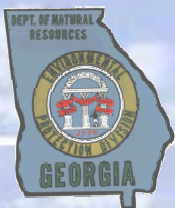
What to do???

Are there alternatives?

What if you Fail these vehicles only when both conditions exist (MIL commanded "on" AND DTCs present)?

Cons:

Passing some vehicles with the MIL glaring the motorist in the face.



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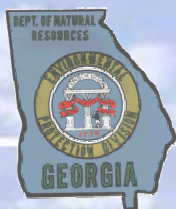
Thank You

Questions?

Comments.

Answers.

Solutions!



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