
Diesel Readiness Implementation



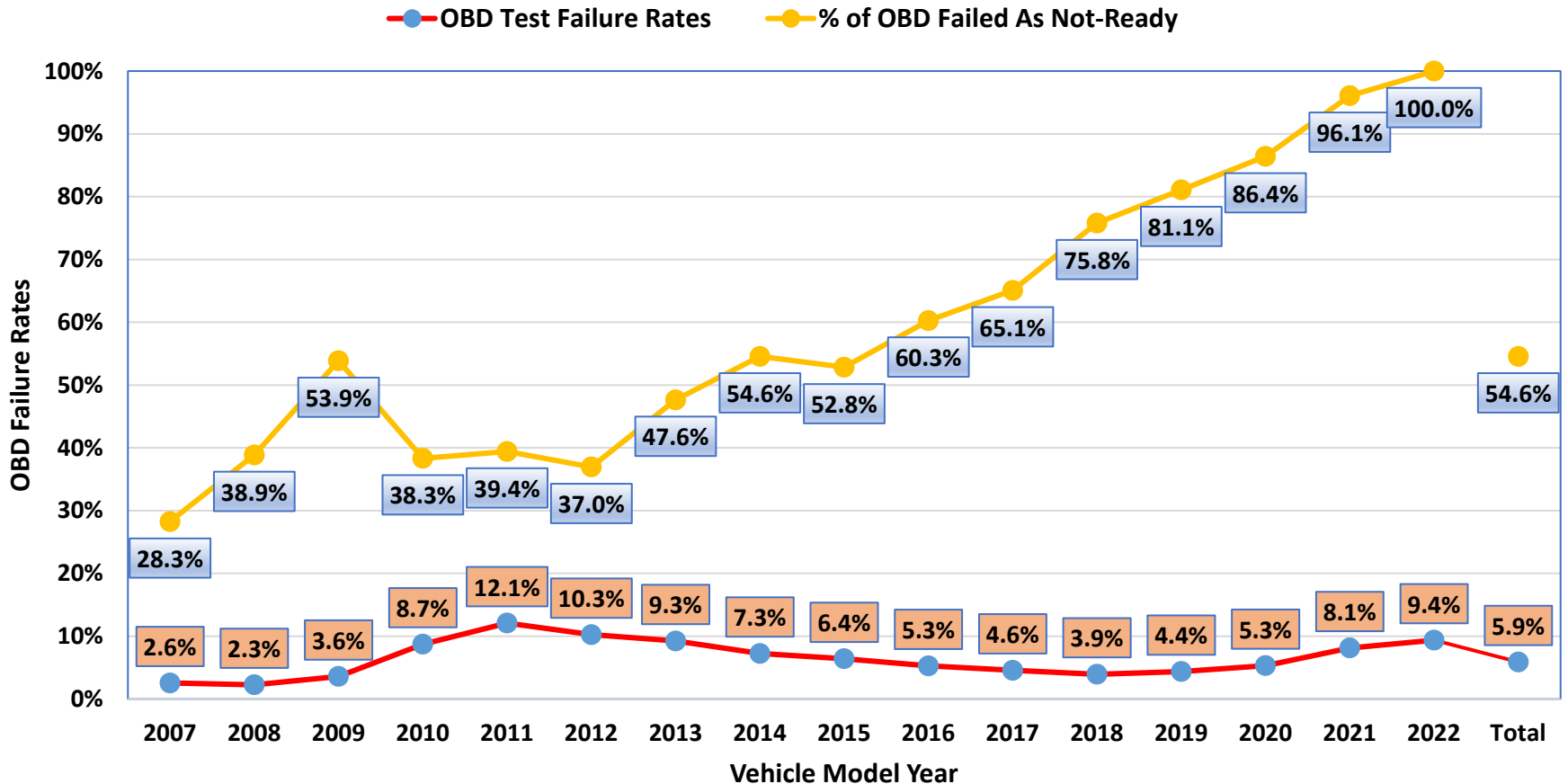
GARRETT TORGERSON
ENGINEERING AND RESEARCH BRANCH
BUREAU ADVISORY GROUP MEETING
OCTOBER 20, 2022

CURRENT 2007-PRESENT DIESEL READINESS FAILURE CRITERIA

- Health and Safety Code 16 CCR § 3340.42.2
 - (c) Starting on or after January 1, 2013, OBD equipped vehicles shall fail the OBD inspection if any one of the following conditions occurs as applicable to the vehicle:
 - (9) The vehicle's OBD system reports incomplete readiness monitor(s) as specified below:
 - (D) Diesel-powered vehicles model-years 2007 and newer with any incomplete monitors, excluding the particulate filter system monitor.
- Currently Applied Readiness Standards (2007+)
 - Any Two Monitors may be incomplete for 2007 and newer
 - Current Readiness Failure Rate: 3.5% - (excludes other failures, MIL on, DTC's, etc.)

CURRENT OBD FAILURE RATE

OBD Test Failure Rates and Percent Fail as Not-Ready of Total OBD Failure by Model Year

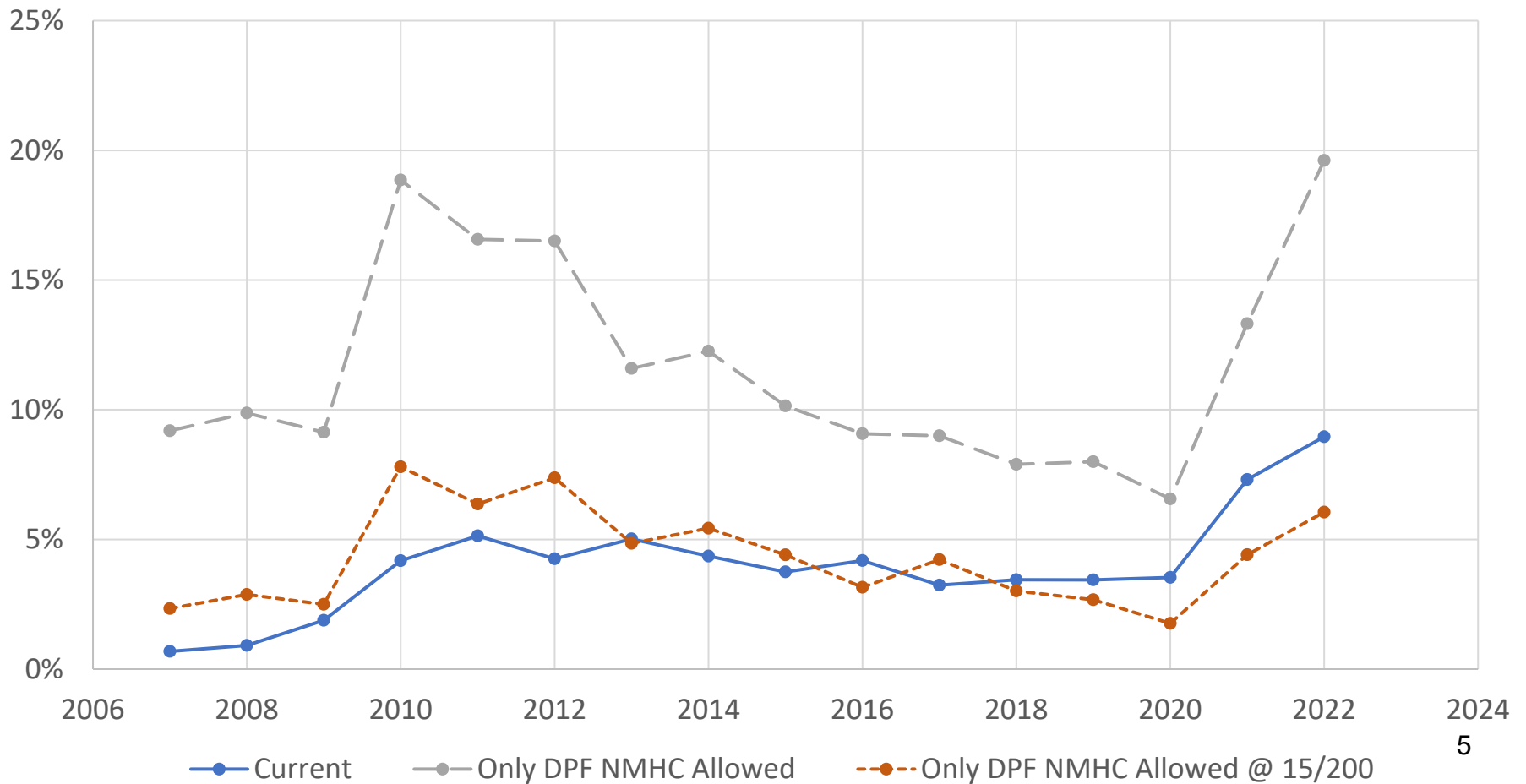


PROPOSED READINESS CRITERIA

- Proposed Criteria
 - Only Particulate Filter System and/or NMHC are allowed to be incomplete
- Anticipated Readiness Failure Rate
 - 4% (Considered only vehicles operated at least 15 warm-ups and 200 miles driven in order to mitigate effects of dubious computer resets to mask failures)
- Vehicles with specific design shortcomings to be addressed through CARB.
 - Special dispensation may be granted to certain vehicles based upon CARB recommendations

ANTICIPATED READINESS FAILURE RATE

Current Readiness Failure Rate Compared to Proposed Readiness Failure Rate of Vehicles Operated at Least 15 Restarts and 200 Miles



PROPOSED ROLLOUT

- Outreach
 - BAG presentation October 2022
 - BAG rollout reminder April 2023
 - Spring 2023 Newsletter Article
 - Weekly ET Blasts to all inspectors leading up to change during June 2023
 - BAR website announcement June 2023
- New Diesel readiness implementation: July 2023

QUESTIONS AND COMMENTS

Submit questions and/or comments to:

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