

# OBD Use in Inspection and Maintenance Programs

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# Outline

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- Final 2001 OBD Rule
- Summary of OBD Benefits
- Status of I/M and OBD
- OBD FACA Workgroups
- Current Viewpoint on OBD Use for I/M

# Final 2001 OBD Rule

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- Allows states to drop tailpipe test for OBD vehicles
- Requires OBD I/M for 1996 and newer vehicles by January 2002
- Allows states to delay for up to 12 months and/or phase-in OBD for up to one test cycle (up to 2005)
  - ✦ phase -in: vehicles repaired to turn off light only if both tailpipe and OBD tests fail
- Credit for OBD equals or exceeds best tailpipe test

# Summary of OBD Benefits

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- Prevention (not just detection) of emission exceedances
- Improved evaporative emission detection
- Improved diagnosis and repair for technician and consumer
- Incentive for more durable emission control design
- Shorter inspection time for the public
- Simpler testing tools (Scan tool)

# States are Successfully Introducing OBD into I/M Programs

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- 32 states and D.C. operate I/M programs
- Eleven states and D.C. have already started OBD pass/fail testing: OR, WI, AK, UT, ME, VT, IN, AZ, GA, TX, NV
  - Ten more states plan to start in 2002
  - Ten states expected to start in 2003
  - Missouri will delay, then phase-in OBD, start 2005

# OBD Implementation Activities

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- EPA has focused on startup support for early states
  - Goal now: transfer OBD success to other states based on lessons learned, best practices, etc.
- Public education and outreach
  - EPA coordinates OBD stakeholder workgroup
  - Developing Media Tool Kit and Website Redesign
  - EPA co-chairs two FACA workgroups on OBD

# OBD Technical Workgroup Accomplishments

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- Established under FACA in 1998
- Reviewed “200-car study”, WI study, OBD Evap study, and other key assessments that increased confidence in OBD I/M
- Aided in development of implementation guidance, provided forum for technical discussion of stakeholder concerns

# New OBD Policy Workgroup

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- Established under FACA in late 2001
  - Includes States, Enviros, Autos, Repair Reps, etc.
- Goal to address NAS issues (July 2001 report) and other stakeholder issues
  - Lack of Overlap in Tailpipe and OBD failures
  - Future Failure Rates for Aging and Tier 2 vehicles
  - Pollution Prevention Approach of OBD
  - Manufacturer Conflict of Interest Concerns
  - OBD Durability and Warranty Issues

# OBD is Ready for Use in I/M Programs

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- OBD I/M achieves cumulatively more emissions reductions than tailpipe tests.
- Repair costs for OBD failures are about the same as IM240 failures (~ \$270).
- States have considerable flexibility with implementation of OBD.
- Tailpipe I/M still necessary for pre-96 vehicles, and possibly aging OBD vehicles.
- EPA will continue to assess high mileage vehicles, Tier 2 sensitivity, and OBD life-cycle benefits.