

Panel: General Service Issues for OBD (System Code and Component Code Designer Issues)

Standardization of OBD communication protocols, test modes and DTCs greatly improved service technician access to vehicle on board diagnostic information. Increasing complexity brought on by new OBD monitors, general "system" DTCs and distributed control systems are making vehicle diagnosis difficult. This panel discussion is intended to share the issues and challenges and to explore what changes could be made to both on board and off board diagnostics to improve the vehicle repair process for the future. Topics for discussion may include:

- Turning on a warning light MIL is the first step in getting a vehicle repaired. How do technicians approach "component" versus "system" DTCs.
- What additional information would be helpful in diagnosing vehicle problems?
- Repair strategies can be very different for various market segments. Passenger car repairs tend to be price sensitive while heavy equipment repairs try to minimize down time. How do various OEMs design diagnostics and service information to serve each need?
- How do companies develop service information – fault trees, FMEAs, expert systems, guided diagnostics, field feedback?
- How do technicians get training? How do technicians keep their tools current?
- How available is service information? How is service information presented to technicians?

Moderators:

Paul Baltusis, Ford Motor Co., Ben Zwissler, Cummins Inc, Hal Zatorski, Chrysler Group LLC



Panelists to Date:

- *Michael J Erny, Ivy Tech Community College*
- *Randy Bernklau, B C Automotive Services*
- *Tim Felke, Honeywell Condition Based Maintenance Systems*
- *Chrysler Group LLC, Rep, TBD*