

SECTION 22B

Glossary

Contents

Glossary.....	22B-1
---------------	-------

Glossary

The glossary is a list of technical terms or acronyms and their definitions. Although some descriptions are given, it is not intended to be a dictionary of components and their functions.

4EAT: 4-Speed Electronic Automatic Transaxle.

A/C: Air-Conditioning. System used to decrease the vehicle's interior temperature.

ACL: Air Cleaner.

ACR: A/C Relay. A relay, controlled by the PCM, that cycles the A/C compressor on and off time.

ACS: A/C Switch. Switch used to turn the A/C system on.

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

ATF: Automatic Transaxle Fluid.

ATX: Automatic Transaxle.

BARO: Barometric Pressure Sensor.

BASE IDLE: Idle RPM determined by throttle lever hard-set on throttle body, while the idle air control is fully retracted and disconnected.

BATT: Battery.

BLMT: Blower Motor switch. Switch used for controlling the heating / ventilating / air-conditioning system.

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

BOO: Brake On / Off switch.

BOOST: Turbocharger boost solenoid or its control circuit.

BPA: Bypass Air.

CANP: Carbon Canister Storage /Purging.

CCD: Computer Controlled Dwell.

CCPS: Clutch Cycling Pressure Switch. If the pressure in the A/C system becomes too low, the switch will activate and not let the A/C compressor system turn on.

CD4E: Chain Driven 4-Speed Electronic Transaxle.

CFAN: Condenser Fan relay. Relay used to turn the condenser fan on when activated.

CFR: Cooling Fan Relay.

Glossary

CID: Cylinder Identification sensor.

CKP: Crankshaft Position sensor.

CKP1: Crankshaft Position sensor # 1.

CKP2: Crankshaft Position sensor #2.

CKPRTN: Crankshaft Position Sensor Signal Return. Return signal used to notify the PCM of the crankshaft position.

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

CONV: Conventional Systems.

CPP: Clutch Pedal Position switch.

CVS: Control / Vent Solenoids.

DCS: Duty Cycle Solenoid.

DEF: Rear Defroster switch. Switch used to turn the rear defroster on and off.

DI: Distributor Ignition. A system in which the ignition coil secondary circuit is switched by a distributor in proper sequence to various spark plugs.

DI TFI: Distributor Ignition Thick Film Ignition. A remote mounted system in which the ignition coil is switched by a controlling module to various spark plugs.

DI TFI-IV: Distributor Ignition (TFI-IV).

DIAGNOSTIC TEST MODE: One of two subsets of the PCM Quick Test: Key ON Engine Off, and Key ON Engine Running.

DLC: Data Link Connector. Diagnostic connector used for accessing codes and testing circuits on the vehicle.

DMIVA: Distributor Mounted Ignition with Vacuum Advance.

DOHC: Dual Overhead Camshaft.

DRL: Daytime Running Lamps (Canada Only). Lamps that illuminate directly after the vehicle is started.

DSS: Downshift Solenoid. Solenoid that operates the 3-2 timing valve.

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

ECT: Engine Coolant Temperature sensor.

Glossary

ECTF: Cooling Fan Engine Coolant Temperature sensor.

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

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

EGR: Exhaust Gas Recirculation.

EGRC: Exhaust Gas Recirculation Control solenoid.

EGRM: Exhaust Gas Recirculation Modulator valve.

EGRT: Exhaust Gas Recirculation Temperature sensor.

EGRV: Exhaust Gas Recirculation Vent solenoid.

EVAP: Evaporative Emission System.

EVP: Exhaust Gas Recirculation Valve Position sensor.

EVR: Exhaust Gas Recirculation Vacuum Regulator solenoid.

FAIL-SAFE: Fail-Safe Mode. When certain malfunctions occur in the PCM system the PCM will substitute a value or values to continue operation. In some cases this action may result in a change of driveability.

FAN: Engine cooling fan.

FP: Fuel Pump.

FPR: Fuel Pump Relay.

FPRC: Fuel Pressure Regulator Control solenoid.

GEN: Generator.

GND: A common ground circuit for all vehicle power.

HDLP: Headlamp switch. Switch used to turn the headlamps on and off.

HFAN: Cooling Fan High relay. Relay used to operate the cooling fan at a higher speed. It will override the Cooling Fan Low Relay and decrease the coolant temperature if it becomes too excessive.

HO2S: Heated Oxygen Sensor. An oxygen sensor (O2S) that is electrically heated.

HPS: High Pressure Switch. If pressure in the A/C system exceeds the high limit, the high pressure switch will activate and the cooling fan and condenser fan will run at high speed to decrease the pressure.

HSIA: High Speed Inlet Air.

Glossary

IAC: Idle Air Control.

IAC BPA: Idle Air Control Bypass Air valve.

IAT: Intake Air Temperature sensor.

ICM: Ignition Control Module.

IDL: Idle switch.

IDM: Ignition Diagnostic Monitor.

IFS: Inertia Fuel Shutoff switch. Switch used to close fuel supply to engine if the vehicle suffers an accident or heavy jar.

IGN: Ignition switch.

IMRC: Intake Manifold Runner Control.

INJ: Fuel Injector.

KAM: Keep Alive Memory.

KAPWR: Keep Alive Power. Voltage distributed to the PCM in order for it to maintain memory.

KC: Knock Control.

KOEO: Key On Engine Off.

KOER: Key On Engine Running.

KS: Knock Sensor.

LFAN: Cooling Fan Low relay. Relay used to turn the cooling fan on to maintain the coolant temperature in the normal operating range.

LHO2S: Left Heated Oxygen Sensor.

LPS: Line Pressure Solenoid. Solenoid that is used to adjust ATF pressure in the transaxle.

MAF: Mass Air Flow sensor.

MC-VAF: Measuring Core-Volume Air Flow sensor.

MFI: Multiport Fuel Injection.

MIL: Malfunction Indicator Lamp.

MLP: Manual Lever Position switch.

Glossary

MLP1: Manual Lever Position 1. MLP switch that detects when the vehicle is in the 1 range.

MLP2: Manual Lever Position 2. MLP switch that detects when the vehicle is in the 2 range.

MLPD: Manual Lever Position D. MLP switch that detects when the vehicle is in the D range.

MLPL: Manual Lever Position L. MLP switch that detects when the vehicle is in the L range.

MLPOD: Manual Lever Position OD. MLP switch that detects when the vehicle is in the overdrive range.

MLPR: Manual Lever Position R. MLP switch that detects when the vehicle is in the R range.

MPH: Miles Per Hour.

MTX: Manual Transaxle.

NGS: New Generation Star. User friendly hand-held tester which is used to perform a variety of diagnostic testing functions.

O2S: Oxygen Sensor. Sensor which detects Oxygen (O₂) content in the exhaust gases.

OBI: Overboost Indicator.

ODL: Overdrive Off Lamp.

ODS: Overdrive Off Switch.

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 PCM signals for each engine. The card also programs the monitor for auto mode measurements.

PCM: Powertrain Control Module. The main processor that operates the vehicle with a series of inputs and outputs.

PCV: Positive Crankcase Ventilation.

PGC: Power and Ground Connection.

PIP: Profile Ignition Pickup. A phototransistor that furnishes crankshaft position data to the PCM.

PNP: Park / Neutral Position switch.

PNPS: Park / Neutral Position Signal. An input signal sent to the PCM notifying the module when the vehicle is in NEUTRAL or PARK (2.5L 4EAT only).

PSG-: Pulse Signal Generator return signal. Signal returning transaxle drum speed to the TCM or PCM (depending on the vehicle).

Glossary

PSG+: Pulse Signal Generator signal. A supply signal sent to the pulse signal generator to be manipulated into a drum speed signal.

PSP: Power Steering Pressure switch. A PCM input to regulate idle speed based on power steering load demand.

PWRGND: Power Ground.

QUICK TEST: A functional diagnostic test of the PCM or TCM system used to determine the validity of the module and the existing circuits that supply information to them.

RECORDER: An optional driveability test device which works jointly with the monitor box. It allows up to 8 PCM signals to be electronically recorded over a 50-second period when the vehicle is in motion.

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

RHO2S: Right Heated Oxygen Sensor.

RPM: Revolutions Per Minute.

RTS1: Reduce Torque Signal #1. Signal to the PCM from the TCM to reduce torque during upshifting or downshifting.

RTS2: Reduce Torque Signal #2. Signal to the PCM from the TCM to reduce torque during upshifting or downshifting.

SCG: Solenoid Controlled by Ground.

SCP: Solenoid Controlled by Power.

SCPP: Starter Clutch Pedal Position switch. Allows current to be applied to the starter when depressed.

SFI: Sequential Multiport Fuel Injection. Fuel injection that is sequenced into each cylinder according to its firing order.

SHORT CIRCUIT: A direct connection between a circuit and another unwanted point on the vehicle.

SIGRTN: Signal Return circuit for sensor signals.

SIL: Shift Indicator Lamp. This lamp is used to inform the driver of the optimum shift conditions.

SML: Switch Monitor Lamp. This lamp is used to detect if the vehicle's switches are operating correctly when the Super Star II tester is connected.

SOLENOID: A wire coil with a movable core that changes position by means of electromagnetism when current is applied.

SPOUT: Spark Output signal from the PCM.

Glossary

SS1: Shift Solenoid 1. Solenoid used when upshifting the transaxle for 1-2 timing.

SS2: Shift Solenoid 2. Solenoid used when upshifting the transaxle for 2-3 timing.

SS3: Shift Solenoid 3. Solenoid used when upshifting the transaxle for 3-4 timing.

STG: Switch to Ground.

STI: Self-Test Input circuit in the PCM system, used to initiate diagnostic test mode.

STO: Self-Test Output circuit in the PCM system that transmits diagnostic trouble codes (pulses) to either a VOM, Super STAR II Tester, NGS, MIL or SBDS.

STP: Switch to Power.

SUPER STAR II: Super Self Test Automatic Readout. A testing device that reads and translates digital diagnostic trouble codes from the PCM.

TACH: Tachometer.

TB: Throttle Body.

TCC: Torque Converter Clutch solenoid. Solenoid used to shift the torque converter into lockup mode.

TCCC: Torque Converter Clutch Control solenoid. Solenoid used to control the transaxle lockup pressure.

TCM: Transaxle Control Module. Module used to control the automatic transaxle.

TDC: Top Dead Center.

TI: Transistorized Ignition.

TI3: Transistorized Ignition 3-pin.

TWC: Three Way Catalytic Converter.

TIMING: Relationship between spark plug firing and piston position, expressed in crankshaft degrees before top dead center on the compression stroke.

TOT: Transaxle Oil Temperature sensor. Sensor that detects the transaxle oil temperature and sends this information to the TCM.

TP: Throttle Position sensor.

TRS/ECTS: Torque Reduce/Engine Coolant Temperature Signal. Signal to the TCM from the PCM used to reduce torque during harsh shifting or high coolant temperature readings.

TWC: Three Way Catalyst.

VAF: Volume Air Flow meter.

Glossary

VMREF: Volume Meter Reference voltage.

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

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

VR: Voltage Regulator.

VREF: Reference voltage supplied by the PCM to input and output components and remains at a constant level.

VRIS1: Variable Resonance Induction System # 1 solenoid.

VRIS2: Variable Resonance Induction System # 2 solenoid.

VSS: Vehicle Speed Sensor.

VST: Vehicle Start.

WAC: Wide-Open Throttle A / C Cutoff.

WOT: Wide-Open Throttle.