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ELECTRICAL/ELECTRONIC SYSTEMS DIAGNOSTIC TERMS, DEFINITIONS, ABBREVIATIONS, AND ACRONYMS

Foreword—As the number of sophisticated electrical and electronic (E/E) systems on motor vehicles has increased, the number of terms, abbreviations, and acronyms which describe various components of these systems has increased enormously. To bring some order to the proliferation of such terms, abbreviations, and acronyms, the Vehicle E/E Diagnostic Systems Committee has prepared this document.

The nomenclature used to convey automotive service information is being standardized in order to more accurately convey information to technicians faced with the diagnosis and repair of increasingly complex vehicles.

To be properly descriptive, each type of automotive nomenclature requires a consistent methodology. This document is concerned with a methodology for naming objects and systems and with the set of words from which names are built.

The methodology allows objects and systems to be completely described without ambiguity. It also is able to generate names which distinguish among similar objects or systems without confusion but with brevity. Using terms which are well-defined within the context of the automotive service industry, the methodology allows already existing imprecise names to be suitably changed and future names to be assigned in a predictable way which will reliably convey meaning to the technician.

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1. Scope—This SAE Recommended Practice is applicable to all light-duty gasoline and diesel passenger vehicles and trucks, and to heavy-duty gasoline vehicles. Specific applications of this document include diagnostic, service and repair manuals, bulletins and updates, training manuals, repair databases, under-hood emission labels, and emission certification applications.

This document focuses on diagnostic terms applicable to electrical/electronic systems, and therefore also contains related mechanical terms, definitions, abbreviations, and acronyms.

Even though the use and appropriate updating of this document is strongly encouraged, nothing in this document should be construed as prohibiting the introduction of a term, abbreviation, or acronym not covered by this document.

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Certain terms have already been in common use and are readily understood by manufacturers and technicians, but do not follow the methodology of this document. To preserve this understanding, these terms were included and have been identified with the footnote (2), "historically acceptable common usage," so they will not erroneously serve as a precedent in the construction of new names. These terms fall into three categories:

- a. Acronyms that do not logically fit the term.
- b. Acronyms existing at the component level, i.e., their terms contain the base word or noun that describes the generic item that is being further defined.
- c. Acronyms for terms that appear to contain the base word, but are frequently used as a modifier to another base word. (This use may possibly be thought of as following the methodology since the acronym is normally used as a modifier.)

2. References—There are no referenced publications specified herein.

3. How to Use This Document—To find the recommended term corresponding to an existing term, abbreviation or acronym, see Table 1, Cross Reference and Look Up. See Table 2, Recommended Terms, and Table 3, Glossary of Terms, for definitions of the recommended terms. Use Section 3.0, Methodology to construct a new name. Appropriate acceptable usage's of Recommended Terms and Acronyms are contained in Table 1.

4. Methodology—This naming methodology of describing objects and systems uses modifiers attached to base words. Appropriate modifiers are added to a base word until an object or system is uniquely specified within its context.

4.1 Naming Objects—When building names, select the most descriptive base word from the Glossary of Terms (Table 3). Add modifiers as necessary or as desirable within the context, in the order of most significance to least significance. The most significant word will be the base word, which denotes the basic function of the object. The most significant modifier will be adjacent to the base word, the second most significant will be next to that modifier, and so on until the least significant modifier is added. For the sake of future clarity, an additional modifier can be added to a name at any time, even if there is no present conflict with another object name. Figure 1 illustrates how modifiers can be added to build the name, "Instrumentation Engine Coolant Temperature Sensor."

When naming an object, it is tempting to choose the first modifiers according to the initial purpose for which the object was designed, but this will not always result in the name which is most helpful in the long run to a service technician. The information a technician needs is most often supplied by a term which describes a functional attribute, not purpose.

MODIFIERS				BASE WORD	
What is its purpose?	Where is it?	Which Temp?	What does it sense?	What is it?	
			Temperature	Sensor	Most generic
		Coolant	Temperature	Sensor	
	Engine	Coolant	Temperature	Sensor	Most specific
Instrumentation	Engine	Coolant	Temperature	Sensor	
Least <-----				SIGNIFICANCE -----> Most	

FIGURE 1—MODIFIER USAGE EXAMPLE

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To ensure accuracy, always check the Glossary definitions of base words and modifiers before including them in a name. The Glossary is intended for diagnostic purposes, but provides only electrical/electronic terms for base words. Base words which describe non-electrical objects (e.g., bolt, screw, bumper) should be used as in the past. Often, names for these objects are created by attaching the appropriate electrical/electronic object name to the mechanical base word. When using a common multiple word modifier, see Tables 1 and 2 to be sure that the modifier is acceptable or if it should be replaced with a more precise term.

4.1.1 BASE WORDS—The base word is the most generic term in a name. Simply stated, it answers the question, "What is this object?" In answering this question, the base word does not include information about the location or function of an object within a particular system. Specific information like this is provided by modifiers that are added to the base word. The following are examples of base words: diode, engine, module, motor, pump, relay, sensor, solenoid, switch, valve. The base word is always a noun and the last term in a name.

4.1.2 MODIFIERS—Modifiers provide functional/applicational meaning, system differentiation, and locational/directional information. Modifiers usually express non-electrical ideas to describe base words which, in turn, convey electrical/electronic meaning. The range of modifiers is not limited and is used as necessary to uniquely describe an object in light of present knowledge, past experience, and potential future conflicts.

Although modifiers are used as adjectives, they are not necessarily terms which would normally be classified as adjectives. While neither "Air" or "Flow" are adjectives, the meaning of "Air Flow Valve" is clear to technicians; it is the name of a valve which regulates the flow of air. Both modifiers are nouns functioning as adjectives because of their position.

System modifiers can be added to object names to describe an object's purpose. When using a system name as a modifier in an object name, the word "System" is not included. For example, the device that directs the exhaust gases in the Exhaust Gas Recirculation (EGR) System is named "Exhaust Gas Recirculation (EGR) Valve."

4.1.3 TECHNOLOGICAL TERMS—Technologically specific terms tend to lengthen names without adding a corresponding level of useful service information about the function of an object. Add an appropriate technological modifier to a name only when it describes the primary difference between two objects. For example, the "thick film" technology used to construct the internal circuit of an Air Flow Sensor should not be identified in the object's name. However, if necessary for clarity, it would be appropriate to differentiate the relation to a specific external provision by adding "Hot Wire" to "Air Flow Sensor."

A technological term should be the first modifier conversationally (farthest from the base word, the position of least significance), unless a directional modifier is also present.

4.2 Naming Systems—When constructing a name for a system, consider it to be a combination of a "concept" and the word "System." Develop the concept name according to the rules for object naming and add the word "System." Keep in mind that a concept's most basic attribute is its purpose and that this attribute is described by the term closest to the word "System." For example, "recirculation" is the basic attribute of the Exhaust Gas Recirculation (EGR) concept. The group of components that embody the concept are together named the "EGR System."

4.3 Shortened Names—Techniques of shortening, including acronyms and abbreviations, are often necessary when space is limited and when names become awkwardly long. It is preferable to create a name first and its shortened form later, rather than the other way around.

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Abbreviations and acronyms may be constructed not only of the letters of the alphabet, but of numbers, space characters, punctuation marks (such as "/" and "-"), subscripts and any other ASCII characters. Treat the individual acronyms, modifier abbreviations, and base word abbreviations as words, separating them by space characters.

4.3.1 ACRONYMS—Specific definitions of acronyms vary, but for the purpose of this document, an acronym is a memorable combination of the first letters of the words of a name. While abbreviations are useful in text where space is limited, acronyms are particularly convenient for shortening verbal communication in addition to written materials. For this reason, acronyms are often pronounceable, which also makes them easy to remember. They are especially useful if a name is long and bulky both on paper and in conversation.

Use acronyms as modifiers or base words within names, such as "EGR System" and "Primary ECM." Do not use them as entire names, like "EGRS". Acronyms and other modifiers may be combined in any meaningful order to modify a base word. The following are examples of acceptable uses of acronyms:

EGR System EGRT Sensor Low Speed FC Switch High Speed FC Switch

Because there are a limited number of useful letter combinations for acronyms, new acronyms should be created for only the most commonly used terms. Also, avoid creating new acronyms by adding letters to those that already exist. For example, when using the acronym "FC" (Fan Control), do not add "H" or "L" to indicate "High Speed" or "Low Speed." Instead, use additional modifiers.

Usually, the first letters of each word of a name are used to build an acronym, but if a particular word is of little significance, it may be omitted ("United States of America" becomes "USA"). Also, more than the first letter of each word may be used ("Radio Detecting And Ranging" becomes "RADAR"). An acronym like "USA" which contains three letters or fewer may have its letters spoken separately, but a longer acronym such as "RADAR" must be pronounceable or its purpose will be defeated.

All of the letters of an acronym should be capitalized. Acronyms should not contain periods. Until an acronym is widely well-known, it should be accompanied by the spelled-out form when necessary for accurate reader comprehension in any given context.

In the very rare cases of strong historical meaning across all manufacturers, the rules for naming and acronym usage may be broken. For example, "AIR" is the approved acronym for "Secondary Air Injection," instead of "SAI." In fact, because there is no approved name "Primary Air Injection," the term "Secondary Air Injection" would be considered inappropriate. Despite this, historical precedent renders "AIR" and "Secondary Air Injection" the most easily understood terms. "AIR" originally meant "Air Injection Reactor." However, vehicles no longer necessarily use a separate air injector reactor, but instead might have additional air injected to the catalytic converter. Because of the similarity to the previous system, technicians have expressed a strong desire to retain "AIR" rather than "SAI."

Before using a new acronym, be sure to check Tables 1 and 2 for any conflicts with acronyms already in use.

4.3.2 ABBREVIATIONS—Use abbreviations to shorten base words and directional modifiers in written materials. Unlike an acronym, an abbreviation should have only its first letter capitalized and should end with a period. Wire colors are an exception to the rules of capitalization and punctuation. As in the past, they should continue to be completely capitalized in text and not followed by a period (for example, "a BLK wire"). Currently identified abbreviations for base words and modifiers are found in Table 1.

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4.4 Indexing of Names—Service information index designers consider the importance of each term in a name, and select the most appropriate word(s) to index. They most frequently index base words; following each by its modifier(s) to enhance users retrieval. This document allows the designer flexibility to choose the indexed word(s); while it describes, in detail, the methodology for the conversational word order in text and illustrations. For example, the designer can conform to the methodology of this document and provide the user with the effective retrieval of the conversational name “Left Front Wheel Speed Sensor” by indexing it as “Sensor, Left Front Wheel Speed.”

(R) **4.5 Alphanumeric Descriptors**—Sections 4.1 through 4.3 describe the appropriate methodology to completely described object and system without ambiguity. This section includes naming objects (with base words, modifiers, and technological terms), naming systems and building shortened names.

An “alphanumeric descriptor” can be used in information delivered to the end-user of a scan tool having an 8-character display limitation. An alphanumeric descriptor is not recommended for general use, but can be built from a Recommended Term by replacing position modifier words with numeric digits, and omitting certain self-evident letters.

Alphanumeric position modifiers in an alphanumeric descriptor should be positioned to follow the base word, rather than the conversational practice of preceding the base word.

Figure 2 illustrates how several Recommended Terms and Acronyms can be further shortened into alphanumeric descriptors.

The following guidelines should be followed when using or developing alphanumeric descriptors:

- a. First consult Table 2, Recommended Terms in the Acronyms column.
- b. If the term is not included, build a suitable term using 4.1 Naming Object or 4.2 Naming System. Then shorten the term using 4.3 Shortened Names.
- c. If the resultant term is too long for a scan tool with an 8-character display limitation, build an Alphanumeric Descriptor for electronic delivery according to the pattern shown in Figure 2:
- d. Delete or replace characters as required.
- e. Omit spaces depending on the display limitation.
(example: FUEL PRES becomes FUELPRES)
- f. Consult Table 4 for a matching Alphanumeric Descriptor.
- g. If Table 4 does not contain a matching Alphanumeric Descriptor, request an addition, using the Request for Revision form in Appendix A.

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Recommended Term	Acceptable Acronized Usage	Alphanumeric Descriptor
Diagnostic Trouble Code Freeze Frame	<u>DTC</u> Freeze Frame	DTC FRZF
Engine Coolant Temperature	<u>ECT</u>	None Required
Flexible Fuel	<u>FF</u>	None Required
Freeze Frame	Freeze Frame	FRZF
Fuel Pressure	Fuel Pressure	FUEL PRES
Fuel System 1 Status	Fuel System 1 Status	FUEL SYS1
Long Term Fuel Trim Bank 2	Long Term <u>FT</u> Bank 2	LONG FT2
Oxygen Sensor Location Bank 1 Position 1	<u>O2S</u> Bank 1 Position 1	O2SLOC11

FIGURE 2—ALPHANUMERIC DESCRIPTORS EXAMPLE

5. Cross Reference and Look Up—See Table 1. The left column lists existing terms, acronyms and abbreviations. The center column provides the corresponding acceptable usage's constructed of recommended terms combined with other modifiers and/or base words. The acceptable acronized usage is shown in the right column.

For information about using acronyms and abbreviations, see 4.3.1 (Acronyms) and 4.3.2 (Abbreviations). For additional information about Recommended Terms, see Tables 2 and 3.

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TABLE 1—CROSS REFERENCE AND LOOK UP

Existing Usage	Acceptable Usage	Acceptable Acronized Usage
A/C (Air Conditioning)	<u>Air Conditioning</u>	<u>A/C</u>
A/C Cycling Switch	<u>Air Conditioning Cycling Switch</u>	<u>A/C Cycling Switch</u>
A/T (Automatic Transaxle)	<u>Automatic Transaxle</u> ¹	<u>A/T</u> ¹
A/T (Automatic Transmission)	<u>Automatic Transmission</u> ¹	<u>A/T</u> ¹
AAT (Ambient Air Temperature)	<u>Ambient Air Temperature</u>	<u>AAT</u>
AC (Air Conditioning)	<u>Air Conditioning</u>	<u>A/C</u>
ACC (Air Conditioning Clutch)	<u>Air Conditioning Clutch</u>	<u>A/C Clutch</u>
Accelerator	<u>Accelerator Pedal</u>	<u>AP</u>
Accelerator Pedal Position	<u>Accelerator Pedal Position</u> ¹	<u>APP</u> ¹
ACCS (Air Conditioning Cyclic Switch)	<u>Air Conditioning Cycling Switch</u>	<u>A/C Cycling Switch</u>
ACH (Air Cleaner Housing)	<u>Air Cleaner Housing</u> ¹	<u>ACL Housing</u> ¹
ACL (Air Cleaner)	<u>Air Cleaner</u> ¹	<u>ACL</u> ¹
ACL (Air Cleaner) Element	<u>Air Cleaner Element</u> ¹	<u>ACL Element</u> ¹
ACL (Air Cleaner) Housing	<u>Air Cleaner Housing</u> ¹	<u>ACL Housing</u> ¹
ACL (Air Cleaner) Housing Cover	<u>Air Cleaner Housing Cover</u> ¹	<u>ACL Housing Cover</u> ¹
ACS (Air Conditioning System)	<u>Air Conditioning System</u>	<u>A/C System</u>
ACT (Air Charge Temperature)	<u>Intake Air Temperature</u> ¹	<u>IAT</u> ¹
Adaptive Fuel Strategy	<u>Fuel Trim</u> ¹	<u>FT</u> ¹
AFC (Air Flow Control)	<u>Mass Air Flow</u>	<u>MAF</u>
AFC (Air Flow Control)	<u>Volume Air Flow</u>	<u>VAF</u>
AFS (Air Flow Sensor)	<u>Mass Air Flow Sensor</u>	<u>MAF Sensor</u>
AFS (Air Flow Sensor)	<u>Volume Air Flow Sensor</u>	<u>VAF Sensor</u>
After Cooler	<u>Charge Air Cooler</u>	<u>CAC</u> ¹
AI (Air Injection)	<u>Secondary Air Injection</u> ¹	<u>AIR</u> ¹
AIP (Air Injection Pump)	<u>Secondary Air Injection Pump</u> ¹	<u>AIR Pump</u> ¹
AIR (Air Injection Reactor)	<u>Pulsed Secondary Air Injection</u> ¹	<u>PAIR</u> ¹
AIR (Air Injection Reactor)	<u>Secondary Air Injection</u> ¹	<u>AIR</u> ¹
AIRB (Secondary Air Injection Bypass)	<u>Secondary Air Injection Bypass</u> ¹	<u>AIR Bypass</u> ¹
AIRD (Secondary Air Injection Diverter)	<u>Secondary Air Injection Diverter</u> ¹	<u>AIR Diverter</u> ¹
Air Cleaner	<u>Air Cleaner</u> ¹	<u>ACL</u> ¹
Air Cleaner Element	<u>Air Cleaner Element</u> ¹	<u>ACL Element</u> ¹
Air Cleaner Housing	<u>Air Cleaner Housing</u> ¹	<u>ACL Housing</u> ¹
Air Cleaner Housing Cover	<u>Air Cleaner Housing Cover</u> ¹	<u>ACL Housing Cover</u> ¹
Air Conditioning	<u>Air Conditioning</u>	<u>A/C</u>
Air Conditioning Sensor	<u>Air Conditioning Sensor</u>	<u>A/C Sensor</u>
Air Control Valve	<u>Secondary Air Injection Control Valve</u> ¹	<u>AIR Control Valve</u> ¹
Air Flow Meter	<u>Mass Air Flow Sensor</u> ¹	<u>MAF Sensor</u> ¹
Air Flow Meter	<u>Volume Air Flow Sensor</u> ¹	<u>VAF Sensor</u> ¹
Air Intake System	<u>Intake Air System</u> ¹	<u>IA System</u> ¹
Air Flow Sensor	<u>Mass Air Flow Sensor</u> ¹	<u>MAF Sensor</u> ¹
Air Management 1	<u>Secondary Air Injection Bypass</u> ¹	<u>AIR Bypass</u> ¹
Air Management 2	<u>Secondary Air Injection Diverter</u> ¹	<u>AIR Diverter</u> ¹
Air Temperature Sensor	<u>Intake Air Temperature Sensor</u> ¹	<u>IAT Sensor</u> ¹
Air Valve	<u>Idle Air Control Valve</u> ¹	<u>IAC Valve</u> ¹
AIV (Air Injection Valve)	<u>Pulsed Secondary Air Injection</u> ¹	<u>PAIR</u> ¹
ALCL (Assembly Line Communication Link)	<u>Data Link Connector</u> ¹	<u>DLC</u> ¹
Alcohol Concentration Sensor	<u>Flexible Fuel Sensor</u> ¹	<u>FF Sensor</u> ¹
ALDL (Assembly Line Diagnostic Link)	<u>Data Link Connector</u> ¹	<u>DLC</u> ¹

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TABLE 1—CROSS REFERENCE AND LOOK UP (CONTINUED)

Existing Usage	Acceptable Usage	Acceptable Acronized Usage
ALT (Alternator)	<u>Generator</u>	<u>GEN</u>
Alternator	<u>Generator</u>	<u>GEN</u>
Ambient Air Temperature	<u>Ambient Air Temperature</u>	<u>AAT</u>
AM1 (Air Management 1)	<u>Secondary Air Injection Bypass</u> ¹	<u>AIR Bypass</u> ¹
AM2 (Air Management 2)	<u>Secondary Air Injection Diverter</u> ¹	<u>AIR Diverter</u> ¹
APP (Accelerator Pedal Position)	<u>Accelerator Pedal Position</u> ¹	<u>APP</u> ¹
APS (Absolute Pressure Sensor)	<u>Barometric Pressure Sensor</u> ¹	<u>BARO Sensor</u> ¹
ATS (Air Temperature Sensor)	<u>Intake Air Temperature Sensor</u> ¹	<u>IAT Sensor</u> ¹
Automatic Transaxle	<u>Automatic Transaxle</u> ¹	<u>AT</u> ¹
Automatic Transmission	<u>Automatic Transmission</u> ¹	<u>AT</u> ¹
B+ (Battery Positive Voltage)	<u>Battery Positive Voltage</u>	<u>B+</u>
Backpressure Transducer	<u>Exhaust Gas Recirculation Backpressure Transducer</u> ¹	<u>EGR Backpressure Transducer</u> ¹
BARO (Barometric Pressure)	<u>Barometric Pressure</u> ¹	<u>BARO</u> ¹
Barometric Pressure Sensor	<u>Barometric Pressure Sensor</u> ¹	<u>BARO Sensor</u> ¹
Battery Positive Voltage	<u>Battery Positive Voltage</u>	<u>B+</u>
BLM (Block Learn Memory)	<u>Long Term Fuel Trim</u> ¹	<u>Long Term FT</u> ¹
BLM (Block Learn Multiplier)	<u>Long Term Fuel Trim</u> ¹	<u>Long Term FT</u> ¹
BLM (Block Learn Matrix)	<u>Long Term Fuel Trim</u> ¹	<u>Long Term FT</u> ¹
Block Learn Integrator	<u>Long Term Fuel Trim</u> ¹	<u>Long Term FT</u> ¹
Block Learn Matrix	<u>Long Term Fuel Trim</u> ¹	<u>Long Term FT</u> ¹
Block Learn Memory	<u>Long Term Fuel Trim</u> ¹	<u>Long Term FT</u> ¹
Block Learn Multiplier	<u>Long Term Fuel Trim</u> ¹	<u>Long Term FT</u> ¹
BP (Barometric Pressure) Sensor	<u>Barometric Pressure Sensor</u> ¹	<u>BARO Sensor</u> ¹
BPP (Brake Pedal Position)	<u>Brake Pedal Position</u> ¹	<u>BPP</u> ¹
Brake Pressure	<u>Brake Pressure</u>	<u>Brake Pressure</u>
Brake Pedal Position	<u>Brake Pedal Position</u> ¹	<u>BPP</u> ¹
C3I (Computer Controlled Coil Ignition)	<u>Electronic Ignition</u> ¹	<u>EI</u> ¹
CAC (Charge Air Cooler)	<u>Charge Air Cooler</u> ¹	<u>CAC</u> ¹
Calculated Load Value	<u>Calculated Load Value</u>	<u>LOAD</u>
Camshaft Position	<u>Camshaft Position</u> ¹	<u>CMP</u> ¹
Camshaft Position Actuator	<u>Camshaft Position Actuator</u> ¹	<u>CMP Actuator</u> ¹
Camshaft Position Controller	<u>Camshaft Position Actuator</u> ¹	<u>CMP Actuator</u> ¹
Camshaft Position Sensor	<u>Camshaft Position Sensor</u> ¹	<u>CMP Sensor</u> ¹
Camshaft Sensor	<u>Camshaft Position Sensor</u> ¹	<u>CMP Sensor</u> ¹
Camshaft Timing Actuator	<u>Camshaft Position Actuator</u> ¹	<u>CMP Actuator</u> ¹
Canister	<u>Canister</u> ¹	<u>Canister</u> ¹
Canister	<u>Evaporative Emission Canister</u> ¹	<u>EVAP Canister</u> ¹
Canister Purge	<u>Evaporative Emission Canister Purge</u> ¹	<u>EVAP Canister Purge</u> ¹
Canister Purge Vacuum Switching Valve	<u>Evaporative Emission Canister Purge Valve</u> ¹	<u>EVAP Canister Purge Valve</u> ¹
Canister Purge Valve	<u>Evaporative Emission Canister Purge Valve</u> ¹	<u>EVAP Canister Purge Valve</u> ¹
Canister Purge VSV (Vacuum Switching Valve)	<u>Evaporative Emission Canister Purge Valve</u> ¹	<u>EVAP Canister Purge Valve</u> ¹
CANP (Canister Purge)	<u>Evaporative Emission Canister Purge</u> ¹	<u>EVAP Canister Purge</u> ¹
CARB (Carburetor)	<u>Carburetor</u> ¹	<u>CARB</u> ¹
Carburetor	<u>Carburetor</u> ¹	<u>CARB</u> ¹
Catalytic Converter Heater	<u>Catalytic Converter Heater</u>	<u>Catalytic Converter Heater</u>
CCC (Converter Clutch Control)	<u>Torque Converter Clutch</u> ¹	<u>TCC</u> ¹
CCO (Converter Clutch Override)	<u>Torque Converter Clutch</u> ¹	<u>TCC</u> ¹
CCS (Coast Clutch Solenoid)	<u>Coast Clutch Solenoid</u>	<u>CCS</u>

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TABLE 1—CROSS REFERENCE AND LOOK UP (CONTINUED)

Existing Usage	Acceptable Usage	Acceptable Acronized Usage
CCS (Coast Clutch Solenoid) Valve	Coast Clutch Solenoid Valve	CCS Valve
CCRM (Constant Control Relay Module)	Constant Control RM	Constant Control RM
CDI (Capacitive Discharge Ignition)	<u>Distributor Ignition</u> ¹	<u>DI</u> ¹
CDROM (Compact Disc Read Only Memory)	<u>Compact Disc Read Only Memory</u> ¹	<u>CDROM</u> ¹
CES (Clutch Engage Switch)	<u>Clutch Pedal Position Switch</u>	<u>CPP Switch</u> ¹
Central Multiport Fuel Injection	Central <u>Multiport Fuel Injection</u> ¹	Central <u>MEI</u> ¹
Central Sequential Multiport Fuel Injection	Central Sequential Multiport Fuel Injection	Central SFI
CFI (Continuous Fuel Injection)	<u>Continuous Fuel Injection</u> ¹	<u>CFI</u> ¹
CFI (Central Fuel Injection)	<u>Throttle Body Fuel Injection</u> ¹	<u>TBI</u> ¹
CFV	Critical Flow Venturi	CFV
Charcoal Canister	<u>Evaporative Emission Canister</u>	<u>EVAP Canister</u> ¹
Charge Air Cooler	<u>Charge Air Cooler</u>	<u>CAC</u> ¹
Check Engine	<u>Service Reminder Indicator</u> ¹	<u>SRI</u> ¹
Check Engine	<u>Malfunction Indicator Lamp</u> ¹	<u>MIL</u> ¹
CID (Cylinder Identification) Sensor	<u>Camshaft Position Sensor</u>	<u>CMP Sensor</u> ¹
CIS (Continuous Injection System)	<u>Continuous Fuel Injection</u> ¹	<u>CFI</u> ¹
CIS-E (Continuous Injection System Electronic)	<u>Continuous Fuel Injection</u> ¹	<u>CFI</u> ¹
CKP (Crankshaft Position)	<u>Crankshaft Position</u> ¹	<u>CKP</u> ¹
CKP (Crankshaft Position) Sensor	<u>Crankshaft Position Sensor</u> ¹	<u>CKP Sensor</u> ¹
CL (Closed Loop)	<u>Closed Loop</u> ¹	<u>CL</u> ¹
Closed Bowl Distributor	<u>Distributor Ignition</u> ¹	<u>DI</u> ¹
Closed Throttle Position	<u>Closed Throttle Position</u> ¹	<u>CTP</u> ¹
Closed Throttle Switch	<u>Closed Throttle Position Switch</u> ¹	<u>CTP Switch</u> ¹
CLS (Closed Loop System)	<u>Closed Loop</u> ¹	<u>CL</u> ¹
CLV	Calculated Load Value	LOAD
Clutch Engage Switch	<u>Clutch Pedal Position Switch</u> ¹	<u>CPP Switch</u> ¹
Clutch Pedal Position Switch	<u>Clutch Pedal Position Switch</u> ¹	<u>CPP Switch</u> ¹
Clutch Start Switch	<u>Clutch Pedal Position Switch</u> ¹	<u>CPP Switch</u> ¹
Clutch Switch	<u>Clutch Pedal Position Switch</u> ¹	<u>CPP Switch</u> ¹
CMFI (Central Multiport Fuel Injection)	Central <u>Multiport Fuel Injection</u> ¹	Central <u>MEI</u> ¹
CMP (Camshaft Position)	<u>Camshaft Position</u> ¹	<u>CMP</u> ¹
CMP (Camshaft Position) Sensor	<u>Camshaft Position Sensor</u> ¹	<u>CMP Sensor</u> ¹
COC (Continuous Oxidation Catalyst)	<u>Oxidation Catalytic Converter</u> ¹	<u>OC</u> ¹
Coast Clutch Solenoid	Coast Clutch Solenoid	CCS
Coast Clutch Solenoid Valve	Coast Clutch Solenoid Valve	CCS Valve
Condenser	<u>Distributor Ignition Capacitor</u> ¹	<u>DI Capacitor</u> ¹
Constant Control Relay Module	Relay Module	RM
Constant Volume Sampler	Constant Volume Sampler	CVS
Continuous Fuel Injection	<u>Continuous Fuel Injection</u> ¹	<u>CFI</u> ¹
Continuous Injection System	<u>Continuous Fuel Injection System</u> ¹	<u>CFI System</u> ¹
Continuous Injection System-E	Electronic <u>Continuous Fuel Injection System</u> ¹	Electronic <u>CFI System</u> ¹
Continuous Trap Oxidizer	<u>Continuous Trap Oxidizer</u> ¹	<u>CTOX</u> ¹
Coolant Temperature Sensor	<u>Engine Coolant Temperature Sensor</u> ¹	<u>ECT Sensor</u> ¹
CP (Crankshaft Position)	<u>Crankshaft Position</u> ¹	<u>CKP</u> ¹
CPP (Clutch Pedal Position)	<u>Clutch Pedal Position</u> ¹	<u>CPP</u> ¹
CPP (Clutch Pedal Position) Switch	<u>Clutch Pedal Position Switch</u>	<u>CPP Switch</u> ¹
CPS (Camshaft Position Sensor)	<u>Camshaft Position Sensor</u> ¹	<u>CMP Sensor</u> ¹
CPS (Crankshaft Position Sensor)	<u>Crankshaft Position Sensor</u> ¹	<u>CKP Sensor</u> ¹
Crank Angle Sensor	<u>Crankshaft Position Sensor</u> ¹	<u>CKP Sensor</u> ¹

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TABLE 1—CROSS REFERENCE AND LOOK UP (CONTINUED)

Existing Usage	Acceptable Usage	Acceptable Acronized Usage
Crankshaft Position	<u>Crankshaft Position</u> ¹	CKP ¹
Crankshaft Position Sensor	<u>Crankshaft Position Sensor</u> ¹	CKP Sensor ¹
Crankshaft Speed	<u>Engine Speed</u> ¹	RPM ¹
Crankshaft Speed Sensor	<u>Engine Speed Sensor</u> ¹	RPM Sensor ¹
Critical Flow Venturi	<u>Critical Flow Venturi</u>	CFV
CTO (Continuous Trap Oxidizer)	<u>Continuous Trap Oxidizer</u> ¹	CTOX ¹
CTOX (Continuous Trap Oxidizer)	<u>Continuous Trap Oxidizer</u> ¹	CTOX ¹
CTP (Closed Throttle Position)	<u>Closed Throttle Position</u> ¹	CTP ¹
CTS (Coolant Temperature Sensor)	<u>Engine Coolant Temperature Sensor</u> ¹	ECT Sensor ¹
CTS (Coolant Temperature Switch)	<u>Engine Coolant Temperature Switch</u> ¹	ECT Switch ¹
CVS	<u>Constant Volume Sampler</u>	CVS
Cylinder ID (Identification) Sensor	<u>Camshaft Position Sensor</u> ¹	CMP Sensor ¹
D-Jetronic	<u>Multipoint Fuel Injection</u> ¹	MFI ¹
Data Link Connector	<u>Data Link Connector</u> ¹	DLC ¹
Detonation Sensor	<u>Knock Sensor</u> ¹	KS ¹
DFI (Direct Fuel Injection)	<u>Direct Fuel Injection</u> ¹	DFI ¹
DFI (Digital Fuel Injection)	<u>Multipoint Fuel Injection</u> ¹	MFI ¹
DI (Direct Injection)	<u>Direct Fuel Injection</u> ¹	DFI ¹
DI (Distributor Ignition)	<u>Distributor Ignition</u> ¹	DI ¹
DI (Distributor Ignition) Capacitor	<u>Distributor Ignition Capacitor</u> ¹	DI Capacitor ¹
Diagnostic Test Mode	<u>Diagnostic Test Mode</u> ¹	DTM ¹
Diagnostic Trouble Code	<u>Diagnostic Trouble Code</u>	DTC ¹
DID (Direct Injection - Diesel)	<u>Direct Fuel Injection</u> ¹	DFI ¹
Differential Pressure Feedback EGR (Exhaust Gas Recirculation) System	<u>Differential Pressure Feedback Exhaust Gas Recirculation System</u> ¹	Differential Pressure Feedback EGR System ¹
Digital EGR (Exhaust Gas Recirculation)	<u>Exhaust Gas Recirculation</u> ¹	EGR ¹
Direct Fuel Injection	<u>Direct Fuel Injection</u> ¹	DFI ¹
Direct Ignition System	<u>Electronic Ignition System</u> ¹	EI System ¹
DIS (Distributorless Ignition System)	<u>Electronic Ignition System</u> ¹	EI System ¹
DIS (Distributorless Ignition System) Module	<u>Ignition Control Module</u> ¹	ICM ¹
Distance Sensor	<u>Vehicle Speed Sensor</u> ¹	VSS ¹
Distributor Ignition	<u>Distributor Ignition</u> ¹	DI ¹
Distributorless Ignition	<u>Electronic Ignition</u> ¹	EI ¹
DLC (Data Link Connector)	<u>Data Link Connector</u> ¹	DLC ¹
DLI (Distributorless Ignition)	<u>Electronic Ignition</u> ¹	EI ¹
Driver	<u>Driver</u>	Driver
DS (Detonation Sensor)	<u>Knock Sensor</u> ¹	KS ¹
DTC (Diagnostic Trouble Code)	<u>Diagnostic Trouble Code</u> ¹	DTC ¹
DTM (Diagnostic Test Mode)	<u>Diagnostic Test Mode</u> ¹	DTM ¹
Dual Bed	<u>Three Way + Oxidation Catalytic Converter</u> ¹	TWC+OC ¹
Duty Solenoid for Purge Valve	<u>Evaporative Emission Canister Purge Valve</u>	EVAP Canister Purge Valve ¹
Dynamic Pressure Control	<u>Dynamic Pressure Control</u>	Dynamic PC
Dynamic Pressure Control Solenoid	<u>Dynamic Pressure Control Solenoid</u> ¹	Dynamic PC Solenoid ¹
Dynamic Pressure Control Solenoid Valve	<u>Dynamic Pressure Control Solenoid Valve</u> ¹	Dynamic PC Solenoid Valve ¹
E2PROM (Electrically Erasable Programmable Read Only Memory)	<u>Electrically Erasable Programmable Read Only Memory</u> ¹	EEPROM ¹
Early Fuel Evaporation	<u>Early Fuel Evaporation</u> ¹	EFE ¹
EATX (Electronic Automatic Transmission/ Transaxle)	<u>Automatic Transmission</u> ¹	AT ¹
EC (Engine Control)	<u>Engine Control</u> ¹	EC ¹

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TABLE 1—CROSS REFERENCE AND LOOK UP (CONTINUED)

Existing Usage	Acceptable Usage	Acceptable Acronized Usage
ECA (Electronic Control Assembly)	<u>Powertrain Control Module</u> ¹	PCM ¹
ECL (Engine Coolant Level)	<u>Engine Coolant Level</u>	ECL
ECM (Engine Control Module)	<u>Engine Control Module</u> ¹	ECM ¹
ECT (Engine Coolant Temperature)	<u>Engine Coolant Temperature</u> ¹	ECT ¹
ECT (Engine Coolant Temperature) Sender	<u>Engine Coolant Temperature</u> Sensor ¹	ECT Sensor ¹
ECT (Engine Coolant Temperature) Sensor	<u>Engine Coolant Temperature</u> Sensor ¹	ECT Sensor ¹
ECT (Engine Coolant Temperature) Switch	<u>Engine Coolant Temperature</u> Switch ¹	ECT Switch ¹
ECU4 (Electronic Control Unit 4)	<u>Powertrain Control Module</u> ¹	PCM ¹
EDF (Electro-Drive Fan) Control	<u>Fan Control</u>	FC
EDIS (Electronic Distributor Ignition System)	<u>Distributor Ignition System</u> ¹	DI System ¹
EDIS (Electronic Distributorless Ignition System)	<u>Electronic Ignition System</u> ¹	EI System ¹
EDIS (Electronic Distributor Ignition System) Module	<u>Distributor Ignition Control Module</u> ¹	Distributor ICM ¹
EEC (Electronic Engine Control)	<u>Engine Control</u> ¹	EC ¹
EEC (Electronic Engine Control) Processor	<u>Powertrain Control Module</u> ¹	PCM ¹
EECS (Evaporative Emission Control System)	<u>Evaporative Emission System</u> ¹	EVAP System ¹
EEPROM (Electrically Erasable Programmable Read Only Memory)	<u>Electrically Erasable Programmable Read Only Memory</u> ¹	EEPROM ¹
EFE (Early Fuel Evaporation)	<u>Early Fuel Evaporation</u> ¹	EFE ¹
EFI (Electronic Fuel Injection)	<u>Multiport Fuel Injection</u> ¹	MFI ¹
EFI (Electronic Fuel Injection)	<u>Throttle Body Fuel Injection</u> ¹	TBI ¹
EGO (Exhaust Gas Oxygen) Sensor	<u>Oxygen Sensor</u> ¹	O2S ¹
EGOS (Exhaust Gas Oxygen Sensor)	<u>Oxygen Sensor</u> ¹	O2S ¹
EGR (Exhaust Gas Recirculation)	<u>Exhaust Gas Recirculation</u> ¹	EGR ¹
EGR (Exhaust Gas Recirculation) Diagnostic Valve	<u>Exhaust Gas Recirculation</u> Diagnostic Valve ¹	EGR Diagnostic Valve ¹
EGR (Exhaust Gas Recirculation) System	<u>Exhaust Gas Recirculation</u> System ¹	EGR System ¹
EGR (Exhaust Gas Recirculation) Thermal Vacuum Valve	<u>Exhaust Gas Recirculation Thermal Vacuum Valve</u> ¹	EGR TVV ¹
EGR (Exhaust Gas Recirculation) Valve	<u>Exhaust Gas Recirculation</u> Valve ¹	EGR Valve ¹
EGR TVV (Exhaust Gas Recirculation Thermal Vacuum Valve)	<u>Exhaust Gas Recirculation Thermal Vacuum Valve</u> ¹	EGR TVV ¹
EGRT (Exhaust Gas Recirculation Temperature)	<u>Exhaust Gas Recirculation Temperature</u>	EGRT ¹
EGRT (Exhaust Gas Recirculation Temperature) Sensor	<u>Exhaust Gas Recirculation Temperature</u> Sensor ¹	EGRT Sensor ¹
EGRV (Exhaust Gas Recirculation Valve)	<u>Exhaust Gas Recirculation</u> Valve ¹	EGR Valve ¹
EGRVC (Exhaust Gas Recirculation Valve Control)	<u>Exhaust Gas Recirculation</u> Valve Control ¹	EGR Valve Control ¹
EGS (Exhaust Gas Sensor)	<u>Oxygen Sensor</u> ¹	O2S ¹
EI (Electronic Ignition) (With Distributor)	<u>Distributor Ignition</u> ¹	DI ¹
EI (Electronic Ignition) (Without Distributor)	<u>Electronic Ignition</u> ¹	EI ¹
Electrically Erasable Programmable Read Only Memory	<u>Electrically Erasable Programmable Read Only Memory</u> ¹	EEPROM ¹
Electronic Engine Control	<u>Electronic Engine Control</u> ¹	Electronic EC ¹
Electronic Ignition	<u>Electronic Ignition</u> ¹	EI ¹
Electronic Spark Advance	<u>Ignition Control</u> ¹	IC ¹
Electronic Spark Timing	<u>Ignition Control</u> ¹	IC ¹
EM (Engine Modification)	<u>Engine Modification</u> ¹	EM ¹
EMR (Engine Maintenance Reminder)	<u>Service Reminder Indicator</u> ¹	SRI ¹
Engine Control	<u>Engine Control</u> ¹	EC ¹
Engine Coolant Fan Control	<u>Fan Control</u>	FC
Engine Coolant Level	<u>Engine Coolant Level</u>	ECL
Engine Coolant Level Indicator	<u>Engine Coolant Level</u> Indicator	ECL Indicator

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TABLE 1—CROSS REFERENCE AND LOOK UP (CONTINUED)

Existing Usage	Acceptable Usage	Acceptable Acronized Usage
Engine Coolant Temperature	<u>Engine Coolant Temperature</u> ¹	<u>ECT</u> ¹
Engine Coolant Temperature Sender	<u>Engine Coolant Temperature</u> Sensor ¹	<u>ECT</u> Sensor ¹
Engine Coolant Temperature Sensor	<u>Engine Coolant Temperature</u> Sensor ¹	<u>ECT</u> Sensor ¹
Engine Coolant Temperature Switch	<u>Engine Coolant Temperature</u> Switch ¹	<u>ECT</u> Switch ¹
Engine Modification	<u>Engine Modification</u> ¹	<u>EM</u> ¹
Engine Oil Pressure Sender	<u>Engine Oil Pressure</u> Sensor	<u>EOP</u> Sensor
Engine Oil Pressure Sensor	<u>Engine Oil Pressure</u> Sensor	<u>EOP</u> Sensor
Engine Oil Pressure Switch	<u>Engine Oil Pressure</u> Switch	<u>EOP</u> Switch
Engine Oil Temperature	<u>Engine Oil Temperature</u>	<u>EOT</u>
Engine Speed	<u>Engine Speed</u> ¹	<u>RPM</u> ¹
EOS (Exhaust Oxygen Sensor)	<u>Oxygen Sensor</u> ¹	<u>O2S</u> ¹
EOT (Engine Oil Temperature)	<u>Engine Oil Temperature</u>	<u>EOT</u>
EP (Exhaust Pressure)	<u>Exhaust Pressure</u>	<u>EP</u>
EPROM (Erasable Programmable Read Only Memory)	<u>Erasable Programmable Read Only Memory</u> ¹	<u>EPROM</u> ¹
Erasable Programmable Read Only Memory	<u>Erasable Programmable Read Only Memory</u> ¹	<u>EPROM</u> ¹
ESA (Electronic Spark Advance)	<u>Ignition Control</u> ¹	<u>IC</u> ¹
ESAC (Electronic Spark Advance Control)	<u>Distributor Ignition</u> ¹	<u>DI</u> ¹
EST (Electronic Spark Timing)	<u>Ignition Control</u> ¹	<u>IC</u> ¹
EVAP (Evaporate Emission) CANP (Canister Purge)	<u>Evaporative Emission Canister Purge</u> ¹	<u>EVAP Canister Purge</u> ¹
EVAP (Evaporative Emission)	<u>Evaporative Emission</u> ¹	<u>EVAP</u> ¹
EVAP (Evaporative Emission) Canister	<u>Evaporative Emission</u> Canister ¹	<u>EVAP</u> Canister ¹
EVAP (Evaporative Emission) Purge Valve	<u>Evaporative Emission</u> Canister Purge Valve ¹	<u>EVAP</u> Canister Purge Valve ¹
Evaporative Emission	<u>Evaporative Emission</u> ¹	<u>EVAP</u> ¹
Evaporative Emission Canister	<u>Evaporative Emission</u> Canister ¹	<u>EVAP</u> Canister ¹
EVP (Exhaust Gas Recirculation Valve Position) Sensor	<u>Exhaust Gas Recirculation</u> Valve Position Sensor ¹	<u>EGR</u> Valve Position Sensor ¹
EVR (Exhaust Gas Recirculation Vacuum Regulator) Solenoid	<u>Exhaust Gas Recirculation</u> Vacuum Regulator Solenoid ¹	<u>EGR</u> Vacuum Regulator Solenoid ¹
EVRV (Exhaust Gas Recirculation Vacuum Regulator Valve)	<u>Exhaust Gas Recirculation</u> Vacuum Regulator Valve ¹	<u>EGR</u> Vacuum Regulator Valve ¹
Exhaust Gas Recirculation	<u>Exhaust Gas Recirculation</u> ¹	<u>EGR</u> ¹
Exhaust Gas Recirculation Temperature	<u>Exhaust Gas Recirculation</u> Temperature ¹	<u>EGRT</u> ¹
Exhaust Gas Recirculation Temperature Sensor	<u>Exhaust Gas Recirculation</u> Temperature Sensor ¹	<u>EGRT</u> Sensor ¹
Exhaust Gas Recirculation Vacuum Solenoid Valve Regulator	<u>Exhaust Gas Recirculation</u> Vacuum Regulator Solenoid Valve ¹	<u>EGR</u> Vacuum Regulator Solenoid Valve ¹
Exhaust Gas Recirculation Vacuum Regulator Valve	<u>Exhaust Gas Recirculation</u> Vacuum Regulator Valve ¹	<u>EGR</u> Vacuum Regulator Valve ¹
Exhaust Gas Recirculation Valve	<u>Exhaust Gas Recirculation</u> Valve ¹	<u>EGR</u> Valve ¹
Exhaust Pressure	<u>Exhaust Pressure</u>	<u>EP</u>
4GR (Fourth Gear)	<u>Fourth Gear</u>	<u>4GR</u>
4WD (Four Wheel Drive)	<u>Full Time Four Wheel Drive</u>	<u>F4WD</u>
4WD (Four Wheel Drive)	<u>Selectable Four Wheel Drive</u>	<u>S4WD</u>
F4WD	<u>Full Time Four Wheel Drive</u>	<u>F4WD</u>
Fan Control	<u>Fan Control</u>	<u>FC</u>
Fan Control Module	<u>Fan Control</u> Module	<u>FC</u> Module
Fan Control Relay	<u>Fan Control</u> Relay	<u>FC</u> Relay
Fan Motor Control Relay	<u>Fan Control</u> Relay	<u>FC</u> Relay
Fast Idle Thermo Valve	<u>Idle Air Control</u> Thermal Valve ¹	<u>IAC</u> Thermal Valve ¹
FBC (Feed Back Carburetor)	<u>Carburetor</u> ¹	<u>CARB</u> ¹
FBC (Feed Back Control)	<u>Mixture Control</u> ¹	<u>MC</u> ¹

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TABLE 1—CROSS REFERENCE AND LOOK UP (CONTINUED)

Existing Usage	Acceptable Usage	Acceptable Acronized Usage
FC (Fan Control)	<u>Fan Control</u>	FC
FC (Fan Control) Relay	<u>Fan Control Relay</u>	FC Relay
FEEPROM (Flash Electrically Erasable Programmable Read Only Memory)	<u>Flash Electrically Erasable Programmable Read Only Memory</u> ¹	FEEPROM ¹
FEPROM (Flash Erasable Programmable Read Only Memory)	<u>Flash Erasable Programmable Read Only Memory</u> ¹	FEPROM ¹
FF (Flexible Fuel)	<u>Flexible Fuel</u> ¹	FF ¹
FI (Fuel Injection)	<u>Central Multipoint Fuel Injection</u> ¹	Central MFI ¹
FI (Fuel Injection)	<u>Continuous Fuel Injection</u> ¹	CFI ¹
FI (Fuel Injection)	<u>Direct Fuel Injection</u> ¹	DFI ¹
FI (Fuel Injection)	<u>Indirect Fuel Injection</u> ¹	IEI ¹
FI (Fuel Injection)	<u>Multipoint Fuel Injection</u> ¹	MFI ¹
FI (Fuel Injection)	<u>Sequential Multipoint Fuel Injection</u> ¹	SFI ¹
FI (Fuel Injection)	<u>Throttle Body Fuel Injection</u> ¹	TBI ¹
Flame Ionization Detector	<u>Flame Ionization Detector</u>	FID
Flash EEPROM (Electrically Erasable Programmable Read Only Memory)	<u>Flash Electrically Erasable Programmable Read Only Memory</u> ¹	FEEPROM ¹
Flash EPROM (Erasable Programmable Read Only Memory)	<u>Flash Erasable Programmable Read Only Memory</u> ¹	FEPROM ¹
Flexible Fuel	<u>Flexible Fuel</u> ¹	FF ¹
Flexible Fuel Sensor	<u>Flexible Fuel Sensor</u> ¹	FF Sensor
Fourth Gear	<u>Fourth Gear</u>	4GR
FP (Fuel Pump)	<u>Fuel Pump</u>	FP
FP (Fuel Pump) Module	<u>Fuel Pump Module</u>	FP Module
Freeze Frame	<u>Freeze Frame</u>	See Table 4
Front Wheel Drive	<u>Front Wheel Drive</u>	FWD
FRZF (Freeze Frame)	<u>Freeze Frame</u>	See Table 4
FT (Fuel Trim)	<u>Fuel Trim</u> ¹	FT ¹
Fuel Charging Station	<u>Throttle Body</u> ¹	TB ¹
Fuel Concentration Sensor	<u>Flexible Fuel Sensor</u> ¹	FF Sensor ¹
Fuel Injection	<u>Central Multipoint Fuel Injection</u> ¹	Central MFI ¹
Fuel Injection	<u>Continuous Fuel Injection</u> ¹	CFI ¹
Fuel Injection	<u>Direct Injection</u> ¹	DFI ¹
Fuel Injection	<u>Indirect Fuel Injection</u> ¹	IEI ¹
Fuel Injection	<u>Multipoint Fuel Injection</u> ¹	MFI ¹
Fuel Injection	<u>Sequential Multipoint Fuel Injection</u> ¹	SFI ¹
Fuel Injection	<u>Throttle Body Fuel Injection</u> ¹	TBI ¹
Fuel Level Sensor	<u>Fuel Level Sensor</u>	<u>Fuel Level Sensor</u>
Fuel Module	<u>Fuel Pump Module</u>	FP Module
Fuel Pressure	<u>Fuel Pressure</u> ¹	<u>Fuel Pressure</u> ¹
Fuel Pressure	<u>Fuel Pressure</u>	See Table 4
Fuel Pressure Regulator	<u>Fuel Pressure Regulator</u> ¹	<u>Fuel Pressure Regulator</u> ¹
Fuel Pump	<u>Fuel Pump</u>	FP
Fuel Pump Relay	<u>Fuel Pump Relay</u>	FP Relay
Fuel Quality Sensor	<u>Flexible Fuel Sensor</u> ¹	FF Sensor ¹
Fuel Regulator	<u>Fuel Pressure Regulator</u> ¹	<u>Fuel Pressure Regulator</u> ¹
Fuel Sender	<u>Fuel Pump Module</u>	FP Module
Fuel Sensor	<u>Fuel Level Sensor</u>	<u>Fuel Level Sensor</u>
Fuel System Status	<u>Fuel System Status</u>	See Table 4
FUEL SYS	<u>Fuel System Status</u>	See Table 4
Fuel Tank Unit	<u>Fuel Pump Module</u>	FP Module

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TABLE 1—CROSS REFERENCE AND LOOK UP (CONTINUED)

Existing Usage	Acceptable Usage	Acceptable Acronized Usage
Fuel Trim	<u>Fuel Trim</u> ¹	<u>FT</u> ¹
Full Time Four Wheel Drive	<u>Full Time Four Wheel Drive</u>	<u>F4WD</u>
Full Throttle	<u>Wide Open Throttle</u> ¹	<u>WOT</u> ¹
FWD	<u>Front Wheel Drive</u>	<u>FWD</u>
GCM (Governor Control Module)	<u>Governor Control Module</u>	<u>GCM</u>
GEM (Governor Electronic Module)	<u>Governor Control Module</u>	<u>GCM</u>
GEN (Generator)	<u>Generator</u>	<u>GEN</u>
Generator	<u>Generator</u>	<u>GEN</u>
Glow Plug	<u>Glow Plug</u> ¹	<u>Glow Plug</u> ¹
GND (Ground)	<u>Ground</u>	<u>GND</u>
Governor	<u>Governor</u>	<u>Governor</u>
Governor Control Module	<u>Governor Control Module</u>	<u>GCM</u>
Governor Electronic Module	<u>Governor Control Module</u>	<u>GCM</u>
Gram Per Mile	<u>Gram Per Mile</u>	<u>GPM</u>
GRD (Ground)	<u>Ground</u>	<u>GND</u>
Ground	<u>Ground</u>	<u>GND</u>
Heated Oxygen Sensor	<u>Heated Oxygen Sensor</u> ¹	<u>HQ2S</u> ¹
HEDF (High Electro-Drive Fan) Control	<u>Fan Control</u>	<u>FC</u>
HEGO (Heated Exhaust Gas Oxygen) Sensor	<u>Heated Oxygen Sensor</u> ¹	<u>HQ2S</u> ¹
HEI (High Energy Ignition)	<u>Distributor Ignition</u> ¹	<u>DI</u> ¹
High Speed FC (Fan Control) Switch	<u>High Speed Fan Control Switch</u>	<u>High Speed FC Switch</u>
HO2S (Heated Oxygen Sensor)	<u>Heated Oxygen Sensor</u> ¹	<u>HQ2S</u> ¹
HOS (Heated Oxygen Sensor)	<u>Heated Oxygen Sensor</u> ¹	<u>HQ2S</u> ¹
Hot Wire Anemometer	<u>Mass Air Flow Sensor</u> ¹	<u>MAF Sensor</u> ¹
IA (Intake Air)	<u>Intake Air</u>	<u>IA</u>
IA (Intake Air) Duct	<u>Intake Air Duct</u>	<u>IA Duct</u>
IAC (Idle Air Control)	<u>Idle Air Control</u> ¹	<u>IAC</u> ¹
IAC (Idle Air Control) Thermal Valve	<u>Idle Air Control Thermal Valve</u> ¹	<u>IAC Thermal Valve</u> ¹
IAC (Idle Air Control) Valve	<u>Idle Air Control Valve</u> ¹	<u>IAC Valve</u> ¹
IACV (Idle Air Control Valve)	<u>Idle Air Control Valve</u> ¹	<u>IAC Valve</u> ¹
IAT (Intake Air Temperature)	<u>Intake Air Temperature</u> ¹	<u>IAT</u> ¹
IAT (Intake Air Temperature) Sensor	<u>Intake Air Temperature Sensor</u> ¹	<u>IAT Sensor</u> ¹
IATS (Intake Air Temperature Sensor)	<u>Intake Air Temperature Sensor</u> ¹	<u>IAT Sensor</u> ¹
IC (Ignition Control)	<u>Ignition Control</u> ¹	<u>IC</u> ¹
ICM (Ignition Control Module)	<u>Ignition Control Module</u> ¹	<u>ICM</u> ¹
ICP (Injection Control Pressure)	<u>Injection Control Pressure</u> ¹	<u>ICP</u> ¹
IDFI (Indirect Fuel Injection)	<u>Indirect Fuel Injection</u> ¹	<u>IFI</u> ¹
IDI (Integrated Direct Ignition)	<u>Electronic Ignition</u> ¹	<u>EI</u> ¹
IDI (Indirect Diesel Injection)	<u>Indirect Fuel Injection</u> ¹	<u>IFI</u> ¹
Idle Air Bypass Control	<u>Idle Air Control</u> ¹	<u>IAC</u> ¹
Idle Air Control	<u>Idle Air Control</u> ¹	<u>IAC</u> ¹
Idle Air Control Valve	<u>Idle Air Control Valve</u> ¹	<u>IAC Valve</u> ¹
Idle Speed Control	<u>Idle Air Control</u> ¹	<u>IAC</u> ¹
Idle Speed Control	<u>Idle Speed Control</u> ¹	<u>ISC</u> ¹
Idle Speed Control Actuator	<u>Idle Speed Control Actuator</u> ¹	<u>ISC Actuator</u> ¹
IFI (Indirect Fuel Injection)	<u>Indirect Fuel Injection</u> ¹	<u>IFI</u> ¹
IFS (Inertia Fuel Shutoff)	<u>Inertia Fuel Shutoff</u>	<u>IFS</u>
Ignition Control	<u>Ignition Control</u> ¹	<u>IC</u> ¹
Ignition Control Module	<u>Ignition Control Module</u> ¹	<u>ICM</u> ¹
IM (Inspection and Maintenance)	<u>Inspection and Maintenance</u>	<u>IM</u>

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TABLE 1—CROSS REFERENCE AND LOOK UP (CONTINUED)

Existing Usage	Acceptable Usage	Acceptable Acronized Usage
IMRC (Intake Manifold Runner Control)	Intake Manifold Runner Control	IMRC
In Tank Module	Fuel Pump Module	FP Module
Indirect Fuel Injection	Indirect Fuel Injection ¹	IFI ¹
Inertia Fuel Shutoff	Inertia Fuel Shutoff	IFS
Inertia Fuel - Shutoff Switch	Inertia Fuel Shutoff Switch	IFS Switch
Inertia Switch	Inertia Fuel Shutoff Switch	IFS Switch
Injection Control Pressure	Injection Control Pressure¹	ICP¹
Input Shaft Speed	Input Shaft Speed	ISS
INT (Integrator)	Short Term Fuel Trim ¹	Short Term FT ¹
Inspection and Maintenance	Inspection and Maintenance	IM
Intake Air	Intake Air	IA
Intake Air Duct	Intake Air Duct	IA Duct
Intake Air Temperature	Intake Air Temperature ¹	IAT ¹
Intake Air Temperature Sensor	Intake Air Temperature Sensor ¹	IAT Sensor ¹
Intake Manifold Absolute Pressure Sensor	Manifold Absolute Pressure Sensor ¹	MAP Sensor ¹
Intake Manifold Runner Control	Intake Manifold Runner Control	IMRC
Integrated Relay Module	Relay Module	RM
Integrator	Short Term Fuel Trim ¹	Short Term FT ¹
Inter Cooler	Charge Air Cooler ¹	CAC ¹
ISC (Idle Speed Control)	Idle Air Control ¹	IAC ¹
ISC (Idle Speed Control)	Idle Speed Control ¹	ISC ¹
ISC (Idle Speed Control) Actuator	Idle Speed Control Actuator ¹	ISC Actuator ¹
ISC BPA (Idle Speed Control By Pass Air)	Idle Air Control ¹	IAC
ISC (Idle Speed Control) Solenoid Vacuum Valve	Idle Speed Control Solenoid Vacuum Valve ¹	ISC Solenoid Vacuum Valve ¹
ISS (Input Shaft Speed)	Input Shaft Speed	ISS
K-Jetronic	Continuous Fuel Injection ¹	CFI ¹
KAM (Keep Alive Memory)	Non Volatile Random Access Memory ¹	NVRAM ¹
KAM (Keep Alive Memory)	Keep Alive Random Access Memory ¹	Keep Alive RAM ¹
KE-Jetronic	Continuous Fuel Injection ¹	CFI ¹
KE-Motronic	Continuous Fuel Injection ¹	CFI ¹
Knock Sensor	Knock Sensor ¹	KS ¹
KS (Knock Sensor)	Knock Sensor ¹	KS ¹
L-Jetronic	Multipoint Fuel Injection ¹	MFI ¹
Lambda	Oxygen Sensor ¹	O2S ¹
LH-Jetronic	Multipoint Fuel Injection ¹	MFI ¹
Light Off Catalyst	Warm Up Three Way Catalytic Converter ¹	WU-TWC ¹
Light Off Catalyst	Warm Up Oxidation Catalytic Converter ¹	WU-OC ¹
Line Pressure Control Solenoid Valve	Line Pressure Control Solenoid Valve	Line PC Solenoid Valve
LOAD (Calculated Load Value)	Calculated Load Value	LOAD
Lock Up Relay	Torque converter Clutch Relay ¹	TCC Relay ¹
Long Term FT (Fuel Trim)	Long Term Fuel Trim ¹	Long Term FT ¹
Long Term Fuel Trim	Long Term FT	Long Term FT
LONG FT	Long Term Fuel Trim	See Table 4
Low Speed FC (Fan Control) Switch	Low Speed Fan Control Switch	Low Speed FC Switch
LUS (Lock Up Solenoid) Valve	Torque Converter Clutch Solenoid Valve ¹	TCC Solenoid Valve ¹
M/C (Mixture Control)	Mixture Control ¹	MC ¹
MAF (Mass Air Flow)	Mass Air Flow ¹	MAF ¹
MAF (Mass Air Flow) Sensor	Mass Air Flow Sensor ¹	MAF Sensor ¹

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TABLE 1—CROSS REFERENCE AND LOOK UP (CONTINUED)

Existing Usage	Acceptable Usage	Acceptable Acronized Usage
Malfunction Indicator Lamp	<u>Malfunction Indicator Lamp</u> ¹	MIL ¹
Manifold Absolute Pressure	<u>Manifold Absolute Pressure</u> ¹	MAP ¹
Manifold Absolute Pressure Sensor	<u>Manifold Absolute Pressure Sensor</u>	MAP Sensor ¹
Manifold Differential Pressure	<u>Manifold Differential Pressure</u> ¹	MDP ¹
Manifold Surface Temperature	<u>Manifold Surface Temperature</u> ¹	MST ¹
Manifold Vacuum Zone	<u>Manifold Vacuum Zone</u> ¹	MVZ ¹
Manual Lever Position Sensor	<u>Transmission Range Sensor</u> ¹	TR Sensor ¹
MAP (Manifold Absolute Pressure)	<u>Manifold Absolute Pressure</u> ¹	MAP ¹
MAP (Manifold Absolute Pressure) Sensor	<u>Manifold Absolute Pressure Sensor</u> ¹	MAP Sensor ¹
MAPS (Manifold Absolute Pressure Sensor)	<u>Manifold Absolute Pressure Sensor</u> ¹	MAP Sensor ¹
Mass Air Flow	<u>Mass Air Flow</u> ¹	MAF ¹
Mass Air Flow Sensor	<u>Mass Air Flow Sensor</u> ¹	MAF Sensor ¹
MAT (Manifold Air Temperature)	<u>Intake Air Temperature</u> ¹	IAT ¹
MATS (Manifold Air Temperature Sensor)	<u>Intake Air Temperature Sensor</u> ¹	IAT Sensor ¹
MC (Mixture Control)	<u>Mixture Control</u> ¹	MC ¹
MCS (Mixture Control Solenoid)	<u>Mixture Control Solenoid</u> ¹	MC Solenoid ¹
MCU (Microprocessor Control Unit)	<u>Powertrain Control Module</u> ¹	PCM ¹
MDP (Manifold Differential Pressure)	<u>Manifold Differential Pressure</u> ¹	MDP ¹
MFI (Multiport Fuel Injection)	<u>Multiport Fuel Injection</u> ¹	MFI ¹
MIL (Malfunction Indicator Lamp)	<u>Malfunction Indicator Lamp</u> ¹	MIL ¹
Mixture Control	<u>Mixture Control</u> ¹	MC ¹
MLPS (Manual Lever Position Sensor)	<u>Transmission Range Sensor</u> ¹	TR Sensor ¹
Modes	<u>Diagnostic Test Mode</u> ¹	DTM ¹
Mono-Jetronic	<u>Throttle Body Injection</u> ¹	TBI ¹
Mono-Motronic	<u>Throttle Body Injection</u> ¹	TBI ¹
Monotronic	<u>Throttle Body Fuel Injection</u> ¹	TBI ¹
Motronic-Pressure	<u>Multiport Fuel Injection</u> ¹	MFI ¹
Motronic	<u>Multiport Fuel Injection</u> ¹	MFI ¹
MPI (Multipoint Injection)	<u>Multiport Fuel Injection</u> ¹	MFI ¹
MPI (Multiport Injection)	<u>Multiport Fuel Injection</u> ¹	MFI ¹
MRPS (Manual Range Position Switch)	<u>Transmission Range Switch</u>	TR Switch
MST (Manifold Surface Temperature)	<u>Manifold Surface Temperature</u> ¹	MST ¹
Multiport Fuel Injection	<u>Multiport Fuel Injection</u> ¹	MFI ¹
MVZ (Manifold Vacuum Zone)	<u>Manifold Vacuum Zone</u> ¹	MVZ ¹
NDS (Neutral Drive Switch)	<u>Park/Neutral Position Switch</u> ¹	PNP Switch ¹
Neutral Safety Switch	<u>Park/Neutral Position Switch</u> ¹	PNP Switch ¹
NGS (Neutral Gear Switch)	<u>Park/Neutral Position Switch</u> ¹	PNP Switch ¹
Non Dispersive Infrared	<u>Non Dispersive Infrared</u>	NDIR
Non Volatile Random Access Memory	<u>Non Volatile Random Access Memory</u> ¹	NVRAM ¹
NPS (Neutral Position Switch)	<u>Park/Neutral Position Switch</u> ¹	PNP Switch ¹
NVM (Non Volatile Memory)	<u>Non Volatile Random Access Memory</u> ¹	NVRAM ¹
NVRAM (Non Volatile Random Access Memory)	<u>Non Volatile Random Access Memory</u> ¹	NVRAM ¹
O2 (Oxygen) Sensor	<u>Oxygen Sensor</u> ¹	O2S ¹
O2S (Oxygen Sensor)	<u>Oxygen Sensor</u> ¹	O2S ¹
Oxygen Sensor Location	<u>Oxygen Sensor Location</u>	See Table 4
OBD (On Board Diagnostic)	<u>On Board Diagnostic</u> ¹	OBD ¹
OBD Status	<u>OBD Status</u>	see Table 4
OBD STAT	<u>OBD Status</u>	see Table 4
OC (Oxidation Catalyst)	<u>Oxidation Catalytic Converter</u> ¹	OC ¹

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TABLE 1—CROSS REFERENCE AND LOOK UP (CONTINUED)

Existing Usage	Acceptable Usage	Acceptable Acronized Usage
Oil Pressure Sender	<u>Engine Oil Pressure Sensor</u>	<u>EOP Sensor</u>
Oil Pressure Sensor	<u>Engine Oil Pressure Sensor</u>	<u>EOP Sensor</u>
Oil Pressure Switch	<u>Engine Oil Pressure Switch</u>	<u>EOP Switch</u>
OL (Open Loop)	<u>Open Loop</u> ¹	<u>OL</u> ¹
On Board Diagnostic	<u>On Board Diagnostic</u> ¹	<u>OBD</u> ¹
Open Loop	<u>Open Loop</u> ¹	<u>OL</u> ¹
OS (Oxygen Sensor)	<u>Oxygen Sensor</u> ¹	<u>O2S</u> ¹
OSS (Output Shaft Speed) Sensor	<u>Output Shaft Speed Sensor</u> ¹	<u>OSS Sensor</u> ¹
Output Driver	<u>Driver</u>	<u>Driver</u>
Output Shaft Speed Sensor	<u>Output Shaft Speed Sensor</u> ¹	<u>OSS Sensor</u> ¹
Oxidation Catalytic Converter	<u>Oxidation Catalytic Converter</u> ¹	<u>OC</u> ¹
OXS (Oxygen Sensor) Indicator	<u>Service Reminder Indicator</u> ¹	<u>SRI</u> ¹
Oxygen Sensor	<u>Oxygen Sensor</u> ¹	<u>O2S</u> ¹
P/N (Park/Neutral)	<u>Park/Neutral Position</u> ¹	<u>PNP</u> ¹
P/S (Power Steering) Pressure Switch	<u>Power Steering Pressure Switch</u>	<u>PSP Switch</u>
P- (Pressure) Sensor	<u>Manifold Absolute Pressure Sensor</u> ¹	<u>MAP Sensor</u> ¹
PAIR (Pulsed Secondary Air Injection)	<u>Pulsed Secondary Air Injection</u> ¹	<u>PAIR</u> ¹
Parameter Identification	<u>Parameter Identification</u>	<u>PID</u>
Parameter Identification Supported	<u>Parameter Identification Supported</u>	See Table 4
Park/Neutral Position	<u>Park/Neutral Position</u> ¹	<u>PNP</u> ¹
PC (Pressure Control) Solenoid Valve	<u>Pressure Control Solenoid Valve</u> ¹	<u>PC Solenoid Valve</u> ¹
PCM (Powertrain Control Module)	<u>Powertrain Control Module</u> ¹	<u>PCM</u> ¹
PCV (Positive Crankcase Ventilation)	<u>Positive Crankcase Ventilation</u> ¹	<u>PCV</u> ¹
PCV (Positive Crankcase Ventilation) Valve	<u>Positive Crankcase Ventilation Valve</u> ¹	<u>PCV Valve</u> ¹
Percent Alcohol Sensor	<u>Flexible Fuel Sensor</u> ¹	<u>FF Sensor</u> ¹
Periodic Trap Oxidizer	<u>Periodic Trap Oxidizer</u> ¹	<u>PTOX</u> ¹
PFE (Pressure Feedback Exhaust Gas Recirculation Sensor)	<u>Feedback Pressure Exhaust Gas Recirculation Sensor</u> ¹	<u>Feedback Pressure EGR Sensor</u> ¹
PFI (Port Fuel Injection)	<u>Multiport Fuel Injection</u> ¹	<u>MEI</u> ¹
PG (Pulse Generator)	<u>Vehicle Speed Sensor</u> ¹	<u>VSS</u> ¹
PGM-FI (Programmed Fuel Injection)	<u>Multiport Fuel Injection</u> ¹	<u>MEI</u> ¹
PID (Parameter Identification)	<u>Parameter Identification</u>	<u>PID</u>
PID SUP	<u>Parameter Identification Supported</u>	See Table 4
PIP (Position Indicator Pulse)	<u>Crankshaft Position</u> ¹	<u>CKP</u> ¹
PNP (Park/Neutral Position)	<u>Park/Neutral Position</u> ¹	<u>PNP</u> ¹
Positive Crankcase Ventilation	<u>Positive Crankcase Ventilation</u> ¹	<u>PCV</u> ¹
Positive Crankcase Ventilation Valve	<u>Positive Crankcase Ventilation Valve</u> ¹	<u>PCV Valve</u> ¹
Power Steering Pressure	<u>Power Steering Pressure</u>	<u>PSP</u>
Power Steering Pressure Switch	<u>Power Steering Pressure Switch</u>	<u>PSP Switch</u>
Powertrain Control Module	<u>Powertrain Control Module</u> ¹	<u>PCM</u> ¹
Pressure Control Solenoid Valve	<u>Pressure Control Solenoid Valve</u> ¹	<u>PC Solenoid Valve</u> ¹
Pressure Feedback EGR (Exhaust Gas Recirculation)	<u>Feedback Pressure Exhaust Gas Recirculation</u> ¹	<u>Feedback Pressure EGR</u> ¹
Pressure Sensor	<u>Manifold Absolute Pressure Sensor</u> ¹	<u>MAP Sensor</u> ¹
Pressure Feedback EGR (Exhaust Gas Recirculation) System	<u>Feedback Pressure Exhaust Gas Recirculation System</u> ¹	<u>Feedback Pressure EGR System</u> ¹
Pressure Transducer EGR (Exhaust Gas Recirculation) System	<u>Pressure Transducer Exhaust Gas Recirculation System</u> ¹	<u>Pressure Transducer EGR System</u> ¹
PRNDL (Park- Reverse- Neutral- Drive- Low)	<u>Transmission Range</u>	<u>TR</u>
Programmable Read Only Memory	<u>Programmable Read Only Memory</u> ¹	<u>PROM</u> ¹

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TABLE 1—CROSS REFERENCE AND LOOK UP (CONTINUED)

Existing Usage	Acceptable Usage	Acceptable Acronized Usage
PROM (Programmable Read Only Memory)	<u>Programmable Read Only Memory</u> ¹	PROM ¹
PSP (Power Steering Pressure)	<u>Power Steering Pressure</u>	PSP
PSP (Power Steering Pressure) Switch	<u>Power Steering Pressure</u> Switch	PSP Switch
PSPS (Power Steering Pressure Switch)	<u>Power Steering Pressure</u> Switch	PSP Switch
PTOX (Periodic Trap Oxidizer)	<u>Periodic Trap Oxidizer</u> ¹	PTOX ¹
Pulsair	<u>Pulsed Secondary Air Injection</u> ¹	PAIR ¹
Pulsed Secondary Air Injection	<u>Pulsed Secondary Air Injection</u> ¹	PAIR ¹
Pulse Width Modulation	<u>Pulse Width Modulation</u>	PWM
PWM	<u>Pulse Width Modulation</u>	PWM
QDM (Quad Driver Module)	<u>Driver</u>	<u>Driver</u>
Quad Driver Module	<u>Driver</u>	<u>Driver</u>
Radiator Fan Control	<u>Fan Control</u>	FC
Radiator Fan Relay	<u>Fan Control</u> Relay	FC Relay
RAM (Random Access Memory)	<u>Random Access Memory</u> ¹	RAM ¹
Random Access Memory	<u>Random Access Memory</u> ¹	RAM ¹
Read Only Memory	<u>Read Only Memory</u> ¹	ROM ¹
Rear Wheel Drive	<u>Rear Wheel Drive</u>	<u>RWD</u>
Recirculated Exhaust Gas Temperature Sensor	<u>Exhaust Gas Recirculation Temperature</u> Sensor	EGRT Sensor ¹
Reed Valve	<u>Pulsed Secondary Air Injection</u> Valve ¹	PAIR Valve ¹
REGTS (Recirculated Exhaust Gas Temperature Sensor)	<u>Exhaust Gas Recirculation Temperature</u> Sensor ¹	EGRT Sensor ¹
Relay Module	<u>Relay Module</u>	RM
Remote Mount TFI (Thick Film Ignition)	<u>Distributor Ignition</u> ¹	DI ¹
Revolutions per Minute	<u>Engine Speed</u> ¹	RPM ¹
RM (Relay Module)	<u>Relay Module</u>	RM
ROM (Read Only Memory)	<u>Read Only Memory</u> ¹	ROM ¹
RPM (Revolutions per Minute)	<u>Engine Speed</u> ¹	RPM ¹
RWD	<u>Rear Wheel Drive</u>	<u>RWD</u>
S4WD	<u>Selectable Four Wheel Drive</u>	<u>S4WD</u>
SABV (Secondary Air Bypass Valve)	<u>Secondary Air Injection Bypass</u> Valve ¹	AIR Bypass Valve ¹
SACV (Secondary Air Check Valve)	<u>Secondary Air Injection</u> Control Valve ¹	AIR Control Valve ¹
SASV (Secondary Air Switching Valve)	<u>Secondary Air Injection</u> Switching Valve ¹	AIR Switching Valve ¹
SBEC (Single Board Engine Control)	<u>Powertrain Control Module</u> ¹	PCM ¹
SBS (Supercharger Bypass Solenoid)	<u>Supercharger Bypass</u> Solenoid ¹	SCB Solenoid ¹
SC (Supercharger)	<u>Supercharger</u> ¹	SC ¹
Scan Tool	<u>Scan Tool</u> ¹	ST ¹
SCB (Supercharger Bypass)	<u>Supercharger Bypass</u> ¹	SCB ¹
Secondary Air Bypass Valve	<u>Secondary Air Injection Bypass</u> Valve ¹	AIR Bypass Valve ¹
Secondary Air Check Valve	<u>Secondary Air Injection</u> Check Valve ¹	AIR Check Valve ¹
Secondary Air Injection	<u>Secondary Air Injection</u> ¹	AIR ¹
Secondary Air Injection Bypass	<u>Secondary Air Injection Bypass</u> ¹	AIR Bypass ¹
Secondary Air Injection Diverter	<u>Secondary Air Injection</u> Diverter ¹	AIR Diverter ¹
Secondary Air Switching Valve	<u>Secondary Air Injection</u> Switching Valve ¹	AIR Switching Valve ¹
Selectable Four Wheel Drive	<u>Selectable Four Wheel Drive</u>	<u>S4WD</u>
SEFI (Sequential Electronic Fuel Injection)	<u>Sequential Multiport Fuel Injection</u> ¹	SFI ¹
Self Test	<u>On Board Diagnostic</u> ¹	OBD ¹
Self Test Codes	<u>Diagnostic Trouble Code</u> ¹	DTC ¹
Self Test Connector	<u>Data Link Connector</u> ¹	DLC ¹
Sequential Multiport Fuel Injection	<u>Sequential Multiport Fuel Injection</u> ¹	SFI ¹

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TABLE 1—CROSS REFERENCE AND LOOK UP (CONTINUED)

Existing Usage	Acceptable Usage	Acceptable Acronized Usage
Service Engine Soon	<u>Service Reminder Indicator</u> ¹	SRI ¹
Service Engine Soon	<u>Malfunction Indicator Lamp</u> ¹	MIL ¹
Service Reminder Indicator	<u>Service Reminder Indicator</u> ¹	SRI ¹
SFI (Sequential Fuel Injection)	<u>Sequential Multiport Fuel Injection</u> ¹	SFI ¹
Shift Solenoid	<u>Shift Solenoid</u> ¹	SS ¹
Shift Solenoid Valve	<u>Shift Solenoid Valve</u> ¹	SS Valve ¹
Short Term FT (Fuel Trim)	Short Term <u>Fuel Trim</u> ¹	Short Term ET ¹
Short Term Fuel Trim	Short Term <u>Fuel Trim</u> ¹	Short Term ET ¹
SHRT FT	Short Term <u>Fuel Trim</u> ¹	See Table 4
SLP (Selection Lever Position)	<u>Transmission Range</u>	IR
SMEC (Single Module Engine Control)	<u>Powertrain Control Module</u> ¹	PCM
Smoke Puff Limiter	<u>Smoke Puff Limiter</u> ¹	SPL ¹
SPARK ADV	<u>Spark Advance</u>	See Table 4
Spark Advance	<u>Spark Advance</u>	See Table 4
Spark Plug	<u>Spark Plug</u> ¹	Spark Plug ¹
SPI (Single Point Injection)	<u>Throttle Body Fuel Injection</u> ¹	TBI ¹
SPL (Smoke Puff Limiter)	<u>Smoke Puff Limiter</u> ¹	SPL ¹
SS (Shift Solenoid)	<u>Shift Solenoid</u> ¹	SS ¹
SRI (Service Reminder Indicator)	<u>Service Reminder Indicator</u> ¹	SRI ¹
SRT (System Readiness Test)	<u>System Readiness Test</u> ¹	SRT ¹
ST (Scan Tool)	<u>Scan Tool</u> ¹	ST ¹
Supercharger	<u>Supercharger</u> ¹	SC ¹
Supercharger Bypass	<u>Supercharger Bypass</u> ¹	SCB ¹
Sync Pickup	<u>Camshaft Position</u> ¹	CMP ¹
System Readiness Test	<u>System Readiness Test</u> ¹	SRT ¹
3-2TS (3-2 Timing Solenoid)	<u>3-2 Timing Solenoid</u>	3-2TS
3-2TS Valve (3-2 Timing Solenoid)Valve	<u>3-2 Timing Solenoid Valve</u>	3-2TS Valve
3-2 Timing Solenoid	<u>3-2 Timing Solenoid</u>	3-2TS
3-2 Timing Solenoid Valve	<u>3-2 Timing Solenoid Valve</u>	3-2TS Valve
3GR (Third Gear)	<u>Third Gear</u>	3GR
TAB (Thermactor Air Bypass)	<u>Secondary Air Injection Bypass</u> ¹	AIR Bypass ¹
TAC (Throttle Actuator Control)	<u>Throttle Actuator Control</u>	IAC
TAC (Throttle Actuator Control) Module	<u>Throttle Actuator Control Module</u> ¹	IAC Module ¹
TAD (Thermactor Air Diverter)	<u>Secondary Air Injection Diverter</u> ¹	AIR Diverter ¹
TB (Throttle Body)	<u>Throttle Body</u> ¹	TB ¹
TBI (Throttle Body Fuel Injection)	<u>Throttle Body Fuel Injection</u> ¹	TBI ¹
TBT (Throttle Body Temperature)	<u>Intake Air Temperature</u> ¹	IAT ¹
TC (Turbocharger)	<u>Turbocharger</u> ¹	IC ¹
TC (Turbocharger) Wastegate	<u>Turbocharger Wastegate</u> ¹	IC Wastegate ¹
TC (Turbocharger) Wastegate Regulating Valve	<u>Turbocharger Wastegate Regulating Valve</u> ¹	IC Wastegate Regulating Valve ¹
TCC (Torque Converter Clutch)	<u>Torque Converter Clutch</u> ¹	ICC ¹
TCC (Torque Converter Clutch) Relay	<u>Torque Converter Clutch Relay</u> ¹	ICC Relay ¹
TCC (Torque Converter Clutch) Solenoid	<u>Torque Converter Clutch Solenoid</u> ¹	ICC Solenoid ¹
TCC (Torque Converter Clutch) Solenoid Valve	<u>Torque Converter Clutch Solenoid Valve</u> ¹	ICC Solenoid Valve ¹
TCM (Transmission Control Module)	<u>Transmission Control Module</u>	TCM
TCCP (Torque Converter Clutch Pressure)	<u>Torque Converter Clutch Pressure</u>	TCCP
TFI (Thick Film Ignition)	<u>Distributor Ignition</u> ¹	DI ¹
TFI (Thick Film Ignition) Module	<u>Ignition Control Module</u> ¹	ICM ¹

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TABLE 1—CROSS REFERENCE AND LOOK UP (CONTINUED)

Existing Usage	Acceptable Usage	Acceptable Acronized Usage
TFP (Transmission Fluid Pressure)	Transmission Fluid Pressure	TFP
TFT (Transmission Fluid Temperature) Sensor	Transmission Fluid Temperature Sensor	TFI Sensor
Thermac	<u>Secondary Air Injection</u> ¹	AIR ¹
Thermac Air Cleaner	<u>Air Cleaner</u> ¹	ACL ¹
Thermactor	<u>Secondary Air Injection</u> ¹	AIR ¹
Thermactor Air Bypass	<u>Secondary Air Injection Bypass</u> ¹	AIR Bypass ¹
Thermactor Air Diverter	<u>Secondary Air Injection Diverter</u> ¹	AIR Diverter ¹
Thermactor II	<u>Pulsed Secondary Air Injection</u> ¹	PAIR ¹
Thermal Vacuum Switch	<u>Thermal Vacuum Valve</u> ¹	TVV ¹
Thermal Vacuum Valve	<u>Thermal Vacuum Valve</u> ¹	TVV ¹
Third Gear	<u>Third Gear</u>	3GR
Three Way + Oxidation Catalytic Converter	<u>Three Way + Oxidation Catalytic Converter</u> ¹	TWC+OC ¹
Three Way Catalytic Converter	<u>Three Way Catalytic Converter</u> ¹	TWC ¹
Throttle Actuator Control	Throttle Actuator Control	TAC
Throttle Actuator Control Module	Throttle Actuator Control Module	TAC Module
Throttle Body	<u>Throttle Body</u> ¹	TB ¹
Throttle Body Fuel Injection	<u>Throttle Body Fuel Injection</u> ¹	TBI ¹
Throttle Opener	<u>Idle Speed Control</u> ¹	ISC ¹
Throttle Opener Vacuum Switching Valve	<u>Idle Speed Control Solenoid Vacuum Valve</u> ¹	ISC Solenoid Vacuum Valve ¹
Throttle Opener VSV (Vacuum Switching Valve)	<u>Idle Speed Control Solenoid Vacuum Valve</u> ¹	ISC Solenoid Vacuum Valve ¹
Throttle Position	<u>Throttle Position</u> ¹	TP
Throttle Position Sensor	<u>Throttle Position Sensor</u> ¹	TP Sensor ¹
Throttle Position Switch	<u>Throttle Position Switch</u> ¹	TP Switch ¹
Throttle Potentiometer	<u>Throttle Position Sensor</u> ¹	TP Sensor ¹
TOC (Trap Oxidizer - Continuous)	<u>Continuous Trap Oxidizer</u> ¹	CTOX ¹
TOP (Trap Oxidizer - Periodic)	<u>Periodic Trap Oxidizer</u> ¹	PTOX ¹
Torque Converter Clutch	<u>Torque Converter Clutch</u> ¹	TCC ¹
Torque Converter Clutch Pressure	Torque Converter Clutch Pressure	TCCP
Torque Converter Clutch Relay	<u>Torque Converter Clutch Relay</u> ¹	TCC Relay ¹
Torque Converter Clutch Solenoid	Torque Converter Clutch Solenoid ¹	TCC Solenoid ¹
Torque Converter Clutch Solenoid Valve	Torque Converter Clutch Solenoid Valve ¹	TCC Solenoid Valve ¹
TP (Throttle Position)	<u>Throttle Position</u> ¹	TP ¹
TP (Throttle Position) Sensor	<u>Throttle Position Sensor</u> ¹	TP Sensor ¹
TP (Throttle Position) Switch	<u>Throttle Position Switch</u> ¹	TP Switch ¹
TPI (Tuned Port Injection)	<u>Multiport Fuel Injection</u> ¹	MEI ¹
TPNP (Transmission Park Neutral Position)	Park/Neutral Position ¹	PNP ¹
TPS (Throttle Position Sensor)	<u>Throttle Position Sensor</u> ¹	TP Sensor ¹
TPS (Throttle Position Switch)	<u>Throttle Position Switch</u> ¹	TP Switch ¹
TR (Transmission Range)	<u>Transmission Range</u>	TR
Track Road Load Horsepower	Track Road Load Horsepower	TRLHP
Transmission Control Module	<u>Transmission Control Module</u>	TCM
Transmission Fluid Pressure	Transmission Fluid Pressure	TFP
Transmission Fluid Temperature Sensor	Transmission Fluid Temperature Sensor	TFI Sensor
Transmission Park Neutral Position	Park/Neutral Position ¹	PNP ¹
Transmission Position Switch	<u>Transmission Range Switch</u>	TR Switch
Transmission Range Selection	<u>Transmission Range</u>	TR
Transmission Range Sensor	Transmission Range Sensor	TR Sensor
TRS (Transmission Range Selection)	<u>Transmission Range</u>	TR

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TABLE 1—CROSS REFERENCE AND LOOK UP (CONTINUED)

Existing Usage	Acceptable Usage	Acceptable Acronized Usage
TRSS (Transmission Range Selection Switch)	<u>Transmission Range</u> Switch	IR Switch
TSS (Turbine Shaft Speed) Sensor	Turbine Shaft Speed Sensor ¹	ISS Sensor ¹
Tuned Port Injection	<u>Multiport Fuel Injection</u> ¹	MFI ¹
Turbine Shaft Speed Sensor	Turbine Shaft Speed Sensor ¹	ISS Sensor ¹
Turbo (Turbocharger)	<u>Turbocharger</u> ¹	TC ¹
Turbocharger	<u>Turbocharger</u> ¹	TC ¹
Turbocharger Wastegate	Turbocharger Wastegate ¹	TC Wastegate ¹
Turbocharger Wastegate Regulating Valve	Turbocharger Wastegate Regulating Valve ¹	TC Wastegate Regulating Valve ¹
TVS (Thermal Vacuum Switch)	<u>Thermal Vacuum Valve</u> ¹	TVV ¹
TVV (Thermal Vacuum Valve)	<u>Thermal Vacuum Valve</u> ¹	TVV ¹
TWC (Three Way Catalytic Converter)	<u>Three Way Catalytic Converter</u> ¹	TWC ¹
TWC + OC (Three Way + Oxidation Catalytic Converter)	<u>Three Way + Oxidation Catalytic Converter</u> ¹	TWC+OC ¹
VAC (Vacuum) Sensor	<u>Manifold Differential Pressure Sensor</u> ¹	MDP Sensor ¹
Vacuum Switches	<u>Manifold Vacuum Zone Switch</u>	MVZ Switch ¹
VAF (Volume Air Flow)	<u>Volume Air Flow</u> ¹	VAF ¹
Valve Position EGR (Exhaust Gas Recirculation) System	Valve Position Exhaust Gas Recirculation System ¹	Valve Position EGR System ¹
Vane Air Flow	<u>Volume Air Flow</u> ¹	VAF ¹
Variable Control Relay Module	Variable Control Relay Module	VCRM
Variable Fuel Sensor	<u>Flexible Fuel Sensor</u>	FF Sensor ¹
VAT (Vane Air Temperature)	<u>Intake Air Temperature</u> ¹	IAT ¹
VCC (Viscous Converter Clutch)	<u>Torque Converter Clutch</u> ¹	TCC ¹
VCM	Vehicle Control Module	VCM
VCRM	Variable Control Relay Module	VCRM
Vehicle Control Module	Vehicle Control Module	VCM
Vehicle Identification Number	Vehicle Identification Number	VIN
Vehicle Speed Sensor	<u>Vehicle Speed Sensor</u> ¹	VSS ¹
VIN (Vehicle Identification Number)	Vehicle Identification Number	VIN
VIP (Vehicle In Process) Connector	<u>Data Link Connector</u> ¹	DLC ¹
Viscous Converter Clutch	<u>Torque Converter Clutch</u> ¹	TCC ¹
Voltage Regulator	<u>Voltage Regulator</u>	VR
Volume Air Flow	<u>Volume Air Flow</u> ¹	VAF ¹
VR (Voltage Regulator)	<u>Voltage Regulator</u>	VR
VSS (Vehicle Speed Sensor)	<u>Vehicle Speed Sensor</u> ¹	VSS ¹
VSV (Vacuum Solenoid Valve) (Canister)	<u>Evaporative Emission Canister Purge Valve</u> ¹	EVAP Canister Purge Valve ¹
VSV (Vacuum Solenoid Valve) (EVAP)	<u>Evaporative Emission Canister Purge Valve</u> ¹	EVAP Canister Purge Valve ¹
VSV (Vacuum Solenoid Valve) (Throttle)	<u>Idle Speed Control Solenoid Vacuum Valve</u> ¹	ISC Solenoid Vacuum Valve ¹
Warm Up Oxidation Catalytic Converter	<u>Warm Up Oxidation Catalytic Converter</u> ¹	WU-OC ¹
Warm Up Three Way Catalytic Converter	<u>Warm Up Three Way Catalytic Converter</u> ¹	WU-OC ¹
Wide Open Throttle	<u>Wide Open Throttle</u> ¹	WOT ¹
WOT (Wide Open Throttle)	<u>Wide Open Throttle</u> ¹	WOT ¹
WOTS (Wide Open Throttle Switch)	<u>Wide Open Throttle Switch</u> ¹	WOT Switch ¹
WU-OC (Warm Up Oxidation Catalytic Converter)	<u>Warm Up Oxidation Catalytic Converter</u> ¹	WU-OC ¹
WU-TWC (Warm Up Three Way Catalytic Converter)	<u>Warm Up Three Way Catalytic Converter</u> ¹	WU-TWC ¹

Recommended Terms and Recommended Acronyms See Table 2

¹ Emission-Related Term

Bold indicates new/revise entry

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6. **Recommended Terms**—Table 2 is an alphabetical listing of modifiers to be used in combination with base words

TABLE 2—RECOMMENDED TERMS

Recommended Term	Acronym	Definition
3-2 Timing Solenoid	3-2TS	A device that controls the "third to second" timing valve.
Accelerator Pedal	AP ²	See Glossary Entry "ACCELERATOR PEDAL."
Accelerator Pedal Position ¹	APP	See Glossary Entry "ACCELERATOR PEDAL."
Air Cleaner ¹	ACL	See Glossary Entry "CLEANER."
Air Conditioning	A/C	See Glossary Entry "AIR CONDITIONING."
Ambient Air Temperature	AAT	Air Temperature Surrounding the vehicle.
Automatic Transaxle	A/T	See Glossary Entry "TRANSAXLE."
Automatic Transmission	A/T	See Glossary Entry "TRANSMISSION."
Barometric Pressure ¹	BARO ²	See Glossary Entry "PRESSURE."
Battery Positive Voltage	B+ ²	See Glossary Entry "BATTERY."
Brake Pedal Position ¹	BPP	See Glossary Entry "BRAKE."
Brake Pressure	—	Positive Pressure in the brake system.
Calculated Load Value	LOAD	Percent of engine capacity being used.
Camshaft Position ¹	CMP	See Glossary Entry "CAMSHAFT."
Canister ¹	---	See Glossary Entry "CANISTER."
Carburetor ¹	CARB ²	See Glossary Entry "CARBURETOR."
Catalytic Converter Heater ¹	—	A device to quickly heat a Catalytic Converter.
Charge Air Cooler ¹	CAC ²	A device which lowers the temperature of the pressurized intake air.
Closed Loop ¹	CL	See Glossary Entry "CLOSED LOOP."
Closed Throttle Position ¹	CTP	See Glossary Entry "THROTTLE."
Clutch Pedal Position ¹	CPP	See Glossary Entry "CLUTCH."
Coast Clutch Solenoid	CCS	A device that controls the Coast Clutch Valve.
Constant Volume Sampler	CVS	An exhaust sampling system which flows a constant amount of ambient air diluted exhaust.
Continuous Fuel Injection ¹	CFI	A fuel injection system with the injector flow controlled by fuel pressure.
Continuous Trap Oxidizer ¹	CTOX	A system for lowering diesel engine particulate emissions by collecting exhaust particulates and continuously burning them through oxidation.
Crankshaft Position ¹	CKP	See Glossary Entry "CRANKSHAFT."
Critical Flow Venturi	CFV	An air flow regulating device which uses a sonic wave to limit air flow
Data Link Connector ¹	DLC ²	Connector providing access and/or control of the vehicle information, operating conditions, and diagnostic information.
Diagnostic Test Mode ¹	DTM	A level of diagnostic capability in an On-Board Diagnostic (OBD) system. This may include different functional states to observe signals, a base level to read diagnostic trouble codes, a monitor level which includes information on signal levels, bi-directional control with on/off board aids, and the ability to interface with remote diagnosis.
Diagnostic Trouble Code ¹	DTC	An alpha/numeric identifier for a fault condition identified by the On-Board Diagnostic System.
Direct Fuel Injection ¹	DFI	Fuel injection system that supplies fuel directly into the combustion chamber.
Distributor Ignition ¹	DI	A system in which the ignition coil secondary circuit is switched by a distributor in proper sequence to various spark plugs.
Driver	---	See Glossary Entry "Driver."
Early Fuel Evaporation ¹	EFE	Enhancing air/fuel vaporization during engine warm up.
EGR Temperature ¹	EGRT	Sensing EGR function based on temperature change. Primarily in systems with mechanical flow control devices.

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TABLE 2—RECOMMENDED TERMS (CONTINUED)

Recommended Term	Acronym	Definition
Electrically Erasable Programmable Read Only Memory ¹	EEPROM	An electronic device named electrically erasable programmable read only memory.
Electronic Ignition ¹	EI	A system in which the ignition coil secondary circuit is dedicated to specific spark plugs without the use of a distributor.
Engine Control ¹	EC	See Glossary Entries "ENGINE" and "CONTROL."
Engine Control Module ¹	ECM ²	See Glossary Entries "ENGINE," "CONTROL" and "MODULE."
Engine Coolant Level	ECL	See Glossary Entries "ENGINE," "COOLANT" and "LEVEL."
Engine Coolant Temperature ¹	ECT	See Glossary Entries "ENGINE" and "COOLANT."
Engine Modification ¹	EM	A method of lowering engine emissions through changes in basic engine construction or in fuel and spark calibration.
Engine Oil Pressure	EOP	Positive pressure in the engine's lubrication system.
Engine Oil Temperature	EOT	Temperature of engine lubricating oil.
Engine Speed ¹	RPM ²	See Glossary Entries "ENGINE" and "SPEED."
Erasable Programmable Read Only Memory ¹	EPROM	An electronic device named erasable programmable read only memory.
Evaporative Emission ¹	EVAP ²	A system used to prevent fuel vapor from escaping into the atmosphere. Typically includes a charcoal canister to store fuel vapors.
Exhaust Gas Recirculation ¹	EGR	Reducing NOx emissions levels by adding exhaust gas to the incoming air/fuel mixture.
Exhaust Pressure	EP	See glossary Entries "EXHAUST" and "PRESSURE."
Fan Control	FC	See Glossary Entries "FAN" and "CONTROL."
Flame Ionization Detector	FID	A device used to measure hydrocarbon concentrations.
Flash Electrically Erasable Programmable Read Only Memory ¹	FEEPROM	An electronic device named flash electrically erasable programmable read only memory.
Flash Erasable Programmable Read Only Memory ¹	FPROM	An electronic device named flash erasable programmable read only memory.
Flexible Fuel ¹	FF	A system capable of using a variety of fuels for vehicle operation.
Fourth Gear	4GR ²	Identifies the gear in which the transmission is operating in at a particular moment (e.g., the Transmission Range (TR) switch may indicate that "drive" was selected, but the transmission is operating in 4th gear as indicated by 4GR switch).
Freeze Frame	— ³	A block of memory containing the vehicle operating conditions for a specific time.
Front Wheel Drive	FWD	A driveline configuration that transmits motive power only through the front axle.
Fuel Level Sensor	---	See Glossary Entries "FUEL" and "SENSOR."
Fuel Pressure	---	See Glossary Entries "FUEL" and "PRESSURE."
Fuel Pump	FP ²	See Glossary Entries "FUEL" and "PUMP."
Fuel System Status	— ³	Information describing operation of the fuel control. (i.e. Open Loop/Closed loop)
Fuel Trim ¹	FT	A fuel correction term.
Full Time Four Wheel Drive	F4WD	A driveline configuration that transmit motive power to both axles. The system does not allow the driver to select between one axle and two axle operation.
Generator	GEN ²	See Glossary Entry "GENERATOR."
Glow Plug	—	See Glossary Entry "GLOW PLUG."
Governor	---	See Glossary Entry "GOVERNOR."
Governor Control Module	GCM ²	See Glossary Entries "GOVERNOR," "CONTROL" and "MODULE."
Gram Per Mile	GPM	Grams of pollutant emitted per mile.
Ground	GND	See Glossary Entry "GROUND."
Heated Oxygen Sensor ¹	HO2S ²	An oxygen sensor (O2S) that is electrically heated.

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TABLE 2—RECOMMENDED TERMS (CONTINUED)

Recommended Term	Acronym	Definition
Idle Air Control ¹	IAC	Electrical or mechanical control of throttle bypass air.
Idle Speed Control ¹	ISC	Electronic control of minimum throttle position.
Ignition Control ¹	IC	See Glossary Entries "IGNITION" and "CONTROL."
Ignition Control Module ¹	ICM ²	See Glossary Entries "IGNITION," "CONTROL" and "MODULE."
Indirect Fuel Injection ¹	IFI	An injection system that supplies fuel into a combustion pre-chamber (Diesel).
Inertia Fuel Shutoff	IFS	An inertia system that shuts off the fuel delivery system when activated by predetermined force limits.
Injection Control Pressure¹	ICP	Injection control pressure for hydraulically actuated injectors.
Input Shaft Speed	ISS	See Glossary Entries "Input Shaft" and "Speed".
Inspection and Maintenance	IM²	An emission control program.
Intake Air ¹	IA	See Glossary Entry "INTAKE AIR."
Intake Air Temperature ¹	IAT	See Glossary Entry "INTAKE AIR."
Intake Manifold Runner Control	IMRC	Controls air flow through runners in the intake manifold.
Knock Sensor ¹	KS ²	See Glossary Entries "KNOCK" and "SENSOR."
Malfunction Indicator Lamp ¹	MIL ²	A required on-board indicator to alert the driver of an emission related malfunction.
Manifold Absolute Pressure ¹	MAP	See Glossary Entries "MANIFOLD" and "PRESSURE."
Manifold Differential Pressure ¹	MDP	See Glossary Entries "MANIFOLD" and "PRESSURE."
Manifold Surface Temperature ¹	MST	See Glossary Entry "MANIFOLD."
Manifold Vacuum Zone ¹	MVZ	See Glossary Entries "MANIFOLD" and "VACUUM."
Mass Air Flow ¹	MAF	A system which provides information on the mass flow rate of the intake air to the engine.
Mixture Control ¹	MC	A device which regulates bleed air, fuel, or both, on carbureted vehicles.
Multipoint Fuel Injection ¹	MFI	A fuel-delivery system in which each cylinder is individually fueled.
Non Dispersive Infra Red	NDIR	An Emission measuring technique typically used for measuring carbon monoxide and carbon dioxide concentrations.
Non Volatile Random Access Memory ¹	NVRAM	An electronic device named non-volatile random access memory.
On Board Diagnostic ¹	OBD	A system that monitors some or all computer input and control signals. Signal(s) outside of the predetermined limits imply a fault in the system or in a related system.
Open Loop ¹	OL	See Glossary Entry "OPEN LOOP."
Output Shaft Speed¹	OSS	See Glossary Entry "OUTPUT SHAFT" and "SPEED."
Oxidation Catalytic Converter ¹	OC	A catalytic converter system that reduces levels of HC and CO.
Oxygen Sensor ¹	O2S ²	A sensor which detects oxygen (O2) content in the exhaust gases.
Park/Neutral Position ¹	PNP	See Glossary Entry "PARK/NEUTRAL."
Parameter Identification	PID	Identifies an address in memory which contains vehicle operating information.
Periodic Trap Oxidizer ¹	PTOX	A system for lowering diesel engine particulate emissions by collecting exhaust particulates and periodically burning them through oxidation.
Positive Crankcase Ventilation ¹	PCV	Positive ventilation of crankcase emissions.
Power Steering Pressure	PSP	See Glossary Entry "POWER STEERING."
Powertrain Control Module ¹	PCM ²	See Glossary Entries "POWERTRAIN," "CONTROL" and "MODULE."
Pressure Control¹	PC	See Glossary Entries "PRESSURE" and "CONTROL."
Programmable Read Only Memory ¹	PROM	An electronic device named programmable (by the manufacturer) read only memory.
Pulsed Secondary Air Injection ¹	PAIR ²	A pulse-driven system for providing secondary air without an air pump by using the engine exhaust system pressure fluctuations or pulses.

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TABLE 2—RECOMMENDED TERMS (CONTINUED)

Recommended Term	Acronym	Definition
Pulse Width Modulation	PWM	A rectangular wave with a variable on-off time.
Random Access Memory ¹	RAM	An electronic device named random access memory.
Read Only Memory ¹	ROM	An electronic device named read only memory.
Rear Wheel Drive	RWD	A driveline configuration that transmit motive power only through the rear axle.
Relay Module	RM ²	See Glossary Entries "RELAY" and "MODULE."
Scan Tool ¹	ST ²	See Glossary Entry "SCAN TOOL."
Secondary Air Injection ¹	AIR ²	A pump-driven system for providing secondary air.
Selectable Four Wheel Drive	S4WD	A driveline configuration that allows the driver to select the option to transmit motive power either to both axles or only to one axle (front or rear).
Sequential Multiport Fuel Injection ¹	SFI	A multiport fuel delivery system in which each injector is individually energized and timed relative to its cylinder intake event. Normally fuel is delivered to each cylinder once per two crankshaft revolutions in four cycle engines and once per crankshaft revolution in two cycle engines.
Service Reminder Indicator ¹	SRI ²	An indicator used to identify a service requirement
Shift Solenoid	SS	See Glossary Entry "SHIFT SOLENOID ".
Smoke Puff Limiter ¹	SPL	A system to reduce diesel exhaust smoke during vehicle acceleration or gear changes.
Spark Advance	—³	The relationship between the ignition timing and top dead center.
Spark Plug¹	—	A device for producing an electrical spark inside the cylinder of an internal combustion engine to ignite the fuel mixture.
Supercharger ¹	SC ²	See Glossary Entry "SUPERCHARGER."
Supercharger Bypass ¹	SCB	See Glossary Entry "SUPERCHARGER."
System Readiness Test ¹	SRT	System readiness test as applicable to OBDII scan tool communications
Thermal Vacuum Valve ¹	TVV ²	A valve that controls vacuum levels or routing based on temperature.
Third Gear	3GR ²	Identifies the gear in which the transmission is operating in at a particular moment (e.g., the Transmission Range (TR) switch may indicate that "drive" was selected, but the transmission is operating in 3rd gear as indicated by 3GR switch).
Three Way + Oxidation Catalytic Converter ¹	TWC+OC	A catalytic converter system that has both Three Way Catalyst (TWC) and Oxidation Catalyst (OC). Usually secondary air is introduced between the two catalysts.
Three Way Catalytic Converter ¹	TWC	A catalytic converter system that reduces levels of HC, CO and Nox.
Throttle Actuator Control	TAC	See Glossary Entries "THROTTLE", "ACTUATOR" and "CONTROL."
Throttle Body ¹	TB ²	See Glossary Entries "THROTTLE" and "BODY."
Throttle Body Fuel Injection ¹	TBI	An electronically controlled fuel injection system in which one or more fuel injectors are located in a throttle body.
Track Road Load Horsepower	TRLHP	The power required for a vehicle to maintain a constant speed taking into account power losses due to such things as wind resistance, tire losses, bearing friction, etc.
Throttle Position ¹	TP	See Glossary Entry "THROTTLE."
Torque Converter Clutch ¹	TCC ²	See Glossary Entries "CONVERTER" and "CLUTCH."
Torque Converter Clutch Pressure	TCCP	A positive pressure in a torque converter clutch hydraulic circuit.
Transmission Control Module	TCM ²	See Glossary Entries "TRANSMISSION," "CONTROL" and "MODULE."
Transmission Fluid Pressure	TFP	Positive pressure in a transmission hydraulic system.

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TABLE 2—RECOMMENDED TERMS (CONTINUED)

Recommended Term	Acronym	Definition
Transmission Fluid Temperature	TFT	Temperature of transmission fluid.
Transmission Range	TR	See Glossary Entries "TRANSMISSION" and "RANGE."
Turbine Shaft Speed¹	TSS	See Glossary Entries "TURBINE SHAFT" and "SPEED."
Turbocharger ¹	TC ²	See Glossary Entry "TURBOCHARGER."
Variable Control Relay Module	VCRM	A module that variably controls engine cooling fan speed, operates the A/C compressor clutch, and controls some of the non A/C functions.
Vehicle Control Module¹	VCM ²	An electronic module that controls the powertrain plus chassis and/or body related functions.
Vehicle Identification Number	VIN	A unique number on the vehicle used for identification.
Vehicle Speed Sensor ¹	VSS ²	A sensor which provides vehicle speed information.
Voltage Regulator	VR ²	See Glossary Entry "REGULATOR."
Volume Air Flow ¹	VAF	A system which provides information on the volume flow rate of the intake air to the engine.
Warm Up Oxidation Catalytic Converter ¹	WU-OC	A catalytic converter system designed to lower HC and CO emissions during engine warm up. Usually located in or near the exhaust manifold.
Warm Up Three Way Catalytic Converter ¹	WU-TWC	A catalytic converter system designed to lower HC, CO, & NOx emissions during engine warm up. Usually located in or near the exhaust manifold.
Wide Open Throttle ¹	WOT	See Glossary Entry "THROTTLE."

--- Use Recommended Term Only

¹ Emission-Related Term² Historically acceptable common usage³ For Alphanumeric Descriptor see Table 4

Bold indicates new/revised entry