

OBD I/M readiness indicators show whether all of the OBD monitors have been completed since the last time the KAM or the PCM DTCs have been cleared. Ford vehicles blink the MIL after 15 seconds of ignition ON engine OFF time to indicate that some monitors have not completed. In some states, it may be necessary to carry out an OBD check in order to renew a vehicle registration. The I/M readiness indicators must show that all monitors have been completed prior to the OBD check.

Starting in the 1996 model year, OBD II was required on all California and California State gasoline engine vehicles up to 14, 000 lbs. GVWR. Starting in the 1997 model year, diesel engine vehicles up to 14, 000 lbs. GVWR required OBD II.

California states are ones that have adopted California emission regulations, starting in the 1998 model year. For example, Connecticut, Maine, Massachusetts, New Jersey, New York, Oregon, Pennsylvania, Rhode Island, Vermont and Washington have adopted California's emission regulations. These states receive California-certified vehicles for passenger cars, light trucks, and medium-duty vehicles up to 14, 000 lbs GVWR.

Starting in the 1996 model year, OBD II was also required on all Federal gasoline engine vehicles up to 8, 500 lbs. GVWR. Starting in the 1997 model year, diesel engine vehicles up to 8, 500 lbs. GVWR required OBD II.

Starting in the 2004 model year, Federal vehicles over 8, 500 lbs. are required to phase in OBD II. Starting in the 2004 model year, gasoline fueled medium duty passenger vehicles (MDPVs) are required to have OBD II. By the 2006 model year, all Federal vehicles from 8, 500 to 14, 000 lbs. GVWR will have been phased into OBD II.

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Starting in the 2010 model year, California and Federal gasoline fueled and diesel fueled on road heavy duty engines used in vehicles over 14, 000 lbs. GVWR are required to phase into HD OBD II. All vehicles over 14, 000 lbs. GVWR must comply for the 2013 model year. Vehicles that do not comply with HD OBD II during the phase in period must comply with EMD+.

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EMD was required on all 2007 model year and beyond California gasoline and diesel fueled on road heavy duty engines used in vehicles over 14, 000 lbs GVWR. EMD systems are required to functionally monitor the fuel delivery system, exhaust gas recirculation (EGR) system, particulate matter trap, as well as emission related PCM inputs for circuit continuity and rationality, and emission related outputs for circuit continuity and functionality. For gasoline engines which have no particulate matter trap, EMD requirements are very similar to current OBD I system requirements. As such, OBD I system philosophy is employed, the only change being the addition of some comprehensive component monitor (CCM) rationality and functionality checks.

The EMD vehicles use the same PCM, CAN, serial data communication link, J1962 DLC, and PCM software as the corresponding OBD II vehicle. The only difference is the possible removal of the rear oxygen sensors, FTP sensor, EVAP canister vent valve, and a different PCM calibration.