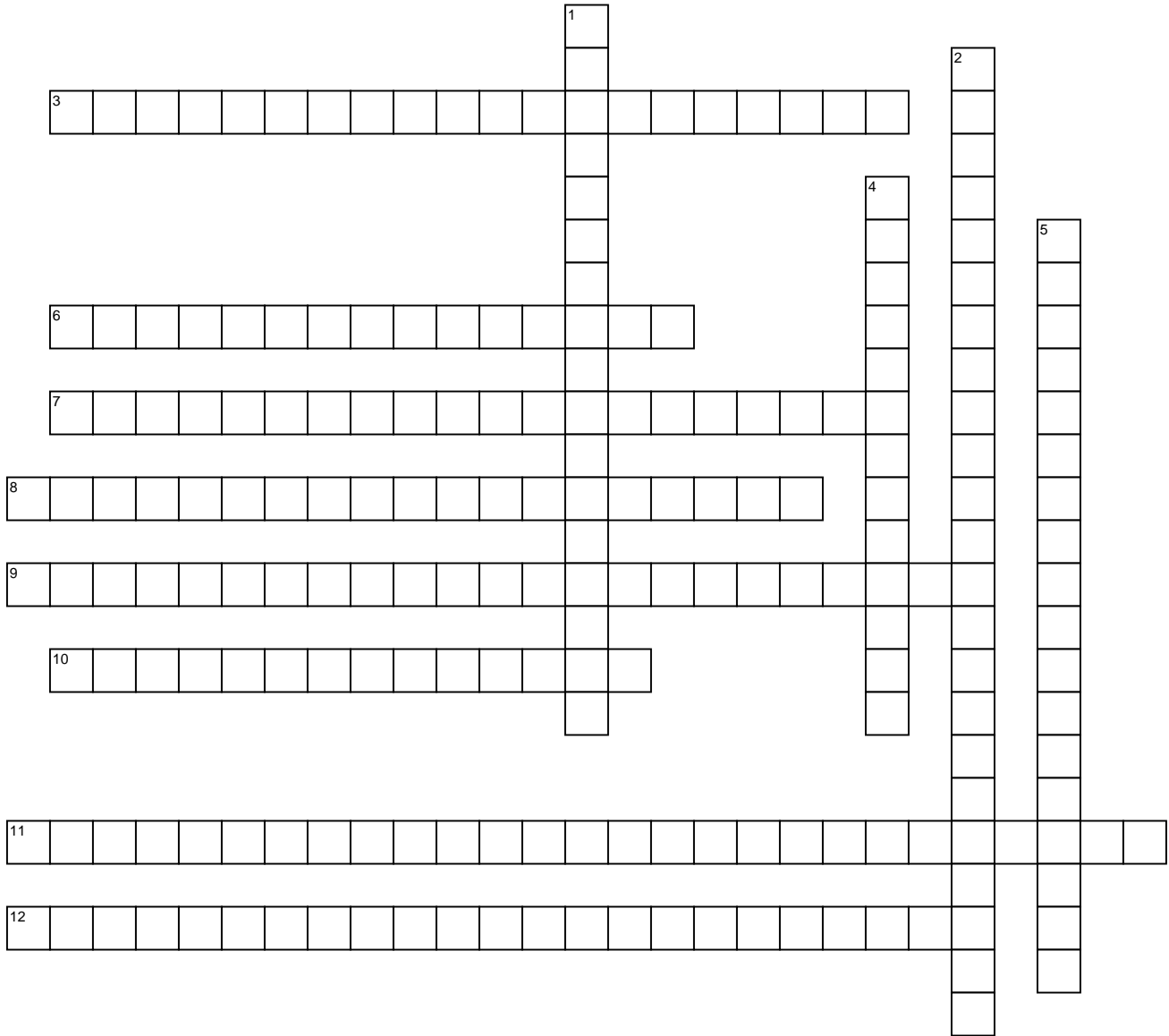


# Chapter 20

## 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.