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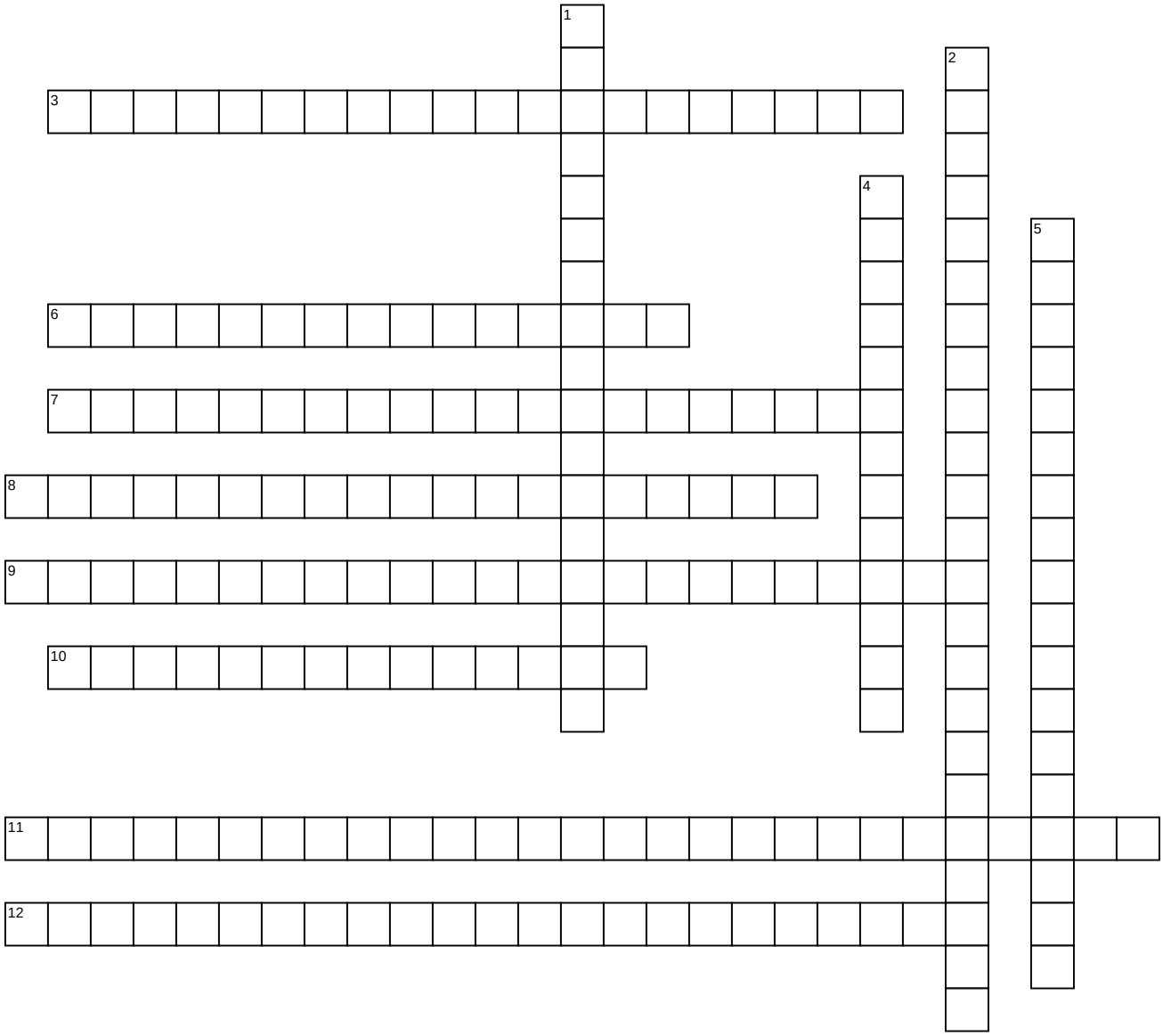
Chapter 20

OBD-II Diesel Monitors



ACROSS

3 The purpose of the _____ is to ensure the volume of air through the engine is what is desired.
6 The non-methane hydrocarbon (NMHC) _____ is also called the diesel oxidation catalyst (DOC).
7 The _____checks the operating temperature of the engine during the warm-up cycle.
8 The _____ on a current diesel engine consists of several tests.
9 The _____ monitor is designed to determine if the flow through the EGR system is within the designed specification.
10 The purpose of the _____ is to detect an imbalance in the engine when a cylinder fails to produce a combustion pressure similar to other cylinders and the pre-programmed data in the PCM.
11 The purpose of the _____ is to ensure the system flows and is not leaking to the ambient air.
12 The purpose of _____ is to ensure that the catalyst is capable of reducing the levels of hydrocarbons and carbon monoxide. Under specific engine operating conditions, the catalyst is monitored passively or intrusively depending on the strategy.

DOWN

1 Most likely, the monitor will run later after the conflicting monitor has passed. For example, if the _____ is in progress, the PCM does not run the EGR monitor.
2 The _____ is designed to determine if the NOx sensors and/or O2 sensors (depending on how the vehicle is equipped) are functioning properly.
4 The _____ checks the operating temperature of the engine during the warm-up cycle.
5 The _____ run the entire drive cycle once enabling conditions are met.