











# OBD Test Flow Chart

Since the launch of the OBD test procedure for 1998 and newer vehicles this past January, there has been some confusion by some repair technicians as well as some of our customers as to what the test results mean. In particular, technicians and customers may not fully understand the role of the OBD II system, its relationship to emissions, readiness monitors, and the length of time it could take for the OBD to re-set all its monitors after a repair.






The flow chart below shows how and when a vehicle receives a pass or fail under the noted conditions during an initial inspection or a re-inspection.








## Initial Inspection

 <b>MIL ON</b>		OBD Result		Test Result
Eligible 1998 & newer vehicles with MIL ON		Fail		Fail

 <b>MIL OFF</b>		OBD Result		Test Result
0-1 Readiness Monitors not ready		Pass		Pass
2-3 Readiness Monitors not ready		Reject		Fallback test*
>=4 Readiness Monitors not ready		Reject		Reject

## Re-Inspection

 <b>MIL ON</b>		OBD Result		Test Result
Certified Repair Data Entered		Fail		Conditional Pass
No Certified Repair Data		Fail		Fail

 <b>MIL OFF</b>		OBD Result		Test Result
0-1 Readiness Monitors not ready		Pass		Pass
>=2 Readiness Monitors not ready Certified Repair Data Entered		Reject		Conditional pass
No Certified Repair Data Entered		Reject		Reject

\* Fallback test is performed (I/M 240) and the result of that test will determine the overall result.