

SECTION 5

Glossary

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Glossary

The glossary is a list of technical terms or acronyms and their definitions. It is not intended to be a dictionary of components and their functions. If you desire a detailed description of a specific component, refer to Section 3, Emission Related Components, in this manual.

A/C: Air Conditioning.

ACS: A/C Switch or its signal circuit.

ACT: Air Charge Temperature Sensor or its signal circuit.

AMBIENT TEMPERATURE: Temperature of air surrounding an object, e.g., temperature where vehicle is being worked on.

BASE IDLE: Idle RPM determined by throttle lever hardset on throttle body while Idle Speed Control is fully retracted and disconnected.

BATT: Battery.

BLMT: Blower Motor for Heating Ventilating System.

BOB: Breakout Box. An EEC test device which connects in series with the processor and the EEC harness, and permits measurements of processor inputs and outputs.

BOO: Brake On-Off Switch.

BOOST: Turbocharger boost solenoid or its control circuit.

BP: Barometric Pressure Sensor or its signal circuit.

BPA: By-Pass Air Valve. Used to control Idle Speed on EFI and SEFI vehicles.

BVT: Back Pressure Variable Transducer.

CAL: California short connector.

CANP: Canister Purge Solenoid or its control circuit.

CATALYTIC CONVERTER: A muffler-like device in the exhaust system containing a monolithic substrate (a ceramic honeycomb structure that is coated with catalytic metals such as platinum or palladium). When hot exhaust gases come in contact with these metals, a chemical reaction takes place to consume the unburned hydrocarbons, carbon monoxide, and nitrous oxides.

CCC: Converter Clutch Control Solenoid or its control circuit.

CCPS: Clutch Cycling Pressure Switch.

CES: Clutch Engage Switch.

CFR: Cooling Fan Relay.

"CHECK ENGINE" OR "SERVICE ENGINE SOON" LIGHT: A dash panel light used either to aid in the identification and diagnosis of EEC system problems or to indicate that maintenance is required on non-EEC equipped vehicles.

CID: Cylinder Identification sensor or its signal circuit.

CLC: Converter Lockup Clutch.

COMPUTER TIMING: The total spark advance in degrees before top dead center on the compression stroke. Calculated by the EEC processor based on input from a number of sensors.

CPS: Crankshaft Position Sensor or its signal circuit.

CTS: Coolant Temperature Switch.

CURB IDLE: Computer controlled idle RPM.

DEF: Rear Defroster Switch.

DMIVA: Distributor Mounted Ignition with Vacuum Advance.

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DRL: Daytime Running Lamps (Canada Only).

DSS: Down Shift Signal Circuit.

DVOM: Digital Volt-OHM Multimeter that displays voltage or resistance measurements in digital form on a liquid crystal display.

ECA: Electronic Control Assembly.

ECT: Engine Coolant Temperature sensor or its signal circuit.

EEC: Electronic Engine Control. A computer controlled system of engine control.

EEC-IV MONITOR: An optional EEC test device which connects in series with the EEC processor and permits measurements in various units of processor inputs and outputs.

EFI: Electronic Fuel Injection. A computer controlled fuel system that distributes atomized fuel through an injector located in each intake port of the engine. The fuel injectors are fired using bank-to-bank circuitry.

EGO: Exhaust Gas Oxygen Sensor or its signal circuit.

EGR: Exhaust Gas Recirculation System, designed to allow the flow of inert exhaust gases into the combustion chamber to cool the combustion and thus reduce nitrous oxides in the exhaust.

EGRC: EGR Control Vacuum Solenoid Valve or its control circuit.

EGRV: EGR Vent Vacuum Solenoid Valve or its control circuit.

EVP: EGR Valve Position Sensor or its signal circuit.

EVR: EGR Vacuum Regulator Solenoid or its control circuit.

FAN: Engine Cooling Fan.

FI: Fuel Injector or its control circuit.

4EAT: 4 Speed Electronic Automatic Transaxle.

FP: Fuel Pump relay or its control circuit.

FWD: Front Wheel Drive.

GND or GRND: A common ground circuit for all vehicle power.

HDLT: Headlamp Switch.

HLOS: Hardware Limited Operation Strategy. Certain types of computer malfunction will place the EEC processor into HLOS mode. Output commands are replaced with fixed values.

HSF: High Speed Cooling Fan relay or its control circuit.

HSIA: High Speed Inlet Air.

IAC: Inlet Air Control Solenoid or its control circuit.

IDL: Idle Switch or its control circuit.

IDM: Ignition Diagnostics Monitor. A continuous monitor of the ignition input to the EEC processor, used to detect intermittent ignition faults.

IGN: Ignition circuit or system.

INJ: Injector (fuel).

ISC: Idle Speed Control Solenoid or its control circuit.

ISC-BPA: An integrated Idle Speed Control and By-Pass Air Valve.

KAM: Keep Alive Memory. A series of vehicle battery powered memory locations in the microprocessor which allows the microprocessor to store input failures identified during normal operation for use in later diagnostic routines and adapts some calibration parameters to compensate for changes in the vehicle system.

KAPWR: Keep Alive Power.

KC: Knock Control Circuit.

KCU: Knock Control Unit or its control circuit.

KS: Knock Sensor or its signal circuit.

L: Liters.

LUS: Lock Up Solenoid.

MAS: Manual Automatic Switch.

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MIL: Malfunction Indicator Light. An electric circuit between the EEC processor and the "CHECK ENGINE" or "SERVICE ENGINE SOON" light on the dash panel of EEC equipped vehicles.

MLP: Manual Lever Position Switch or its signal circuit.

MLPD: Manual Lever Drive Switch or its signal circuit.

MLPL: Manual Lever Low Switch or its signal circuit.

MLPOD: Manual Lever Over Drive Switch or its signal circuit.

MMS: Manual Mode Switch or its signal circuit.

MSL: Manual Shift Light or its signal circuit.

M/T: Manual Transaxle.

NDS: Neutral Drive Switch or its signal circuit.

NGS: Neutral Gear Switch or its signal circuit.

OBI: Overboost Indicator or its signal circuit.

OHC: Overhead Cam.

OPEN CIRCUIT: A circuit which does not provide a complete path for the flow of current.

OVERLAY CARD: A plastic card used with the Monitor box to identify EEC signals for each engine. The card also programs the Monitor for auto mode measurements.

PCV: Positive Crankcase Ventilation. A system which controls the flow of crankcase vapors into the engine intake manifold where they are burned in the engine rather than being discharged into the atmosphere.

PGC: Power and ground connection.

PIP: Profile Ignition Pickup. A "hall effect" vane switch that furnishes crankshaft position data to the EEC processor.

PRC: Fuel Pressure Regulator Control.

PSPS: Power Steering Pressure Switch. An EEC processor input to regulate idle speed based on power steering load demand.

PWR-GND: Power Ground.

QUICK TEST: A functional diagnostic test of the EEC system consisting of vehicle preparation and hookup. Key On Engine Off, Engine Running, and Switch Monitor Test.

RECORDER: An optional EEC test device which works jointly with the Monitor box. It allows up to 8 EEC signals to be electronically recorded over a 50 second period.

RELAY: A switching device operated by a low current circuitry which allows the opening and closing of another circuit of higher current capacity.

RPS: Refrigerant Pressure Switch.

SCG: Solenoid Controlled by Ground.

SCP: Solenoid Controlled by Power.

SELF-TEST: One of two subsets of the EEC Quick Test: Key On Engine Off, and Engine Running.

SHORT CIRCUIT: An undesirable connection between a circuit and any other point.

SIGRTN: Signal/Return circuit for all sensor signals except HEGO.

SML: Switch Monitor Lamp or its control circuit.

SOLENOID: A wire coil with a movable core that changes position by means of electromagnetism when current flows through the coil.

SPOUT: Spark Output signal from the EEC processor.

SSI: Shift Solenoid 1 or its control unit.

SS2: Shift Solenoid 2 or its control circuit.

SS3/4-4/3: (Shift Solenoid 3/4-4/3) Output from the EEC processor to the transmission that selects 3rd and 4th gears.

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STAR: Self Test Automatic Readout. A testing device in which the EEC systems output service codes in a digital format.

STG: Switch to Ground.

STI: Self Test Input circuit in the EEC system, used to initiate self-test.

STO: Self-Test Output circuit in the EEC and MCU system that transmits service codes (pulses) to either a VOM or STAR Tester.

STP: Switch to Power.

TCS: Torque Converter Speed.

TI: Transistorized Ignition.

TIMING: Relationship between spark plug firing and piston position usually expressed in crankshaft degrees before (BTDC) or after (ATDC) top dead center of the compression stroke.

TOT: Transmission Oil Temperature or its signal circuit.

TP: Throttle Position sensor or its signal circuit.

TTS: Transmission Temperature Switch.

TWC: Three-Way Catalyst.

VAF: Vane Air Flow Sensor or its signal circuit.

VAT: Vane Air Temperature sensor or its signal circuit.

VABT: Vehicle Battery voltage.

VCK-V: Vacuum Check Valve.

VMREF: Vane Meter Reference Voltage.

VOM: Volt-Ohm Meter used to measure voltage and resistance by sweep hand on a printed scale rather than a digital display.

VPWR: Vehicle Power supply voltage regulated to 10-14 volts.

VREF: Reference voltage supplied by the EEC processor to some sensors, and regulated to 4-6 volts.

VRESER: Vacuum Reservoir.

VSS: Vehicle Speed Sensor or its signal circuit.

VSSW: Vehicle Speed Switch.

VST: Vehicle Start.

WAC: Wide-Open Throttle A/C Cutoff.

WOT: Wide-Open Throttle Switch.