SAE International™

# SURFACE VEHICLE RECOMMENDED PRACTICE

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Superseding J1930 APR2002

## (R) Electrical/Electronic Systems Diagnostic Terms, Definitions, Abbreviations, and Acronyms—Equivalent to ISO/TR 15031-2

### RATIONALE

This SAE Recommended Practice supersedes SAE J1930 APR2002 and is technically equivalent to ISO/TR 15031-2. This document provides industry standard terms, definitions, abbreviations, and acronyms to enable common terminology for diagnostic tools and publications.

### 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.

The structure of this SAE document is open-ended by design. As the need arises, additional entries can be added. Because of this flexibility, particular attention should be paid to the month and year publishing code contained in the full "J" number designation.





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## 1. SCOPE

### 1.1 Purpose

This SAE Recommended Practice supersedes SAE J1930 Apr 2002, and is technically equivalent to ISO 15031-2. This document 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 data bases, underhood emission labels, and emission certification applications.

This document should be used in conjunction with DAE J1930-DA Digital Annexes, which contains all of the information previously contained within the SAE J1930 tables.

These documents focus 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 these documents is strongly encouraged, nothing in these documents should be construed as prohibiting the introduction of a term, abbreviation, or acronym not covered by these documents.

Certain terms have already been in common use and are readily understood by manufacturers and technicians, but do not strictly follow the methodology of this document. The J1930 committee may approve these terms that already may be considered industry standards. 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. NORMATIVE REFERENCES

This document in conjunction with J1930-DA provides standardization of terms and definitions for the listed specifications.

### 2.1 Applicable Publications

The following publications form a part of this specification to the extent specified herein. Unless otherwise indicated, the latest version of SAE publications shall apply.

#### 2.1.1 SAE Publications

Available from SAE International, 400 Commonwealth Drive, Warrendale, PA 15096-0001, Tel: 877-606-7323 (inside USA and Canada) or 724-776-4970 (outside USA), www.sae.org.

SAE J1979 E/E Diagnostic Test Modes

SAE J2012 Diagnostic Trouble Code Definitions

#### 2.1.2 ISO Publications

Available from ANSI, 25 West 43rd Street, New York, NY 10036-8002, Tel: 212-642-4900, www.ansi.org.

ISO 15031-2 Road vehicles—Communication between vehicle and external test equipment for emissions-related diagnostics—Part 2: Terms, definitions, abbreviations, and acronyms

ISO 15031-5 Road vehicles—Communication between vehicle and external test equipment for emissions-related diagnostics—Part 5: Emissions related diagnostic services

ISO 15031-6 Road vehicles—Communication between vehicle and external test equipment for emissions-related diagnostics—Part 6: Diagnostic Trouble Code Definitions

## 3. HOW TO USE THIS DOCUMENT

See SAE 1930-DA Appendices A through D for Approved terms, J1979 PID Acronyms, Glossary and Control Module Naming. Appendix E contains Figures to assist in the identification of the proper terms. Appendix F is provided as a Historical Reference for Acronym usage in previous J1930 documents.

If no base matching term can be found in J1930-DA, use Section 4, Methodology, to construct a new name, and request approval from the J1930 committee using the Revision Request form in this document, or the SAE web forum. Modifiers can be added to existing terms following the methodology described in Section 4.

## 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.

### 4.1 Naming Objects

When building names, select the most descriptive base word from the Glossary of Terms (see J1930-DA Appendix D). 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. Example 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?** | |
| | | | | Sensor | Most generic |
| | | | Temperature | Sensor | |
| | | Coolant | Temperature | Sensor | |
| | Engine | Coolant | Temperature | Sensor | Most specific |
| Instrumentation | Engine | Coolant | Temperature | Sensor | |
| Least <---------- SIGNIFICANCE --- ----------> Most | | | | | |

EXAMPLE 1 - MODIFIER USAGE EXAMPLE

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 J1930-DA 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 “Airflow 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 Airflow 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 “Airflow 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.

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 J1930-DA 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 J1930-DA.

4.4 Indexing of Name

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.”

4.5 Alphanumeric Descriptors

4.1, 4.2, and 4.3 describe the appropriate methodology to completely describe objects and systems 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.

Example 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 J1930-DA to determine if the term has already been defined.

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 Example 2:

d. Delete or replace characters as required.

e. Omit spaces depending on the display limitation
EXAMPLE: FUEL PRES becomes FUELPRES

f. Consult J1930-DA for a matching Alphanumeric Descriptor.

g. If J1930-DA does not contain a matching Alphanumeric Descriptor, request an addition using the J1930-DA Revision Request Form (Appendix A of this document).

| Recommended Term | Acceptable Acronized Usage | Alphanumeric Descriptor |
|---|---|---|
| Diagnostic Trouble Code | DTC Freeze Fame | DTC FRZF |
| Engine Coolant Temperature | ECT | None Required |
| Flexible Fuel | FF | None Required |
| Freeze Frame | Freeze Frame | FRZF |
| Fuel Pressure | Fuel Pressure | FUEL PRES |
| Fuel System 1 Status | Fuel System 1 Status | FUEL SYS 1 |
| Long Term Fuel Trim Bank 2 | Long Term FT Bank 2 | LONG FT 2 |
| Oxygen Sensor Location Bank 1 Position 1 | 02S Bank 1 Position 1 | 02SL0C11 |

EXAMPLE 2 - ALPHANUMERIC DESCRIPTORS EXAMPLE



5. REVISION PROCEDURES

It will be appropriate to revise the published SAE J1930 on an ongoing basis. Requested revisions and updates will be controlled by the SAE Vehicle E/E Systems Diagnostics Standards Committee using the normal Recommended Practice Ballot process. This will ensure proper distribution of the changes.

As required by SAE standards, the SAE J1930 document will be formally updated and balloted at least once every five years. When warranted by the number of requested modifications, SAE J1930–DA Digital Annexes will be updated as often as every three months.

## 6. NOTES

### 6.1 Marginal Indicia

A change bar (I) located in the left margin is for the convenience of the user in locating areas where technical revisions, not editorial changes, have been made to the previous issue of this document. An (R) symbol to the left of the document title indicates a complete revision of the document, including technical revisions. Change bars and (R) are not used in original publications, nor in documents that contain editorial changes only.

PREPARED BY THE SAE J1930 ELECTRICAL/ELECTRONIC SYSTEMS DIAGNOSTIC TERMS, DEFINTIONS, ABBREVIATIONS, AND ACRONYMS TASK FORCE OF THE SAE VEHICLE E/E SYSTEMS DIAGNOSTICS STANDARDS COMMITTEE

REQUEST FOR REVISION TO SAE J1930-DA ELECTRICAL/ELECTRONIC SYSTEMS DIAGNOSTIC TERMS, DEFINITIONS, ABREVIATIONS AND ACRONYMS

To ensure that your request is accepted for ballot and inclusion into J1930, please provide the following information consistent with the methodology in Section 4 of this document.

Please send the completed form to: SAE Task Force, 755 W. Big Beaver Rd., Suite 1600, Troy MI, 48084-4903 USA (FAX# (248) 273-2494).

**Purpose or Rationale for Request:**

**Describe the Component/System (attach any diagrams/documents that may aid in description):**

**Is there an existing term? If so, why is a change required?**

**Suggested term/definition using Section 4 methodology:**



**Contact Information:**

**Name:** **Date of Request:**

**Phone:** **Email:**

**Address:**

## APPENDIX A - APPROVED TERMS

| Recommended Term | Acronym | Definition | Note | Figures |
|---|---|---|---|---|
| 3-2 Timing Solenoid | 3-2TS | A device that controls the "third to second" timing valve. | | |
| Accelerator Pedal | AP | See Glossary: Accelerator Pedal | | |
| Accelerator Pedal Position | APP | See Glossary: Accelerator Pedal | | |
| Adaptive Cruise Control | Adaptive CRC | A system that detects the presence of a preceding vehicle, measures the distance as well as relative speed using a forward looking sensor, and automatically adjusts the vehicle speed through regulation of engine and brake functions in order to maintain a driver selected distance from the vehicle ahead. | | |
| Air Cleaner | ACL | See Glossary: Cleaner | | |
| Air Conditioning | A/C | See Glossary: Air Conditioning | | |
| Air Fuel Ratio | A/F | A proportion of air to fuel. | | |
| All Wheel Drive | AWD | A drive line configuration that transmits motive power to both axles. It is differentiated from Four Wheel Drive in that it is fully automatic (not driver selectable), does not have low range (low speed / high torque), and the center differential does not lock. | | |
| Ambient Air Temperature | AAT | Air temperature surrounding the vehicle. | | |
| Antilock Brake System - ABS | ABS | 1) A device which automatically controls the level of slip in the direction of rotation of the wheel on one or more wheels during braking.(SAE J2246)<br>2) A system that regulates braking force resulting from the build (apply), decay (release), and/or hold of pressure to a given control channel. | | |
| Automatic 4 Wheel Drive | A4WD | Automatic engagement or disengagement of 4 wheel drive based on need. | | |
| Automatic Transaxle | A/T | See Glossary: Transaxle | | |
| Automatic Transmission | A/T | See Glossary: Transmission | | |
| Barometric Pressure | BARO | See Glossary: Pressure (Barometric) | | |
| Battery Module | | See Glossary: Battery, Module (Electrical/Electronic) | 1 | |
| Battery Positive Voltage | B+ | See Glossary: Battery | | |
| Blower Control | BC | See Glossary: Blower, Control | | |
| Brake Pedal Position | BPP | See Glossary: Brake | | |
| Brake Pressure | | Positive pressure in the brake system. | 1 | |
| Bus Negative | BUS N | (1) The negative side of a high current conductor.<br>(2) A designated bus signal name used to identify a network wire. The minus "-" implies that the signal is negative, at ground, or more negative relative to the Bus+ signal in the "dominant" bus state. (SAE J1213) | | |
| Bus Positive | BUS P | (1) The positive side of a high current conductor.<br>(2) A designated bus signal name used to identify a network wire. The plus "+" implies that the signal is positive, at the power supply level, or more positive relative to the Bus- signal in the "dominant" bus state. (SAE J1213) | | |
| Bus Off | | An operating condition of a control module using CAN communication where the transmit error counter (TEC) is greater than 255 (carry condition in case of an 8-bit transmit error counter). A control module in this state is not allowed to have any influence on the bus. It shall not send any normal frames, error frames, overload frames, nor acknowledgements. A control becomes error-active (no longer bus off) with its error counters (TEC and REC) both set to 0 after having monitored 128 occurrences of 11 consecutive "recessive" bits on the bus. Refer to ISO 11898, "Rules of fault confinement", for more information. | 1 | |
| Calculated Load Value | LOAD | Percent of engine capacity being used. | | |

| Recommended Term | Acronym | Definition | Note | Figures |
|---|---|---|---|---|
| Camshaft Position | CMP | See Glossary: Camshaft | | |
| Canister | | See Glossary: Canister | 1 | |
| Carbon Dioxide | CO2 | See Glossary: Carbon Dioxide | | |
| Carbon Monoxide | CO | See Glossary: Carbon Monoxide | | |
| Carburetor | CARB | See Glossary: Carburetor | | |
| Catalytic Converter Heater | | A device to quickly heat a catalytic converter.<br>See Glossary: Converter (Catalytic) | 1 | |
| Charge Air Cooler | CAC | A device which lowers the temperature of the pressurized intake air. | | 1 |
| Charge Air Cooler Temperature | CACT | The temperature of the pressurized intake air at the outlet of the Charge Air Cooler. | | 1 |
| Climate Control | CC | See Glossary: Climate, Control | | |
| Closed Loop | CL | See Glossary: Closed Loop (Engine) | | |
| Closed Throttle Position | CTP | See Glossary: Throttle | | |
| Clutch Pedal Position | CPP | See Glossary: Clutch | | |
| Coast Clutch Solenoid | CCS | A device that controls the coast clutch valve.<br>See Glossary: Clutch | | |
| Constant Volume Sampler | CVS | An exhaust sampling system that provides a flow of a constant amount of ambient air diluted exhaust. | | |
| Continuous Fuel Injection | CFI | A fuel injection system with the injector flow controlled by fuel pressure. | | |
| Continuous Trap Oxidizer | CTOX | A system for lowering diesel engine particulate emissions by collecting exhaust particulates and continuously burning them through oxidation. | | |
| Continuously Variable Transaxle | CVT | An automatic transaxle that operates at an infinite number of gear ratios. | | |
| Continuously Variable Transmission | CVT | An automatic transmission that operates at an infinite number of gear ratios. | | |
| Crankshaft Position | CKP | See Glossary: Crankshaft | | |
| Critical Flow Venturi | CFV | An air flow regulating device which uses a sonic wave to limit air flow. | | |
| Cylinder Deactivation | CD | A system or device that deactivates a cylinder(s) by disabling the valvetrain for the purpose of increasing fuel economy. | | |
| Data Link Connector | DLC | Connector providing access and/or control of the vehicle information, operating conditions, and diagnostic information. | | |
| Diagnostic Test Mode | 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 | DTC | An alphanumeric identifier for a fault condition identified by the On Board Diagnostic System. | | |
| Diesel Particulate Filter | DPF | A device used to reduce the particulate mass of the diesel exhaust stream by capturing the solid by-products of combustion.<br>See Glossary: Particulate Filter | | |
| Direct Fuel Injection | DFI | Fuel injection system that supplies fuel directly into the combustion chamber. | | |
| Distributor Ignition | DI | A system in which the ignition coil secondary circuit is switched by a distributor in proper sequence to various spark plugs. | | |
| Drive Motor | DM | See Glossary: Drive, Motor (Electrical/Electronic) | | |
| Drive Motor Control Module | DMCM | See Glossary: Drive, Motor (Electrical/Electronic), Control, Module (Electrical/Electronic) | | |
| Drive Motor Coolant Temperature | DMCT | See Glossary: Drive, Motor (Electrical/Electronic), Coolant | | |

| Recommended Term | Acronym | Definition | Note | Figures |
|---|---|---|---|---|
| Drive Motor Power Inverter | DMPI | See Glossary: Drive, Motor (Electrical/Electronic), Inverter | | |
| Driver | | See Glossary: Driver | 1 | |
| Early Fuel Evaporation | EFE | Enhancing air/fuel vaporization during engine warm up. | | |
| Electrically Erasable Programmable Read Only Memory | EEPROM | An EPROM device on that can be erased by exposing it to an electrical charge. EEPROM requires data to be written or erased one byte at a time.<br>Compare Approved Terms: EPROM, FEEPROM, FEPROM, PROM, ROM | | |
| Electrically Heated Oxidation Catalyst | HOC | An oxidation catalyst which is designed to be quickly heated in order to reduce cold start emissions. | | |
| Electronic Ignition | EI | A system in which the ignition coil secondary circuit is dedicated to specific spark plugs without the use of a distributor. | | |
| Engine Control | EC | See Glossary: Engine, Control | | |
| Engine Control Module | ECM | See Glossary: Engine, Control, Module (Electrical/Electronic) | | |
| Engine Coolant Level | ECL | See Glossary: Engine, Coolant, Level | | |
| Engine Coolant Temperature | ECT | See Glossary: Engine, Coolant | | |
| Engine Fuel Temperature | EFT | See Glossary: Engine, Fuel | | |
| Engine Modification | 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 | RPM | See Glossary: Engine, Speed | | |
| Erasable Programmable Read Only Memory | EPROM | A PROM device that retains its contents until it is exposed to ultraviolet light. The ultraviolet light clears its contents, making it possible to reprogram the memory. EPROM requires data to be written or erased one byte at a time.<br>Compare Approved Terms: EEPROM, FEEPROM, FEPROM, PROM, ROM | | |
| Evaporative Emission | EVAP | A system used to prevent fuel vapor from escaping into the atmosphere. Typically includes a charcoal canister to store fuel vapors. | | |
| Exhaust Control | EXC | A technology to maximize engine torque at low RPM and to reduce engine exhaust noise. | | |
| Exhaust Gas Recirculation | EGR | Reducing NOx emissions levels by adding exhaust gas to the incoming fuel/ air mixture. | | |
| Exhaust Gas Recirculation Temperature | EGRT | Sensing exhaust gas recirculation function based on temperature change. Primarily used in systems with mechanical flow control devices. | | 1 |
| Exhaust Gas Temperature | EGT | Monitor/measure the high temperature of the exhaust gas/catalyst system. | | 1 |
| Exhaust Pressure | EP | See Glossary: Exhaust, Pressure | | |
| Exhaust Pressure Regulator | EPR | See Glossary: Exhaust, Pressure, Regulator (Mechanical) | | |
| Exhaust Temperature | E/T | See Glossary: Exhaust | | |
| Four Wheel Drive | 4WD | A drive line configuration that transmits motive power to both axles. | | |
| Fan Control | FC | See Glossary: Fan, Control | | |
| Flame Ionization Detector | FID | A device used to measure hydrocarbon concentrations. | | |
| Flash Electrically Erasable Programmable Read Only Memory | FEEPROM | A type of EEPROM that can be erased and reprogrammed in blocks instead of one byte at a time.<br>Compare Approved Terms: EEPROM, EPROM, FEPROM, PROM, ROM | | |
| Flash Erasable Programmable Read Only Memory | FEPROM | A type of EPROM that can be erased and reprogrammed in blocks instead of one byte at a time.<br>Compare Approved Terms: EEPROM, EPROM, FEEPROM, PROM, ROM | | |

| Recommended Term | Acronym | Definition | Note | Figures |
|---|---|---|---|---|
| Flexible Fuel | FF | A system capable of using a variety of fuels for vehicle operation. | | |
| Fourth Gear | 4GR | 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 the 4GR switch). | | |
| Freeze Frame | | A block of memory containing the vehicle operating conditions for a specific time. | 1 | |
| Front Wheel Drive | FWD | A driveline configuration that transmits motive power only through the front axle. | | |
| Fuel Injector Control | FIC | See Glossary: Fuel, Injector, Control | | |
| Fuel Fired Heater | | An auxiliary heating device that utilizes a combustible fuel source. | 1 | |
| Fuel Level Sensor | FL | See Glossary: Fuel, Level, Sensor | | |
| Fuel Pressure | | See Glossary: Fuel, Pressure | 1 | |
| Fuel Pump | FP | See Glossary: Fuel, Pump | | |
| Fuel Rail Pressure | FRP | See Glossary: Fuel, Rail, Pressure | | 1 |
| Fuel Rail Temperature | FRT | The temperature of fuel in the fuel rail. See Glossary: Fuel, Rail | | |
| Fuel System Status | | Information describing operation of the fuel control. | 1 | |
| Fuel Tank Pressure | FTP | See Glossary: Fuel, Tank, Pressure | | |
| Fuel Tank Temperature | FTT | The temperature of fuel in the fuel tank. | | |
| Fuel Trim | FT | A fuel correction term. | | |
| Full Time Four Wheel Drive | F4WD | A driveline configuration that transmits motive power to both axles. The system does not allow the driver to select between one axle and two operation. | | |
| Generator | GEN | See Glossary: Generator | | |
| Glow Plug | | See Glossary: Glow Plug | 1 | |
| Governor | | See Glossary: Governor | 1 | |
| Governor Control Module | GCM | See Glossary: Governor, Control, Module (Electrical/Electronic) | | |
| Grams Per Mile | GPM | Grams of any substance emitted, consumed, accumulated, etc. per mile. | | |
| Ground | GND | See Glossary: Ground | | |
| Heated Oxygen Sensor | HO2S | An oxygen sensor (02S) that is electrically heated. | | 3,4 |
| Heated 3-Way Catalyst | HTWC | 3-way catalyst which is designed to be quickly heated in order to reduce cold start emissions. | | |
| Heating, Ventilation, and Air Conditioning | HVAC | A system which provides climate control functionality for the passenger compartment. | | |
| High Clutch Drum Speed | HCDS | The high clutch drum rotational speed. See Glossary: Clutch, Speed | | |
| High Pressure Cutoff | HPC | A method or device for limiting high pressure to a specified value. | | |
| High Voltage Interlock Circuit | HVIC | A safety device used to interrupt a High Voltage source. See Glossary: Voltage (High), Interlock (Electrical/Electronic), Circuit | | |
| Hydrocarbon | HC | See Glossary: Hydrocarbon | | |
| Hydrocarbon Adsorber | HC Adsorber | A system device which stores hydrocarbons upon engine startup then later releases them to be burned by the TWC down the line. Used only in conjunction with a standard TWC. | | |
| Idle Air Control | IAC | Electrical or mechanical control of throttle bypass air. | | |
| Idle Speed Control | ISC | Electronic control of minimum throttle position. | | |
| Ignition Coil | | A device which increases the voltage in an ignition circuit providing a spark to ignite a fuel/air mixture in an engine. | 1 | |
| Ignition Control | IC | See Glossary: Ignition, Control | | |

| Recommended Term | Acronym | Definition | Note | Figures |
|---|---|---|---|---|
| Ignition Control Module | ICM | See Glossary: Ignition, Control, Module (Electrical/Electronic) | | |
| Indirect Fuel Injection | 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 Pressure | ICP | See Glossary: Injector, Control, Pressure | | |
| Input Shaft Speed | ISS | See Glossary: Input Shaft, Speed | | |
| Intake Manifold Tuning | IMT | Controls air flow by changing the resonant frequency in the intake manifold. | | |
| Inspection and Maintenance | I/M | An emission control program. | | |
| Instrument Panel Cluster | IPC | An array of separate gauges (may be analog or digital), indicators, and/or text messages in one housing providing the vehicle operator with information related to vehicle operating conditions. | | |
| Intake Air | IA | See Glossary: Intake Air | | |
| Intake Air Temperature | IAT | See Glossary: Intake Air | | 1 |
| Intake Manifold Runner Control | IMRC | Controls air flow through runners in the intake manifold. | | |
| Knock Sensor | KS | See Glossary: Knock (Engine), Sensor | | |
| Lane Change Assistance System | | An image processing system that monitors adjacent traffic lanes to recognize other road users or objects behind and alongside the vehicle. The driver is warned of any detected objects when they prepare for a lane change. | 1 | |
| Lane Departure Warning System | | An image processing system that identifies a vehicle's position in relation to lane boundary markings using cameras, infrared sensors, etc. integrated into the vehicle and alerts the driver of an unintended (no turn signal) movement of the vehicle out of a designated traffic lane. | 1 | |
| Malfunction Indicator Lamp | MIL | A required on board indicator to alert the driver of an emission-related malfunction. | | |
| Manifold Absolute Pressure | MAP | See Glossary: Manifold, Pressure | | 1 |
| Manifold Absolute Pressure and Temperature | MAPT | See Glossary: Manifold, Pressure, Temperature | | 1 |
| Manifold Differential Pressure | MDP | See Glossary: Manifold, Pressure (Differential) | | |
| Manifold Surface Temperature | MST | See Glossary: Manifold | | |
| Manifold Vacuum Zone | MVZ | See Glossary: Manifold, Vacuum | | |
| Manual Transaxle | M/T | See Glossary: Transaxle | | |
| Manual Transmission | M/T | See Glossary: Transmission | | |
| Mass Airflow | MAF | A system which provides information on the mass flow rate of the intake air to the engine. | | 1 |
| Mixture Control | MC | A device which regulates bleed air, fuel, or both, on carbureted vehicles. | | |
| Multiport Fuel Injection | 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 | NVRAM | RAM that retains its contents even when all power is removed. See Approved Terms: RAM | | |
| Nitrogen Oxides | NOX | See Glossary: Nitrogen Oxides | | |
| Nitrogen Oxides Adsorber | NOX Adsorber | A system device which stores Nitrogen Oxides then later releases them to be chemically reduced by an SCR Catalyst down the exhaust stream. See Glossary: Nitrogen Oxides, Adsorber | | |
| On Board Diagnostic | 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. | | |

| Recommended Term | Acronym | Definition | Note | Figures |
|---|---|---|---|---|
| On Board Refueling Vapor Recovery | ORVR | A system incorporated into a vehicle fuel system designed to collect fuel vapors during refueling. | | |
| Open Loop | OL | See Glossary: Open Loop | | |
| Overdrive Drum Speed | ODS | The overdrive drum rotational speed. | | |
| Output Shaft Speed | OSS | See Glossary: Output Shaft, Speed | | |
| Oxidation Catalytic Converter | OC | A catalytic converter system that reduces levels of HC and CO. See Glossary: Converter (Catalytic) | | |
| Oxygen | O2 | See Glossary: Oxygen | | |
| Oxygen Sensor | O2S | A sensor which detects oxygen (O2) content in the exhaust gases. | | 3,4 |
| Park/Neutral Position | PNP | See Glossary: Park/Neutral | | |
| Parameter Identification | PID | A unique identifier used to refer to a specific data value within a module. SAE J2190 | | |
| Periodic Trap Oxidizer | PTOX | A system for lowering diesel engine particulate emissions by collecting exhaust particulates and periodically burning them through oxidation. | | |
| Positive Crankcase Ventilation | PCV | Positive ventilation of crankcase emissions | | |
| Power Steering Pressure | PSP | See Glossary: Power Steering | | |
| Power Steering Control | PSC | See Glossary: Power Steering, Control | | |
| Power Takeoff | PTO | A supplementary mechanism (as on a truck) enabling the engine power to be used to operate non-automotive apparatus (such as a pump). | | |
| Powertrain Control Module | PCM | See Glossary: Powertrain Control, Module (Electrical/Electronic) | | |
| Pressure Control | PC | See Glossary: Pressure, Control | | |
| Pressure Relief | PR | Limits excess pressure in a controlled system. | | |
| Pressure Regulator | | See Glossary: Pressure, Regulator (Mechanical) | 1 | |
| Programmable Read Only Memory | PROM | A ROM device manufactured as blank memory.To write to and erase a PROM, you need a special device called a PROM programmer or PROM burner. Once a program has been written onto a PROM, it cannot be erased, only read. Compare Approved Terms: EEPROM, EPROM, FEEPROM, FEPROM, ROM | | |
| Pulsed Secondary Air Injection | PAIR | A pulse driven system for providing secondary air without an air pump by using the engine exhaust system pressure fluctuations or pulses. | | |
| Pulse Width Modulation | PWM | A rectangular wave with a variable on-off time. | | |
| Random Access Memory | RAM | A memory device that allows both read and write operations to be performed. This memory is used by programs to perform necessary tasks while a computer is powered on. | | |
| Read Only Memory | ROM | A memory device on which data is written during the manufacturing process. Once data has been written onto a ROM chip, it cannot be erased, only read. ROM retains its contents even when power is removed (nonvolatile memory). Compare Approved Terms: EEPROM, EPROM, FEEPROM, FEPROM, PROM | | |
| Rear Wheel Drive | RWD | A driveline configuration that transmits motive power only through the rear axle. | | |
| Relay Module | RM | See Glossary: Relay, Module (Electrical/Electronic) | | |
| Scan Tool | ST | See Glossary: Scan Tool | | |
| Secondary Air Injection | AIR | A pump-driven system for providing secondary air. | | |
| Selective Catalytic Reduction Catalytic Converter | SCRC | Sometimes called a Lean NOx Catalyst. See Glossary: Selective Catalytic Reduction, Converter (Catalytic) | | |
| 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). | | |

| Recommended Term | Acronym | Definition | Note | Figures |
|---|---|---|---|---|
| Sequential Multiport Fuel Injection | 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 | SRI | An indicator used to identify a service requirement. | | |
| Shift Solenoid | SS | See Glossary: Shift Solenoid | | |
| Smoke Puff Limiter | SPL | A system to reduce diesel exhaust smoke during vehicle acceleration or gear changes. | | |
| Spark Advance | | Causing the ignition spark to occur earlier with respect to the top dead center piston position. Negative values of Spark Advance are commonly referred to as "Spark Retard". | 1 | |
| Spark Plug | | A device for producing an electrical spark inside the cylinder of an internal combustion engine to ignite the air/fuel mixture. | 1 | |
| Supercharger | SC | See Glossary: Supercharger | | |
| Supercharger Bypass | SCB | See Glossary: Supercharger, Bypass | | |
| System Readiness Test | SRT | System readiness test as applicable to OBDII scan tool communications. | | |
| Thermal Expansion | TE | See Glossary: Thermal Expansion | | |
| Thermal Vacuum Valve | TVV | A valve that controls vacuum levels or routing based on temperature. | | |
| Third Gear | 3GR | 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 the 3GR switch). | | |
| Three Way + Oxidation Catalytic Converter | 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 | TWC | A catalytic converter system that reduces levels of HC, CO, and NOX. | | |
| Throttle Actuator | | See Glossary: Throttle, Actuator | 1 | |
| Throttle Actuator Control | TAC | See Glossary: Throttle, Actuator, Control | | |
| Throttle Body | TB | See Glossary: Throttle, Body | | |
| Throttle Body Fuel Injection | TBI | An electronically controlled fuel injection system in which one or more fuel injectors are located in a throttle body. | | |
| Throttle Position | TP | See Glossary: Throttle | | |
| Torque Converter Clutch | TCC | See Glossary: Converter (Torque), Clutch | | |
| Torque Converter Clutch Pressure | TCCP | A positive pressure in a torque converter clutch hydraulic circuit.<br>See Glossary: Converter (Torque), Clutch, Pressure | | |
| 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. | | |
| Traffic Jam Assistance System | | An image processing system, similar and complementary to adaptive cruise control, with the ability to stop the car completely when sitting in traffic, re-starting, and following the car in front when the traffic begins to move again. | 1 | |
| Traffic Sign Memory System | | An image processing system which informs the driver of the applicable road signs along the motorway. | 1 | |
| Transmission Control Module | TCM | See Glossary: Transmission, Control, Module (Electrical/Electronic) | | |
| Transmission Fluid Pressure | TFP | Positive pressure in a transmission hydraulic system.<br>See Glossary: Transmission, Pressure | | |
| Transmission Fluid Temperature | TFT | Temperature of transmission fluid.<br>See Glossary: Transmission | | |
| Transmission Range | TR | See Glossary: Transmission, Range | | |
| Turbine Shaft Speed | TSS | See Glossary: Turbine Shaft, Speed | | |

| Recommended Term | Acronym | Definition | Note | Figures |
|---|---|---|---|---|
| Turbocharger | TC | See Glossary: Turbocharger | | 1 |
| Turbocharger Boost | TCB | See Glossary: Turbocharger, Boost | | 1 |
| Turbocharger Bypass | TCBY | See Glossary: Turbocharger, Bypass | | |
| 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 Module | VCM | 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 | VSS | A sensor which provides vehicle speed information. | | |
| Virtual Bumper System | | An image processing system that detects objects in the vehicle's path of travel and decelerates/stops the vehicle before an impact occurs. | 1 | |
| Voltage Regulator | VR | See Glossary: Regulator (Voltage) | | |
| Volume Airflow | VAF | A system which provides information on the volume flow rate of the intake air to the engine. | | |
| Warm Up Oxidation Catalytic Converter | 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 | 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 | WOT | See Glossary: Throttle | | |

1. Use recommended term only, no approved Acronym.
2. Acronym and Shortened Name are only required for emissions-related control modules.
3. No Acronym recommended. Shortened Display name can be used on tools with limited display capability.

## APPENDIX B - J1979 PID ACRONYMS

| Display Acronym | Description | Note | Figures |
|---|---|---|---|
| AAT | Ambient Air Temperature | | |
| AECD1_TIME | Total run time with EI-AECD #1 active | | |
| AECD10_TIME | Total run time with EI-AECD #10 active | | |
| AECD2_TIME | Total run time with EI-AECD #2 active | | |
| AECD3_TIME | Total run time with EI-AECD #3 active | | |
| AECD4_TIME | Total run time with EI-AECD #4 active | | |
| AECD5_TIME | Total run time with EI-AECD #5 active | | |
| AECD6_TIME | Total run time with EI-AECD #6 active | | |
| AECD7_TIME | Total run time with EI-AECD #7 active | | |
| AECD8_TIME | Total run time with EI-AECD #8 active | | |
| AECD9_TIME | Total run time with EI-AECD #9 active | | |
| AIR_CMPL | Secondary air system monitoring complete (spark ignition supported) | | |
| AIR_ENA | Secondary air system monitoring enabled (spark ignition supported) | | |
| AIR_RDY | Secondary air system monitoring ready (spark ignition supported) | | |
| AIR_STAT: | Commanded Secondary Air Status | | |
| AIR_STAT: DIAG | Pump Commanded On for Diagnostics | | |
| AIR_STAT: DNS | Downstream of first catalytic converter inlet | | |
| AIR_STAT: OFF | Atmosphere/Pump off | | |
| AIR_STAT: UPS | Upstream of first catalytic converter | | |
| AIR_SUP | Secondary air system monitoring supported (spark ignition supported) | | |
| ALCH_PCT | Alcohol Fuel Percentage | | |
| APP_D | Accelerator Pedal Position D | | |
| APP_E | Accelerator Pedal Position E | | |
| APP_F | Accelerator Pedal Position F | | |
| APP_R | Relative Accelerator Pedal Position | | |
| BARO | Barometric Pressure | | |
| BAT_PWR | Hybrid Battery Pack Remaining Life | | |
| BI_CNG | Bi-fuel Using Compressed Natural Gas | | |
| BI_ELEC | Bi-fuel Using Battery | | |
| BI_ETH | Bi-fuel Using Ethanol | | |
| BI_GAS | Bi-fuel Using Gasoline | | |
| BI_LPG | Bi-fuel Using Liquefied Petroleum Gas | | |
| BI_METH | Bi-fuel Using Methanol | | |
| BI_MIX | Bi-fuel Using Battery and Combustion Engine | | |
| BI_PROP | Bi-fuel Using Propane | | |
| BP_A_ACT | Boost Pressure Sensor A | | |
| BP_A_CMD | Commanded Boost Pressure A | | |
| BP_A_OL | Boost Pressure A Control Status: Open Loop | | |
| BP_A_CL | Boost Pressure A Control Status: Closed Loop | | |
| BP_A_FAULT | Boost Pressure A Control Status: Fault | | |
| BP_B_ACT | Boost Pressure Sensor B | | |
| BP_B_CMD | Commanded Boost Pressure B | | |
| BP_B_OL | Boost Pressure B Control Status: Open Loop | | |
| BP_B_CL | Boost Pressure B Control Status: Closed Loop | | |
| BP_B_FAULT | Boost Pressure B Control Status: Fault | | |

| Display Acronym | Description | Note | Figures |
|---|---|---|---|
| BP_CMPL | Boost pressure system monitoring complete (compression ignition supported) | | |
| BP_ENA | Boost pressure system monitoring enabled (compression ignition supported) | | |
| BP_RDY | Boost pressure system monitoring ready (compression ignition supported) | | |
| BP_SUP | Boost pressure system monitoring supported (compression ignition supported) | | |
| CACT 11 | Charge Air Cooler Temperature Bank 1, Sensor 1 | | |
| CACT 12 | Charge Air Cooler Temperature Bank 1, Sensor 2 | | |
| CACT 21 | Charge Air Cooler Temperature Bank 2, Sensor 1 | | |
| CACT 22 | Charge Air Cooler Temperature Bank 2, Sensor 2 | | |
| CAT_CMPL | Catalyst monitoring complete (spark ignition supported) | | |
| CAT_ENA | Catalyst monitoring enabled (spark ignition supported) | | |
| CAT_RDY | Catalyst monitoring ready (spark ignition supported) | | |
| CAT_SUP | Catalyst monitoring supported (spark ignition supported) | | |
| CATEMP11 | Catalyst Temperature Bank 1, Sensor 1 | | |
| CATEMP12 | Catalyst Temperature Bank 1, Sensor 2 | | |
| CATEMP21 | Catalyst Temperature Bank 2, Sensor 1 | | |
| CATEMP22 | Catalyst Temperature Bank 2, Sensor 2 | | |
| CCM_CMPL | Comprehensive component monitoring complete (spark ignition and compression ignition) | | |
| CCM_ENA | Comprehensive component monitoring enabled (spark ignition and compression ignition) | | |
| CCM_RDY | Comprehensive component monitoring ready (spark ignition and compression ignition) | | |
| CCM_SUP | Comprehensive component monitoring supported (spark ignition and compression ignition) | | |
| CL | Closed loop - using oxygen sensor(s) as feedback for fuel control | | |
| CL-Fault | Closed loop, but fault with at least one oxygen sensor - may be using single oxygen sensor for fuel control | | |
| CLR_DIST | Distance since DTCs cleared | | |
| CLR_TIME | Time since diagnostic trouble codes cleared | | |
| CNG | Compressed Natural Gas | | |
| DPF1_DP | Diesel Particulate Filter Bank 1 Delta Pressure | | |
| DPF1_INP | Diesel Particulate Filter Bank 1 Inlet Pressure | | |
| DPF1_INT | DPF Bank 1 Inlet Temperature Sensor | | |
| DPF1_OUTP | Diesel Particulate Filter Bank 1 Outlet Pressure | | |
| DPF1_OUTT | DPF Bank 1 Outlet Temperature Sensor | | |
| DPF2_DP | Diesel Particulate Filter Bank 2 Delta Pressure | | |
| DPF2_INP | Diesel Particulate Filter Bank 2 Inlet Pressure | | |
| DPF2_INT | DPF Bank 2 Inlet Temperature Sensor | | |
| DPF2_OUTP | Diesel Particulate Filter Bank 2 Outlet Pressure | | |
| DPF2_OUTT | DPF Bank 1 Outlet Temperature Sensor | | |
| DSL | Diesel | | |
| DTC_CNT | # of DTCs stored in this ECU | | |
| DTCFRZF | DTC that caused required freeze frame data storage | | |
| ECT 1 | Engine Coolant Temperature 1 | | |
| ECT 2 | Engine Coolant Temperature 2 | | |

| Display Acronym | Description | Note | Figures |
|---|---|---|---|
| ECT | Engine Coolant Temperature | | |
| EGR_A_ACT | Actual EGR A Duty Cycle/Position | | |
| EGR_A_CMD | Commanded EGR A Duty Cycle/Position | | |
| EGR_A_ERR | EGR A Error | | |
| EGR_B_ACT | Actual EGR B Duty Cycle/Position | | |
| EGR_B_CMD | Commanded EGR B Duty Cycle/Position | | |
| EGR_B_ERR | EGR B Error | | |
| EGR_CMPL | EGR and/or VVT system monitoring complete (spark ignition and compression ignition) | | |
| EGR_ENA | EGR and/or VVT system monitoring enabled (spark ignition and compression ignition) | | |
| EGR_ERR | EGR Error | | |
| EGR_PCT | Commanded EGR | | |
| EGR_RDY | EGR and/or VVT system monitoring ready (spark ignition and compression ignition) | | |
| EGR_SUP | EGR and/or VVT system monitoring supported (spark ignition and compression ignition) | | |
| EGRT11 | Exhaust Gas Recirculation Temp Bank 1, Sensor 1 | | |
| EGRT12 | Exhaust Gas Recirculation Temp Bank 1, Sensor 2 | | |
| EGRT21 | Exhaust Gas Recirculation Temp Bank 2, Sensor 1 | | |
| EGRT22 | Exhaust Gas Recirculation Temp Bank 2, Sensor 2 | | |
| EGS_CMPL | Exhaust gas sensor monitoring ready ( compression ignition supported) | | |
| EGS_ENA | Exhaust gas sensor monitoring enabled (compression ignition supported) | | |
| EGS_RDY | Exhaust gas sensor monitoring ready (compression ignition supported) | | |
| EGS_SUP | Exhaust gas sensor monitoring supported (compression ignition supported) | | |
| EGT11 | Exhaust Gas Temperature Bank 1, Sensor 1 | | |
| EGT12 | Exhaust Gas Temperature Bank 1, Sensor 2 | | |
| EGT13 | Exhaust Gas Temperature Bank 1, Sensor 3 | | |
| EGT14 | Exhaust Gas Temperature Bank 1, Sensor 4 | | |
| EGT21 | Exhaust Gas Temperature Bank 2, Sensor 1 | | |
| EGT22 | Exhaust Gas Temperature Bank 2, Sensor 2 | | |
| EGT23 | Exhaust Gas Temperature Bank 2, Sensor 3 | | |
| EGT24 | Exhaust Gas Temperature Bank 2, Sensor 4 | | |
| ELEC | Battery/Electric | | |
| EMD | Engine Manufacturer Diagnostics (EMD) | | |
| EMD+ | Engine Manufacturer Diagnostics Enhanced (EMD+) | | |
| EMIS_SUP | Emission requirements to which vehicle is designed | | |
| EOBD | EOBD | | |
| EOBD and OBD | EOBD and OBD | | |
| EOBD and OBD II | EOBD and OBD II | | |
| EOBD, OBD and OBD II | EOBD, OBD and OBD II | | |
| EOT | Engine Oil Temperature | | |
| EP_1 | Exhaust Pressure Sensor Bank 1 | | |
| EP_2 | Exhaust Pressure Sensor Bank 2 | | |
| ETH | Ethanol | | |
| EURO C | Heavy Duty Vehicles (EURO EEV) C | | |
| EURO IV B1 | Heavy Duty Vehicles (EURO IV) B1 | | |
| EURO V B2 | Heavy Duty Vehicles (EURO V) B2 | | |

| Display Acronym | Description | Note | Figures |
|---|---|---|---|
| EVAP_ENA | Evaporative system monitoring enabled (spark ignition supported) | | |
| EVAP_PCT | Commanded Evaporative Purge | | |
| EVAP_RDY | Evaporative system monitoring ready (spark ignition supported) | | |
| EVAP_SUP | Evaporative system monitoring supported (spark ignition supported) | | |
| EVAP_VP | Evap System Vapor Pressure | | |
| EVAP_VPA | Absolute Evap System Vapor Pressure | | |
| EVAPCMPL | Evaporative system monitoring complete (spark ignition supported) | | |
| FLI | Fuel Level Input | | |
| FRP | Fuel Rail Pressure | | |
| FRP_A | Fuel Rail Pressure A | | |
| FRP_A_CMD | Commanded Fuel Rail Pressure A | | |
| FRP_B | Fuel Rail Pressure B | | |
| FRP_B_CMD | Commanded Fuel Rail Pressure B | | |
| FRT_A | Fuel Rail Temperature A | | |
| FRT_B | Fuel Rail Temperature B | | |
| FUEL_ENA | Fuel system monitoring enabled (spark ignition and compression ignition) | | |
| FUEL_RATE | Engine Fuel Rate | | |
| FUEL_RDY | Fuel system monitoring ready (spark ignition and compression ignition) | | |
| FUEL_SUP | Fuel system monitoring supported (spark ignition and compression ignition) | | |
| FUEL_TIMING | Fuel Injection Timing | | |
| FUEL_TYP | Type of fuel currently being utilized by the vehicle | | |
| FUELCMPL | Fuel system monitoring complete (spark ignition and compression ignition) | | |
| FUELSYS1 | Fuel system 1 status | | |
| FUELSYS2 | Fuel system 2 status | | |
| GAS | Gasoline | | |
| GPL_STAT | Glow Plug Lamp Status | | |
| HCAT_ENA | Heated catalyst monitoring enabled (spark ignition supported) | | |
| HCAT_RDY | Heated catalyst monitoring ready (spark ignition supported) | | |
| HCAT_SUP | Heated catalyst monitoring supported (spark ignition supported) | | |
| HCATCMPL | Heated catalyst monitoring complete (spark ignition supported) | | |
| HCCATCMP | NMHC catalyst monitoring complete (compression ignition supported) | | |
| HCCATENA | NMHC catalyst enabled (compression ignition supported) | | |
| HCCATRDY | NMHC catalyst monitoring ready (compression ignition supported) | | |
| HCCATSUP | NMHC catalyst monitoring (compression ignition supported) | | |
| HD EOBD | Heavy Duty Euro OBD | | |
| HD OBD | Heavy Duty On-Board Diagnostics | | |
| HD OBD-C | Heavy Duty On-Board Diagnostics (Child/Partial) | | |
| HTR_CMPL | Oxygen sensor heater monitoring complete (spark ignition supported) | | |

| Display Acronym | Description | Note | Figures |
|---|---|---|---|
| HTR_ENA | Oxygen sensor heater monitoring enabled (spark ignition supported) | | |
| HTR_RDY | Oxygen sensor heater monitoring ready (spark ignition supported) | | |
| HTR_SUP | Oxygen sensor heater monitoring supported (spark ignition supported) | | |
| HYB_DSL | Hybrid Vehicle Using Diesel Engine | | |
| HYB_ELEC | Hybrid Vehicle Using Battery | | |
| HYB_ETH | Hybrid Vehicle Using Ethanol in Gasoline Engine | | |
| HYB_GAS | Hybrid Vehicle Using Gasoline Engine | | |
| HYB_MIX | Hybrid Vehicle Using Battery and Gasoline Engine | | |
| HYB_REG | Hybrid Vehicle in Regeneration Mode | | |
| IAF_A_CMD | Commanded Intake Air Flow A Control | | |
| IAF_A_REL | Relative Intake Air Flow A Position | | |
| IAF_B_CMD | Commanded Intake Air Flow B Control | | |
| IAF_B_REL | Relative Intake Air Flow B Position | | |
| IAT 11 | Intake Air Temperature Bank 1, Sensor 1 | | |
| IAT 12 | Intake Air Temperature Bank 1, Sensor 2 | | |
| IAT 13 | Intake Air Temperature Bank 1, Sensor 3 | | |
| IAT 21 | Intake Air Temperature Bank 2, Sensor 1 | | |
| IAT 22 | Intake Air Temperature Bank 2, Sensor 2 | | |
| IAT 23 | Intake Air Temperature Bank 2, Sensor 3 | | |
| IAT | Intake Air Temperature | | |
| ICP_A | Injection Control Pressure A | | |
| ICP_A_CMD | Commanded Injection Control Pressure A | | |
| ICP_B | Injection Control Pressure B | | |
| ICP_B_CMD | Commanded Injection Control Pressure B | | |
| IDLE_TIME | Total Idle Run Time | | |
| JOBD | JOBD | | |
| JOBD and EOBD | JOBD and EOBD | | |
| JOBD and OBD II | JOBD and OBD II | | |
| JOBD, EOBD, and OBD II | JOBD, EOBD, and OBD II | | |
| LAMBDA (preferred) or EQ_RAT | Fuel/Air Commanded Equivalence Ratio | | |
| LAMBDAxy (preferred) or EQ_RATxy | Lambda value, Equivalence Ratio Bank x, Sensor y (where x and y are determined using either PID $13 or PID $1D for sensor locations) | | |
| LGSO2FT1 | Long Term Secondary O2 Sensor Fuel Trim - Bank 1 (use if only 1 fuel trim value) | | |
| LGSO2FT2 | Long Term Secondary O2 Sensor Fuel Trim - Bank 2 (use if only 1 fuel trim value) | | |
| LGSO2FT3 | Long Term Secondary O2 Sensor Fuel Trim - Bank 3 | | |
| LGSO2FT4 | Long Term Secondary O2 Sensor Fuel Trim - Bank 4 | | |
| LOAD_ABS | Absolute Load Value | | |
| LOAD_PCT | Calculated LOAD Value | | |
| LONGFT1 | Long Term Fuel Trim - Bank 1(use if only 1 fuel trim value) | | |
| LONGFT2 | Long Term Fuel Trim - Bank 2 (use if only 1 fuel trim value) | | |
| LONGFT3 | Long Term Fuel Trim - Bank 3 | | |
| LONGFT4 | Long Term Fuel Trim - Bank 4 | | |
| LPG | Liquid Petroleum Gas | | |
| MAF | Air Flow Rate from Mass Air Flow Sensor | | |

| Display Acronym | Description | Note | Figures |
|---|---|---|---|
| MAFA | Mass Air Flow Sensor A | | |
| MAFB | Mass Air Flow Sensor B | | |
| MAP | Intake Manifold Absolute Pressure | | |
| MAP_A | Intake Manifold Absolute Pressure A | | |
| MAP_B | Intake Manifold Absolute Pressure B | | |
| METH | Methanol | | |
| MIL | Malfunction Indicator Lamp (MIL) Status | | |
| MIL_DIST | Distance Traveled While MIL is Activated | | |
| MIL_TIME | Minutes run by the engine while MIL activated | | |
| MIS_CMPL | Misfire monitoring complete (spark ignition and compression ignition) | | |
| MIS_ENA | Misfire monitoring enabled (spark ignition and compression ignition) | | |
| MIS_RDY | Misfire monitoring ready (spark ignition and compression ignition) | | |
| MIS_SUP | Misfire monitoring supported (spark ignition and compression ignition) | | |
| MST | Manifold Surface Temperature | | |
| N/D_STAT | Auto Trans Neutral Drive Status | | |
| N/G_STAT | Manual Trans Neutral Gear Status | | |
| NCAT_ENA | NOx aftertreatment monitoring enabled (compression ignition supported) | | |
| NCAT_RDY | NOx aftertreatment monitoring ready (compression ignition supported) | | |
| NCAT_SUP | NOx aftertreatment monitoring supported (compression ignition supported) | | |
| NCATCMPL | NOx aftertreatment monitoring complete (compression ignition supported) | | |
| NNTE = CAA | Inside manufacturer-specific NOx NTE carve-out area | | |
| NNTE = DEF | NTE deficiency for NOx active area | | |
| NNTE = IN | Inside NOx control area | | |
| NNTE = OUT | Outside NOx control area | | |
| NO OBD | Not OBD compliant | | |
| NOX11 | NOx Sensor Concentration Bank 1 Sensor 1 | | |
| NOX21 | NOx Sensor Concentration Bank 2 Sensor 1 | | |
| NWI_TIME | Total run time by the engine while NOx warning mode is activated | | |
| O2S_CMPL | Oxygen sensor monitoring ready (spark ignition supported) | | |
| O2S_ENA | Oxygen sensor monitoring enabled (spark ignition supported) | | |
| O2S_RDY | Oxygen sensor monitoring ready (spark ignition supported) | | |
| O2S_SUP | Oxygen sensor monitoring supported (spark ignition supported) | | |
| O2SLOC | Location of oxygen sensors | | 3,4 |
| O2Sxy | O2 Sensor Bank x, Sensor y (where x and y are determined using either PID $13 or PID $1D for sensor locations) | | 3,4 |
| OBD | OBD (Federal EPA) | | |
| OBD and OBD II | OBD and OBD II | | |
| OBD I | OBD I | | |
| OBD II | OBD II (California ARB) | | |
| OBDBr-1 | Brazil OBD Phase 1 | | |

| Display Acronym | Description | Note | Figures |
|---|---|---|---|
| OBDBr-2 | Brazil OBD Phase 2 | | |
| OBDSUP | OBD requirements to which vehicle is designed | | |
| OL | Open loop - has not yet satisfied conditions to go closed loop | | |
| OL-Drive | Open loop due to driving conditions (e.g. power enrichment, deceleration enleanment) | | |
| OL-Drive | Open loop due to driving conditions (e.g. power enrichment, deceleration enleanment) | | |
| OL-Fault | Open loop - due to detected system fault | | |
| PM_CMPL | PM Filter monitoring complete (compression ignition supported) | | |
| PM_ENA | PM Filter monitoring enabled (compression ignition supported) | | |
| PM_RDY | PM Filter monitoring ready (compression ignition supported) | | |
| PM_SUP | PM Filter monitoring supported (compression ignition supported) | | |
| PM11 | PM Sensor Mass Concentration Bank 1 Sensor 1 | | |
| PM21 | PM Sensor Mass Concentration Bank 2 Sensor 1 | | |
| PNTE = CAA | Inside manufacturer-specific PM NTE carve-out area | | |
| PNTE = DEF | NTE deficiency for PM active area | | |
| PNTE = IN | Inside PM control area | | |
| PNTE = OUT | Outside PM control area | | |
| PROP | Propane | | |
| PTO_STAT | Power Take Off (PTO) Status | | |
| PTO_TIME | Total Run Time With PTO Active | | |
| REAG_DEMD | Average Demanded Reagent Consumption | | |
| REAG_LVL | Reagent Tank Level | | |
| REAG_RATE | Average Reagent Consumption | | |
| RPM | Engine RPM | | |
| RUN_TIME | Total Engine Run Time | | |
| RUNTM | Time Since Engine Start | | |
| SHRTFT xy: xxx.x% | Short Term Fuel Trim Bank x, Sensor y (where x and y are determined using either PID $13 or PID $1D for sensor locations) | | |
| SHRTFT1 | Short Term Fuel Trim - Bank 1 (use if only 1 fuel trim value) | | |
| SHRTFT2 | Short Term Fuel Trim - Bank 2 (use if only 1 fuel trim value) | | |
| SHRTFT3 | Short Term Fuel Trim - Bank 3 | | |
| SHRTFT4 | Short Term Fuel Trim - Bank 4 | | |
| SPARKADV | Ignition Timing Advance for #1 Cylinder | | |
| STSO2FT1 | Short Term Secondary O2 Sensor Fuel Trim - Bank 1 (use if only 1 fuel trim value) | | |
| STSO2FT2 | Short Term Secondary O2 Sensor Fuel Trim - Bank 2 (use if only 1 fuel trim value) | | |
| STSO2FT3 | Short Term Secondary O2 Sensor Fuel Trim - Bank 3 | | |
| STSO2FT4 | Short Term Secondary O2 Sensor Fuel Trim - Bank 4 | | |
| TAC_A_CMD | Commanded Throttle Actuator A Control | | |
| TAC_B_CMD | Commanded Throttle Actuator B Control | | |
| TAC_PCT | Commanded Throttle Actuator Control | | |
| TCA_CINP | Turbocharger Compressor Inlet Pressure Sensor A | | |
| TCA_CINT | Turbocharger A Compressor Inlet Temperature | | |
| TCA_COUTT | Turbocharger A Compressor Outlet Temperature | | |

| Display Acronym | Description | Note | Figures |
|---|---|---|---|
| TCA_RPM | Turbocharger A RPM | | |
| TCA_TINT | Turbocharger A Turbine Inlet Temperature | | |
| TCA_TOUTT | Turbocharger A Turbine Outlet Temperature | | |
| TCB_CINP | Turbocharger Compressor Inlet Pressure Sensor B | | |
| TCB_CINT | Turbocharger B Compressor Inlet Temperature | | |
| TCB_COUTT | Turbocharger B Compressor Outlet Temperature | | |
| TCB_RPM | Turbocharger B RPM | | |
| TCB_TINT | Turbocharger B Turbine Inlet Temperature | | |
| TCB_TOUTT | Turbocharger B Turbine Outlet Temperature | | |
| TP | Absolute Throttle Position | | |
| TP_A_REL | Relative Throttle A Position | | |
| TP_B | Absolute Throttle Position B | | |
| TP_B_REL | Relative Throttle B Position | | |
| TP_C | Absolute Throttle Position C | | |
| TP_R | Relative Throttle Position | | |
| TQ_ACT | Actual Engine - Percent Torque | | |
| TQ_DD | Driver's Demand Engine - Percent Torque | | |
| TQ_MAX1 | Engine Percent Torque At Idle, Point 1 | | |
| TQ_MAX2 | Engine Percent Torque At Point 2 | | |
| TQ_MAX3 | Engine Percent Torque At Point 3 | | |
| TQ_MAX4 | Engine Percent Torque At Point 4 | | |
| TQ_MAX5 | Engine Percent Torque At Point 5 | | |
| TQ_REF | Engine Reference Torque | | |
| VGT_A_ACT | Variable Geometry Turbo A Position | | |
| VGT_A_CMD | Commanded Variable Geometry Turbo A Position | | |
| VGT_A_OL<br>VGT_A_CL<br>VGT_A_FAULT | Variable Geometry Turbo A Control Status | | |
| VGT_B_ACT | Variable Geometry Turbo B Position | | |
| VGT_B_CMD | Commanded Variable Geometry Turbo B Position | | |
| VGT_B_OL<br>VGT_B_CL<br>VGT_B_FAULT | Variable Geometry Turbo B Control Status | | |
| VPWR | Control module voltage | | |
| VSS | Vehicle Speed Sensor | | |
| WARM_UPS | Number of warm-ups since DTCs cleared | | |
| WG_ B_CMD | Commanded Wastegate B Position | | |
| WG_A_ACT | Wastegate A Position | | |
| WG_A_CMD | Commanded Wastegate A Position | | |
| WG_B_ACT | Wastegate B Position | | |
| WWH OBD | World Wide Harmonized OBD | | |

1. Use recommended term only, no approved Acronym.
2. Acronym and Shortened Name are only required for emissions-related control modules.
3. No Acronym recommended. Shortened Display name can be used on tools with limited display capability.

## APPENDIX C - MODULE NAMES

| J2012/ISO15031-6 Name | Acronym* | Definition | Shortened Display Name* | Note | Figures |
|---|---|---|---|---|---|
| AC to AC Converter Control Module | | See Glossary: Alternating Current - AC, Converter (Electrical/Electronic), Control, Module (Electrical/Electronic) | | 2 | |
| AC to DC Converter Control Module | | See Glossary: Alternating Current - AC, Direct Current - DC, Converter (Electrical/Electronic), Control, Module (Electrical/Electronic) | | 2 | |
| Accessory Protocol Interface Module | | A module that translates between the communication protocols used by portable attached accessories and the protocols used by the vehicle on-board systems. Any required communication layers between Application and physical may be translated. See Glossary: Protocol, Module (Electrical/Electronic) | | 2 | |
| Active Roll Control Module | | See Glossary: Roll, Control, Module (Electrical/Electronic) | | 2 | |
| Air Conditioning Control Module | | A control module that regulates the operation of the air conditioning compressor in order to control the pumping of refrigerant and the pressure of the refrigerant vapor. See Glossary: Air Conditioning, Module (Electrical/Electronic) | | 2 | |
| All Terrain Control Module | | A control module that modifies the operation of chassis and powertrain systems for off pavement driving. See Glossary: Control, Module (Electrical/Electronic) | | 2 | |
| All Wheel Drive Control Module | AWDCM | See Glossary: Control, Module (Electrical/Electronic) | AllWhlDrvCtrl | | |
| Alternative Fuel Control Module | AFCM | See Glossary: Fuel, Control, Module (Electrical/Electronic) | AltFuelCtrl | | |
| Antenna Control Module | | A control module that improves radio frequency (approximately 15 KHz to 100 GHz) reception by selecting or combining signals from multiple sources. See Glossary: Control, Module (Electrical/Electronic) | | 2 | |
| Anti-Lock Brake System (ABS) Control Module | ABS | See Glossary: Control, Module (Electrical/Electronic) | AntiLockBrake | | |
| Audible Alert Control Module | | A control module that generates sound (bong, buzzer, chime, etc.) based upon the operational status of the vehicle. See Glossary: Control, Module (Electrical/Electronic) | | 2 | |
| Audio Amplifier | | A device which enlarges the signal amplitude in the audio range of frequencies (approximately 15 Hz to 20 KHz). | | 2 | |
| Automatic Lighting Control Module | | A control module that commands the vehicle lighting system without the intervention of the vehicle operator. See Glossary: Control, Module (Electrical/Electronic) | | 2 | |
| Auxiliary Heater Control Module | AHCM | A control module that regulates the operation of heater which does not use thermal energy from the engine (e.g., electric engine block heater, fuel fired heater, etc.) See Glossary: Control, Module (Electrical/Electronic) | AuxHeatCtrl | | |
| Battery Energy Control Module | BECM | See Glossary: Battery, Energy, Control, Module (Electrical/Electronic) | B+EnergyCtrl | | |
| Body Control Module | | See Glossary: Body (Electrical/Electronic), Control, Module (Electrical/Electronic) | | 2 | |
| Brake System Control Module | BSCM | See Glossary: Brake, System, Control, Module (Electrical/Electronic) | BrakeSystem | | |
| Camera Module | | A module that receives an image on a light-sensitive cathode-ray tube and converts it into an electrical signal for use by an image processing module. See Glossary: Module (Electrical/Electronic) | | 2 | |
| Column Lock Module | | A control module that commands the operation of the steering column lock. See Glossary: Control, Module (Electrical/Electronic) | | 2 | |

| J2012/ISO15031-6 Name | Acronym* | Definition | Shortened Display Name* | Note | Figures |
|---|---|---|---|---|---|
| Compass Module | | A module that provides the vehicle operator with information about the vehicle's geographic orientation. See Glossary: Module (Electrical/Electronic) | | 2 | |
| Convenience Recall Module | | A control module that stores various operator personalization settings (e.g., seat position, mirror position, steering wheel and column position, adjustable pedal position, etc.) and restores these settings as needed (e.g., key fob used to unlock vehicle is valid and does not equal last key fob used). See Glossary: Control, Module (Electrical/Electronic) | | 2 | |
| Coolant Temperature Control Module | CTCM | See Glossary: Coolant, Temperature, Control, Module (Electrical/Electronic) | CoolTempCtrl | | |
| Cruise Control Front Distance Range Sensor | | A sensor which measures the distance to objects in front of the vehicle for use by the cruise control system. See Glossary: Cruise, Control, Sensor | | 2 | |
| Cruise Control Module | CRCM | See Glossary: Cruise, Control, Module (Electrical/Electronic) | CruiseControl | | |
| DC to AC Converter Control Module | | See Glossary: Alternating Current - AC, Direct Current - DC, Converter (Electrical/Electronic), Control, Module (Electrical/Electronic) | | 2 | |
| DC to DC Converter Control Module | | See Glossary: Direct Current - DC, Converter (Electrical/Electronic), Control, Module (Electrical/Electronic) | | 2 | |
| Differential Control Module | | See Glossary: Differential, Control, Module (Electrical/Electronic) | | 2 | |
| Digital Audio Control Module | | A control module that receives audio information in digital form, decodes the information to an analogue form, and presents this information signal to an output device or devices (e.g., speakers, audio amplifier, etc). See Glossary: | | 2 | |
| Digital Disc Player/Changer Module | | A module that reads data from a digital storage media (e.g., CD, DVD, MP3, etc.) and presents this information signal to an output device or devices (e.g., speakers, audio amplifier, display device, etc). In general, the player refers to a device that uses one data storage medium at a time as compared to changer that can accommodate multiple media and switch between them. See Glossary: Module (Electrical/Electronic) | | 2 | |
| Door Control Module | | See Glossary: Control, Module (Electrical/Electronic) | | 2 | |
| Door Switch | | A switch or switch assembly in the door used by the vehicle occupant to control such functions as door locking, power window position, etc. | | 2 | |
| Door Window Motor | | A motor used to control the position of the door window. See Glossary: Motor (Electrical/Electronic) | | 2 | |
| Drive Motor Control Module | DMCM | See Glossary: Drive, Motor (Electrical/Electronic), Control, Module (Electrical/Electronic) | DriveMotorCtrl | | |
| Emissions Critical Control Information | ECCI | | EmisCritInfo | | |
| Engine Control Module | ECM | See Glossary: Engine, Control, Module (Electrical/Electronic) | EngineControl | | |
| Entertainment Control Module | | A control module that coordinates the operation of various entertainment systems such as Radio, CD, DVD, MP3, Television, etc. See Glossary: Control, Module (Electrical/Electronic) | | 2 | |
| Entrapment Control Module | | A control module that detects the possible presence of a person in a confined space (e.g., the trunk) and automatically allows egress. See Glossary: Control, Module (Electrical/Electronic) | | 2 | |
| Exhaust Gas Re-circulation Control Module | | A control module that coordinates the system for reducing NOx emissions levels by adding exhaust gas to the incoming fuel/ air mixture. See Glossary: Control, Module (Electrical/Electronic) | | 2 | |

| J2012/ISO15031-6 Name | Acronym* | Definition | Shortened Display Name* | Note | Figures |
|---|---|---|---|---|---|
| Exhaust Gas Sensor Module | | A device that accepts the output from multiple exhaust sensors and passes this information to a control module. See Glossary: Exhaust, Sensor, Module (Electrical/Electronic) | | 2 | |
| Folding Top Control Module | | A control module that regulates the opening and closing of a flexible covering over the passenger compartment which folds up and is stored behind the passenger compartment. See Glossary: Control, Module (Electrical/Electronic) | | 2 | |
| Four-Wheel Drive Clutch Control Module | 4WDCM | See Approved Terms: Four Wheel Drive See Glossary: Clutch, Control, Module (Electrical/Electronic) | 4WhlDrvClCtrl | | |
| Front Controls Interface Module | | A module that combines in a single unit, the controls (e.g., knobs, switches, etc.) for other control modules typically located in the instrument panel (e.g., HVAC Control Module, Radio, etc.) See Glossary: Module (Electrical/Electronic) | | 2 | |
| Front Controls/Display Interface Module | | A module that combines the functionality of the Front Controls Interface Module and the Front Display Interface Module. See Glossary: Module (Electrical/Electronic) | | 2 | |
| Front Display Interface Module | | A module that provides an audible and/or visual manifestation of the information received from other control modules typically located in the instrument panel (e.g., HVAC Control Module, Radio, etc.) See Glossary: Module (Electrical/Electronic) | | 2 | |
| Fuel Additive Control Module | FACM | See Glossary: Fuel, Additive, Control, Module (Electrical/Electronic) | FuelAddCtrl | | |
| Fuel Cell Control Module | | See Glossary: Fuel Cell, Control, Module (Electrical/Electronic) | | 2 | |
| Fuel Injector Control Module | FICM | See Glossary: Fuel, Injector, Control, Module (Electrical/Electronic) | FuelInjCtrl | | |
| Fuel Pump Control Module | FPCM | See Glossary: Fuel, Pump, Control, Module (Electrical/Electronic) | FuelPumpCtrl | | |
| Gateway | | See Glossary: Gateway (Electrical/Electronic) | | 2 | |
| Gear Shift Control Module | GSM | A module that processes an operator's requests for use by the transmission control system. See Glossary: Control, Module (Electrical/Electronic) | GearShiftCtrl | | |
| Global Positioning System Module | | A module that receives coded signals from orbiting satellites and uses these signals to calculate the vehicle's position and velocity and may also calculate the time. This information may then be recorded and/or presented to the vehicle operator via a display device. See Glossary: Module (Electrical/Electronic) | | 2 | |
| Glow Plug Control Module | GPCM | See Glossary: Glow Plug, Control, Module | GlowPlugCtrl | | |
| Head Up Display | | A system of displaying selected gauges and indicators so that the read-out is shown on the windshield providing information access to the vehicle operator without looking away from the road. | | 2 | |
| Headlamp Control Module | | See Glossary: Headlamp, Control, Module (Electrical/Electronic) | | 2 | |
| Headlamp Leveling Control Module | | A control module that commands actuators in order to keep the headlamp aiming focused at the same distance in front of the vehicle when the vehicle is moving. See Glossary: Control, Module (Electrical/Electronic) | | 2 | |
| Heated Steering Wheel Module | | A module that regulates the operation of the steering wheel heating elements. See Glossary: Steering Wheel, Module (Electrical/Electronic) | | 2 | |
| HVAC Control Module | | A control module that provides climate control functionality for the passenger compartment. See Glossary: Control, Module (Electrical/Electronic) | | 2 | |

| J2012/ISO15031-6 Name | Acronym* | Definition | Shortened Display Name* | Note | Figures |
|---|---|---|---|---|---|
| Hybrid Battery Pack Sensor Module | | See Glossary: Hybrid, Battery Pack, Sensor, Module (Electrical/Electronic) | | 2 | |
| Hybrid Powertrain Control Module | HPCM | See Glossary: Hybrid, Powertrain, Control, Module (Electrical/Electronic) | HybridPtCtrl | | |
| Image Processing Module | | A module that monitors the vicinity around the vehicle using imaging sensors (e.g. Camera, radar, sonar, etc.) in order to define the vehicle's operating environment. This information can be used to provide warnings (audible, tactile, and/or visual), and/or direct intervention with the engine, braking, and steering systems. This module may contribute to or contain one or more of the following systems; Collision Avoidance, Lane Change Assistance, Lane Departure Warning, Traffic Jam Assistance, Traffic Sign Memory, etc.<br>See Glossary: Control, Module (Electrical/Electronic) | | 2 | |
| Impact Classification System Module | | A module that estimates the severity of a collision, determines the category of the impact, and provides the information to the Restraints Control Module resulting in possible modification of the deployment threshold.<br>See Glossary: System, Module (Electrical/Electronic) | | 2 | |
| Information Center | | A secondary array of separate indicators, and/or text messages in one housing providing the vehicle operator with information related to vehicle operating conditions.<br>Compare: Instrument Panel Cluster. | | 2 | |
| Instrument Panel Cluster (IPC) Control Module | IPC | An array of separate gauges (may be analog or digital), indicators, and/or text messages in one housing providing the vehicle operator with information related to vehicle operating conditions. See Glossary: Control, Module (Electrical/Electronic) | InstPanelClust | | |
| Lateral Acceleration Sensor Module | | See Glossary: Lateral Acceleration, Sensor, Module (Electrical/Electronic) | | 2 | |
| Lighting Control Module | | A control module that commands the operation of the vehicle's artificial illumination devices.<br>See Glossary: Control, Module (Electrical/Electronic) | | 2 | |
| Mirror Control Module | | A control module which commands the positioning function, reflectivity, heating function, etc. of a device with a smooth polished surface that reflects images.<br>See Glossary: Control, Module (Electrical/Electronic) | | 2 | |
| Moveable Roof Control Module | | A control module that regulates the opening and closing of an inflexible covering over the passenger compartment which retracts into the trunk.<br>See Glossary: Control, Module (Electrical/Electronic) | | 2 | |
| Multi-axis Acceleration Sensor Module | | A sensor assembly combining two or more accelerometers oriented on different axes in a single unit.<br>See Glossary: Vehicle Axis System (x, y, z), Acceleration, Sensor, Module (Electrical/Electronic) | | 2 | |
| Navigation Control Module | | A control module that coordinates global positioning system information (current location), vehicle operator input (destination), vehicle operating information (speed and direction), and a street map database and presents the information to an output device in order to assist the vehicle operator with finding a destination.<br>See Glossary: Control, Module (Electrical/Electronic) | | 2 | |
| Navigation Display Module | | A module that provides an audible and/or visual manifestation of the information received from the Navigation Control Module.<br>See Glossary: Module (Electrical/Electronic) | | 2 | |
| Park Brake Control Module | | See Glossary: Parking Brake, Control, Module (Electrical/Electronic) | | 2 | |

| J2012/ISO15031-6 Name | Acronym* | Definition | Shortened Display Name* | Note | Figures |
|---|---|---|---|---|---|
| Parking Assist Control Module | | A control module that monitors the vehicle's proximity to obstacles (e.g., pedestrians, other vehicles, etc.) in front of or behind the vehicle and provides this information to the vehicle operator to assist with parking maneuvers. See Glossary: Control, Module (Electrical/Electronic) | | 2 | |
| Personal Computer | | See Glossary: Personal Computer | | 2 | |
| Power Steering Control Module | | See Glossary: Power Steering, Control, Module (Electrical/Electronic) | | 2 | |
| Power Takeoff Control Module | | A control module for a supplementary mechanism (as on a truck) enabling the engine power to be used to operate non-automotive apparatus (such as a pump). See Glossary: Control, Module (Electrical/Electronic) | | 2 | |
| Powertrain Control Module | PCM | See Glossary: Powertrain, Control, Module (Electrical/Electronic) | PowertrainCtrl | | |
| Powertrain Control Monitor Module | | A control module that scrutinizes and analyzes the operation of the PCM in order to detect possible malfunctions (e.g., software lock up). See Glossary: Powertrain, Control, Module (Electrical/Electronic) | | 2 | |
| Radiator Anti Tamper Device | | A device irreversibly attached to the coated part of a radiator with an emission reduction coating that verifies its connection to a proper radiator and communicates this information to the primary emissions control module. See Glossary: Radiator | | 2 | |
| Radio | | A device which receives radio frequency signals, removes the information (audio and/or text) from the carrier signal(s), and presents this information signal to an output device or devices (e.g., speakers, audio amplifier, display device, etc). | | 2 | |
| Radio Transceiver | | A device which receives and transmits radio frequency signals. | | 2 | |
| Rain Sensing Module | | A module that commands the operation of the windshield wipers based upon the amount of moisture detected on the windshield. See Glossary: Module (Electrical/Electronic) | | 2 | |
| Rear Drive Control Module | | See Glossary: Drive, Control, Module (Electrical/Electronic) | | 2 | |
| Rear Gate Module | | See Glossary: Gate, Module (Electrical/Electronic) | | 2 | |
| Reductant Control Module | RDCM | A control module that meters the amount of reductant, such as urea, injected into the exhaust stream as part of an exhaust aftertreatment system designed to reduce NOx emissions. See Glossary: Reductant, Control, Module (Electrical/Electronic) | ReductantCtrl | | |
| Remote Accessory Module | | A module that provides the vehicle operator with useful devices generally used outside the vehicle such as a flashlight, a camera (to assist with driving in areas with very little clearance), a vehicle locator, etc. See Glossary: Module (Electrical/Electronic) | | 2 | |
| Remote Function Actuation | | A device that receives a signal from outside of the vehicle, authenticates the signal, and performs the requested task (start engine, unlock doors, activate the horn, etc.) | | 2 | |
| Remote Start Module | | A module that receives a signal from outside of the vehicle, authenticates the signal, and starts the engine. See Glossary: Module (Electrical/Electronic) | | 2 | |
| Restraints Control Module | | See Glossary: Restraint, Control, Module (Electrical/Electronic) | | 2 | |
| Restraints Occupant Classification System Module | | A control module that senses the physical characteristics of the seat occupant (e.g., presence, weight, etc.), the seating position, seat belt usage, etc. for use in determining which restraint devices should be deployed and in what manner. See Glossary: Restraint, Control, Module (Electrical/Electronic) | | 2 | |

| J2012/ISO15031-6 Name | Acronym* | Definition | Shortened Display Name* | Note | Figures |
|---|---|---|---|---|---|
| Restraints System Sensor | | See Glossary: Restraint, System, Sensor | | 2 | |
| Rocker Arm Control Module | | A control module that can vary the opening and closing times of intake and exhaust valves including the duration of valve opening.<br>See Glossary: Rocker Arm, Control, Module (Electrical/Electronic) | | 2 | |
| Running Board Control Module | | See Glossary: Running Board, Control, Module (Electrical/Electronic) | | 2 | |
| Seatbelt Pretensioner Module | | See Glossary: Seat Belt Assembly, Pretensioner, Module (Electrical/Electronic) | | 2 | |
| Seat Control Module | | See Glossary: Seat, Control, Module (Electrical/Electronic) | | 2 | |
| Seat Control Switch Module | | See Glossary: Seat, Control, Switch, Module (Electrical/Electronic) | | 2 | |
| Side Obstacle Detection Control Module | | A control module that monitors the vehicle's proximity to obstacles (e.g., pedestrians, other vehicles, etc.) on the side of the vehicle and provides this information to the vehicle operator.<br>Compare: Parking Assist Control Module<br>See Glossary: Control, Module (Electrical/Electronic) | | 2 | |
| Side Restraints Control Module | | A control module that detects vehicle collisions by measuring acceleration or velocity in the lateral or transverse direction and commanding deployment of the appropriate restraint device(s).<br>See Glossary: Restraint, Control, Module (Electrical/Electronic) | | 2 | |
| Special Purpose Vehicle Control Module | | A control module that coordinates the operation of electrical accessories used on vehicles dedicated to a specific function (e.g., ambulance, limousine, police, taxi, etc.)<br>See Glossary: Control, Module (Electrical/Electronic) | | 2 | |
| Speech Recognition Module | | A module that converts an acoustic signal, as received by a microphone, into to a set of recognized words which can then be used as control inputs to on-vehicle systems.<br>See Glossary: Module | | 2 | |
| Starter/Generator Control Module | SGCM | See Glossary: Starter, Generator, Control, Module (Electrical/Electronic) | Start/GenCtrl | | |
| Steering Angle Sensor Module | | See Glossary: Steering Angle, Sensor, Module (Electrical/Electronic) | | 2 | |
| Steering Column Control Module | | A control module that receives the inputs from the steering column controls (e.g., windshield wipers, cruise control switches, horn, etc.) and relays the commands to the appropriate output control device.<br>See Glossary: Control, Module (Electrical/Electronic) | | 2 | |
| Steering Effort Control Module | | A control module that modifies the steering control effort required for a maneuver based on the current vehicle operating conditions.<br>See Glossary: Control, Module (Electrical/Electronic) | | 2 | |
| Subscription Entertainment Receiver Module | | A control module that detects and decodes electromagnetic signals from a pay for service source and presents this information signal to an output device or devices (e.g., speakers, audio amplifier, display device, etc).<br>See Glossary: Control, Module (Electrical/Electronic) | | 2 | |
| Sunroof Control Module | | A control module that commands the operation of a panel (often translucent) in the roof of a car which may be tilted or slid open to provide extra light and/or ventilation.<br>See Glossary: Control, Module (Electrical/Electronic) | | 2 | |
| Suspension Control Module | | See Glossary: Suspension, Control, Module (Electrical/Electronic) | | 2 | |

| J2012/ISO15031-6 Name | Acronym* | Definition | Shortened Display Name* | Note | Figures |
|---|---|---|---|---|---|
| Telematic Control Module | | A control module that receives and transmits signals via telecommunication channels and converts received signals to voice, text, actuator commands (e.g., door unlock), etc. See Glossary: Control, Module (Electrical/Electronic) | | 2 | |
| Telephone Control Module | | A control module that converts voice and other sound signals into a form that can be transmitted to remote locations and that receives and reconverts waves into sound signals. See Glossary: Control, Module (Electrical/Electronic) | | 2 | |
| Television | | A device which receives radio frequency signals, removes the information (audio, text, and/or video) from the carriers signals, and presents these information signals to output devices (e.g., speakers, audio amplifier, display device, etc). | | 2 | |
| Throttle Actuator Control Module | TACM | See Glossary: Throttle, Actuator, Control, Module (Electrical/Electronic) | ThrotActCtrl | | |
| Tire Pressure Monitor Module | | A control module that determines whether the air pressure in a tire or tires is too low and alerts the vehicle operator. See Glossary: Control, Module (Electrical/Electronic) | | 2 | |
| Trailer Brake Control Module | | See Glossary: Trailer, Brake, Control, Module (Electrical/Electronic) | | 2 | |
| Transfer Case Control Module | TCCM | See Glossary: Transfer Case, Control, Module (Electrical/Electronic) | TransfCaseCtrl | | |
| Transmission Control Module | TCM | See Glossary: Transmission, Control, Module (Electrical/Electronic) | TransmisCtrl | | |
| Transmission Fluid Pump Module | | See Glossary: Transmission, Pump, Module (Electrical/Electronic) | | 2 | |
| Turbocharger/Supercharger Control Module | | See Glossary: Turbocharger, Supercharger, Control, Module (Electrical/Electronic) | | 2 | |
| Vehicle Dynamics Control Module | | See Glossary: Vehicle Dynamics, Control, Module (Electrical/Electronic) | | 2 | |
| Vehicle Immobilizer Control Module | | A control module that renders the vehicle inert (unable to move) unless proper authentication occurs for the purpose of theft deterrence. See Glossary: Control, Module (Electrical/Electronic) | | 2 | |
| Vehicle Security Control Module | | A control module that coordinates the operation of various inputs (e.g., key fobs, door and hood ajar switches, intrusion sensors, glass breakage sensors, etc.) with output devices (siren, horn, lights, etc.) for the purpose of theft deterrence. May also include the immobilization function. See Glossary: Control, Module (Electrical/Electronic) | | 2 | |
| Yaw Rate Sensor Module | | See Glossary: Yaw Rate, Sensor, Module (Electrical/Electronic) | | 2 | |

1. Use recommended term only, no approved Acronym.
2. Acronym and Shortened Name are only required for emissions-related control modules.
3. No Acronym recommended. Shortened Display name can be used on tools with limited display capability.

## APPENDIX D - GLOSSARY

| Base Word/Single Word Modifier | Definition | Note | Figures |
|---|---|---|---|
| Acceleration | The rate of change in velocity. | | |
| Accelerator Pedal | A foot operated device which, directly or indirectly, controls the flow of fuel and/or air to the engine, controlling engine speed. | | |
| Accumulator | A vessel in which liquid or gas is stored, usually at greater than atmospheric pressure. | | |
| Actuator | A mechanism for moving or controlling something indirectly instead of by hand. Compare Glossary: Solenoid, Relay, Valve | | |
| Additive | A substance added in small amounts to another substance to improve, strengthen, or otherwise alter it. | | |
| Adsorber | A device used to collect a particular type of gas or liquid through surface adhesion to another material | | |
| Air Conditioning | A vehicular accessory system that modifies the passenger compartment air by cooling and drying the air. | | |
| Alternating Current - AC | An electric current that periodically reverses direction in a circuit. | | |
| Alternator | See Glossary: Generator | | |
| Battery | An electrical storage device designed to produce a DC voltage by means of an electrochemical reaction. | | |
| Battery Pack | An assembly of two or more batteries connected to each other in such a way that the current and/or voltage available at the output is greater than that which is available from a single battery. | | |
| Blower | A device designed to supply a current of air at a moderate pressure. A blower usually consists of an impeller assembly, a motor, and a suitable case. The blower case is usually designed as part of a ventilation system. Compare Glossary: Fan | | |
| Brake | An energy conversion mechanism used to retard, stop, or hold a vehicle. (SAE J656) | | |
| Body | (1) The assembly of components, windows, doors, seats, etc., that provide enclosures for passengers and/or cargo in a motor vehicle. It may or may not include the hood and fenders.<br>(2) The primary, central, or key part of a feature. | | |
| Body (Electrical/Electronic) | The occupant assistance, comfort, convenience, and safety features of a vehicle which are, generally, inside of the passenger compartment. | | |
| Boost | The increase of pressure, above normal atmospheric pressure, created in the intake system by a turbocharger or supercharger. | | |
| Booster (Brake) | A device utilizing a supplementary power source to reduce pedal force in a hydraulic brake system. (SAE J656) | | |
| Bypass | A valve that redirects charged air to a secondary path to relieve pressure in the primary charged air passage. | | |
| Camshaft | A shaft on which phased cams are mounted. The camshaft is used to regulate the opening and closing of the intake and exhaust valves. | | |
| Canister | An evaporative emission canister contains activated charcoal which absorbs fuel vapors and holds them until the vapors can be purged at an appropriate time. | | |
| Capacitor | An electrical device for accumulating and holding a charge of electricity. | | |
| Carbon Dioxide | A heavy colorless gas that can be found as a product of complete combustion. | | |
| Carbon Monoxide | A colorless odorless gas that can be found as a product of incomplete combustion. | | |
| Carburetor | A mechanism which automatically mixes fuel with air in the proper proportions to provide a desired power output from a spark ignition internal combustion engine. | | |
| Catalyst | A substance that can increase or decrease the rate of a chemical reaction between substances without being consumed in the process. | | |
| Chassis | The suspension, steering, and braking elements of a vehicle. | | |
| Checksum | A number generated by an ECU calculation, used to verify the integrity of computer data | | |
| Circuit | A closed path through which a substance will flow and containing, at a minimum, a source, a load, and the connections between them. Typically used in electricity/electronics, hydraulics, and pneumatics. | | |
| Cleaner | A device used in the intake system of parts that require clean air. An air cleaner usually has a filter in it to trap particulates and only pass clean air through. | | |
| Climate | The temperature/ventilation in the passenger compartment. | | |
| Closed Loop (Engine) | An operating condition or mode which enables modification of programmed instructions based on a feedback system. | | |

| Base Word/Single Word Modifier | Definition | Note | Figures |
|---|---|---|---|
| Clutch | A mechanical device which uses mechanical, magnetic, or friction type connections to facilitate engaging or disengaging of two shafts or rotating members. | | |
| Code | A system of symbols (as letters, numbers, or words) used to represent meaning of information. | | |
| Coil (Ignition) | A device consisting of windings of conductors around an iron core, designed to increase the voltage, and for use in a spark ignition system. | | |
| Contactor (Electrical) | A device that opens or closes a high current load circuit through the use of a lower voltage control circuit. In general, contactors are used for higher current applications than relays. | | |
| Control | 1) A means or a device to direct and regulate a process or guide the operation of a machine, apparatus, or system.<br>2) An architectural system element which contains the algorithm for translating input mechanism abstractions into output mechanism abstractions and implements the desired customer and system behaviors for a given function or feature. (SAE J1213-1) | | |
| Converter (Catalytic) | An in-line, exhaust system device used to reduce the level of engine exhaust emissions. | | |
| Converter (Electrical/Electronic) | A device that converts electric current from one kind to another. A DC to AC converter is also referred to as an "inverter". | | |
| Converter (Torque) | A device which by its design multiplies the torque in a fluid coupling between an engine and transmission/transaxle. | | |
| Coolant | A fluid used for heat transfer. Coolants usually contain additives such as rust inhibitors and antifreeze. | | |
| Cooler | A heat exchanger that reduces the temperature of the named medium. | | |
| Crankshaft | The part of an engine which converts the reciprocating motion of the pistons to rotary motion. | | |
| Cruise | A system that maintains vehicle speed based upon selections made by the vehicle operator without requiring additional input from the foot pedals. | | |
| Data | General term for information, usually represented by numbers, letters, or symbols. | | |
| Device | A piece of equipment or a mechanism designed for a specific purpose or function. DO NOT use "Device" as a Base Word. | | |
| Diagnostics | The process of identifying the cause or nature of a condition, situation, or problem. To determine corrective action in repair of automotive systems. | | |
| Differential | (1) A device with an arrangement of gears designed to permit the division of power to two shafts.<br>(2) A difference in comparable quantities. | | |
| Direct Current - DC | An electric current flowing in one direction only. | | |
| Distributor | A mechanical device designed to switch a high voltage secondary circuit from an ignition coil to spark plugs in the proper firing sequence. | | |
| Drive | (1) A device which provides a fixed increase or decrease ratio of relative rotation between its input and output shafts.<br>(2) A device which causes a wheel, shaft, etc. to turn or rotate. | | |
| Driver | (1) A switched electronic device that controls output state.<br>(2) The seating position used by the operator of the vehicle. Used to describe the location of devices that follow the location of the driver irrespective of a left hand drive or right hand drive configuration. | | |
| Electrical | A type of device or system using actuators, motors, generators, solenoids, switches, relays, etc. and generally involving higher current flow than electronic systems or devices.<br>Compare Glossary: Electronic | | |
| Electronic | (1) A type of device or system using diodes, transistors, integrated circuits, microprocessors, etc. and generally involving lower current flow than electrical systems or devices.<br>(2) The storage, retrieval, and display of information through media such as magnetic tape, laser disc, electronic read only memory (ROM), and random access memory (RAM).<br>Compare: Electrical. | | |
| Energy | The capacity of a physical system to do work. | | |
| Engine | A machine designed to convert thermal energy into mechanical energy to produce force or motion. | | |
| Exhaust | By-products of combustion emitted from an engine. | | |

| Base Word/Single Word Modifier | Definition | Note | Figures |
|---|---|---|---|
| Fan | A device designed to supply a current of air. A fan may also have a frame, motor, wiring harness, and the like.<br>Compare Glossary: Blower | | |
| Fuel | Any combustible substance burned to provide heat or power. Typical fuels include gasoline and diesel fuel. Other types of fuel include ethanol, methanol, natural gas, propane, or in combination. | | |
| Fuel Cell | An electrochemical cell in which the energy of a reaction between a fuel, such as liquid hydrogen, and an oxidant, such as liquid oxygen, is converted directly and continuously into electrical energy. | | |
| Gate | A part designed to provide access to the rear of the vehicle's passenger compartment or cargo area for entrance and exit of passengers or material. May be referred to as End Gate, Lift Gate, Mid Gate, Tail Gate, etc. | | |
| Gateway (Electrical/Electronic) | 1) A device that enables communication between control module networks that use different communications protocols, different communication rates, etc.<br>2) A node used to interconnect the transfer of data between two physically separate networks that use two different protocols. As differentiated from a bridge, a gateway acts as a protocol-to-protocol converter. (SAE J1213-1) | | |
| Generator | A rotating device designed to convert mechanical energy into electrical energy.<br>Compare Glossary: Motor | | |
| Glow Plug | A combustion chamber heat generating device to aid starting diesel engines. | | |
| Governor | A device designed to automatically limit engine speed. | | |
| Ground | An electrical conductor used as a common return for an electric circuit(s) and with a relative zero potential. | | |
| Headlamp | An assembly used to provide illumination in front of a vehicle. A headlamp is generally an assembly consisting of a lens, a reflector, a filament or bulb, and electrical terminals. | | |
| Hybrid | A vehicle motive system that combines a rechargeable energy storage device with a conventional engine. | | |
| Hydrocarbon | An organic compound containing various carbon and hydrogen molecules which occur in fuel. | | |
| Idle | Rotational speed of an engine with vehicle at rest and accelerator pedal not depressed. | | |
| Ignition | System used to provide high voltage spark for internal combustion engines. | | |
| Indicator | A device which presents vehicle condition information transmitted or relayed from some other source. | | |
| Infrared | The portion of the electromagnetic spectrum between red visible light and microwaves. | | |
| Injector | A device for delivering a metered pressurized substance, for example into the engine, exhaust stream, or fuel system. | | |
| Input Shaft | A shaft in a device that is "driven" by the previous element in the powertrain. | | |
| Intake Air | Air drawn through a cleaner and distributed to each cylinder for use in combustion. | | |
| Interlock (Electrical/Electronic) | A switching device typically used to disconnect or disable a power source to prevent injury to an operator or technician. | | |
| Inverter | A device which converts direct current to alternating current. | | |
| Knock (Engine) | The sharp, metallic sound produced when two pressure fronts collide in the combustion chamber of an engine. | | |
| Lateral Acceleration | The component of the vector acceleration of a point in the vehicle perpendicular to the vehicle x-axis and parallel to the road plane. (SAE J670e)<br>See Glossary: Vehicle Axis System (x, y, z) | | |
| Left | Used to describe the location of devices that remain on the left side of the vehicle (as determined by a seated driver) if the configuration is changed from left hand drive to right hand drive configuration. | | |
| Level | The magnitude of a quantity considered in relation to an arbitrary reference value. | | |
| Line | A generic service term used to describe a system of pipes, tubes, and hoses. | | |
| Link (Electrical/Electronic) | General term used to indicate the existence of communication facilities between two points. | | |
| Manifold | A device designed to collect or distribute fluid, air, or the like.<br>Compare Glossary: Rail | | |
| Memory | A device in which data can be stored and used when needed. | | |
| Mode | One of several alternative conditions or methods of operating a device or control module. | | |

| Base Word/Single Word Modifier | Definition | Note | Figures |
|---|---|---|---|
| Module (Electrical/Electronic) | 1) A self contained group of electrical/electronic components, which is designed as a single replaceable unit.<br>2) An electronic subassembly, commonly with intelligence, which typically accepts input from switches and/or sensors and provides outputs to actuators, lamps, and/or displays. (SAE J1213-1) | | |
| Motor (Electrical/Electronic) | A device that converts kinetic energy, such as electricity, into mechanical energy.<br>Compare Glossary: Generator | | |
| Motor (Vacuum) | A device designed to convert a pressure differential into mechanical assist or motion.<br>Compare Glossary: Actuator | | |
| Nitrogen Oxides | Various combinations of nitrogen and oxygen atoms which can be a product of incomplete combustion. | | |
| Open Loop | An operating condition or mode based on programmed instructions and not modified by a feedback system. | | |
| Output Shaft | A shaft in a device that drives the next element in the powertrain. | | |
| Oxidant | A substance that chemically oxidizes other substances (i. e. , an increase in oxidation number).<br>Compare Glossary: Reductant | | |
| Oxygen | A colorless, tasteless, odorless gas that supports combustion. | | |
| Particulate Filter | A filter used to remove the tiny particles of a solid or liquid that are suspended in a gas. | | |
| Park/Neutral | The selected non-drive modes of the transmission. | | |
| Parking Brake | A mechanically applied brake system, usually to the rear wheels or transmission output shaft, intended to hold a parked vehicle stationary. | | |
| Passenger | The outboard seating position in the same row and opposite of the operator of the vehicle. Used to describe the location of devices that are opposite the location of the driver irrespective of a left hand drive or right hand drive configuration. | | |
| Personal Computer | A computer that is built around a microprocessor and contains its own operating system (does not require a connection to a main frame computer) for use by an individual. | | |
| Phase (Electrical) | A reference to one of the electrical windings in a three-phase AC motor or generator | | |
| Power Steering | A system which provides additional force to the steering mechanism, reducing the driver's steering effort. | | |
| Powertrain | The elements of a vehicle by which motive power is generated and transmitted to the driven axles. | | |
| Pressure | Force applied uniformly over a surface and perpendicular to that surface, measured as force per unit of area. When not specified, this is gage pressure. | | |
| Pressure (Absolute) | The pressure referenced to a perfect vacuum. | | |
| Pressure (Atmospheric) | The pressure of the surrounding air at any given temperature and altitude. Sometimes called barometric pressure. | | |
| Pressure (Barometric) | Pertaining to atmospheric pressure or the results obtained by using a barometer. | | |
| Pressure (Differential) | The pressure difference between two regions, such as between the intake manifold and the atmospheric pressures. | | |
| Pressure (Gage) | The amount by which the total absolute pressure exceeds the ambient atmospheric pressure. | | |
| Pretensioner | A pyrotechnic, spring-driven, or other device added to the retractor or buckle which under predetermined criteria (acceleration, loads, displacement, etc. ) is activated to snug the belt system. | | |
| Protocol | A formal set of conventions, rules, and requirements governing the communication and transfer<br>of data between distributed processing subsystems, devices, computers, sensors, and actuators. (SAE J1213-1) | | |
| Pump | A device used to raise, transfer, or compress fluids by suction, pressure, or both. | | |
| Radiator | A radiator is a liquid to air heat transfer device having a tank(s) and core(s) specifically designed to reduce the temperature of the coolant in an internal combustion engine cooling system. | | |
| Rail | A manifold for fuel injection fuel.<br>Compare Glossary: Manifold | | |
| Range | The detent position of the transmission manual valve. | | |
| Reductant | A substance that chemically reduces other substances (i. e. , a decrease in oxidation number).<br>Compare Glossary: Oxidant | | |

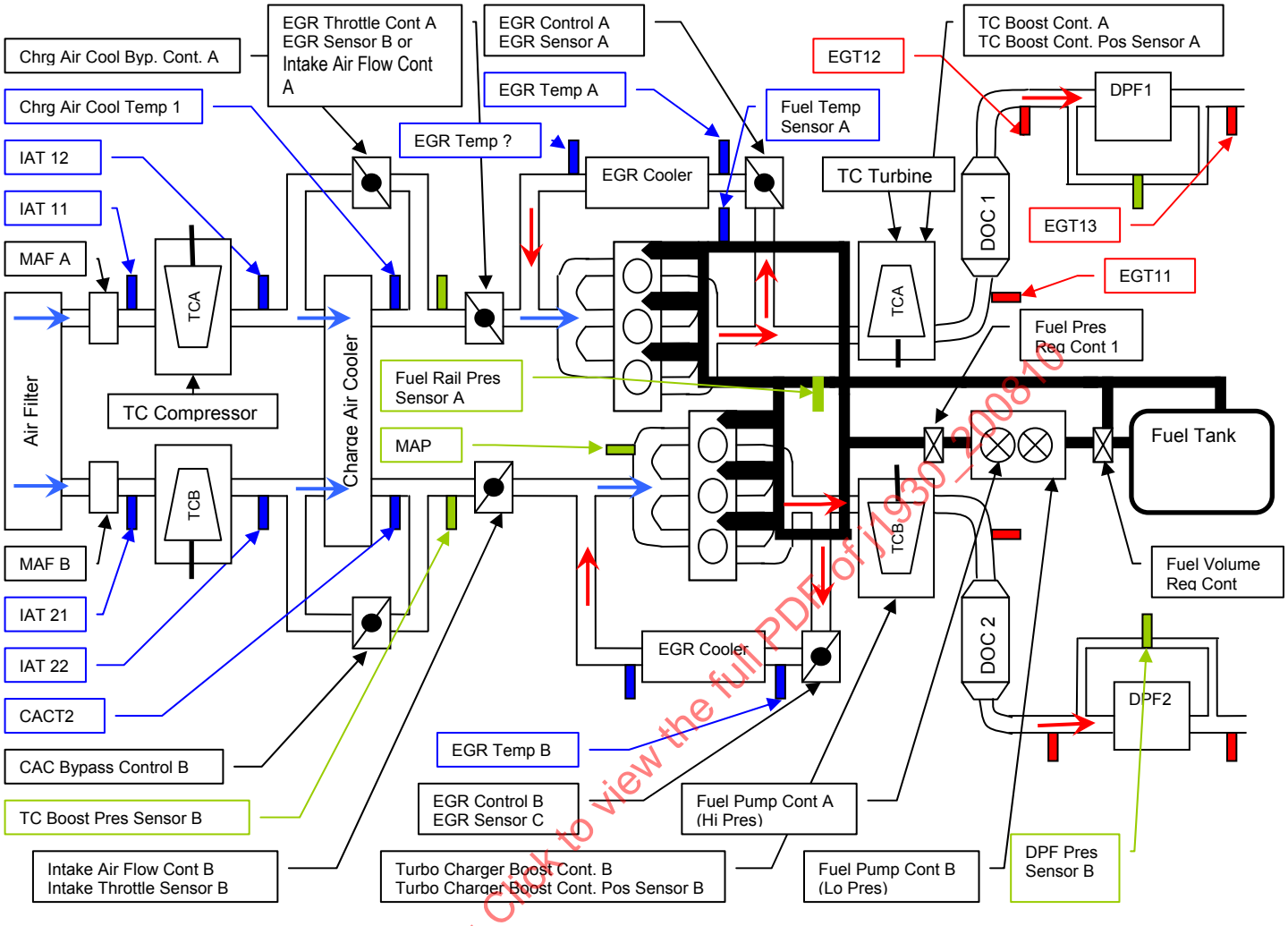
| Base Word/Single Word Modifier | Definition | Note | Figures |
|---|---|---|---|
| Reagent | A substance used in a chemical reaction to detect, measure, examine, or produce other substances. | | |
| Refrigerant | A substance used as a heat transfer agent in an air conditioning system. | | |
| Relay | A generally electromechanical device in which connections in one circuit are opened or closed by changes in another circuit.<br>Compare Glossary: Actuator, Solenoid, Switch | | |
| Regulator (Mechanical) | A mechanism for controlling the operation of a device or system within predetermined limits. | | |
| Regulator (Voltage) | A device that automatically controls the functional output of another device by adjusting the voltage to meet a specified value. | | |
| Restraint | A device, such as an air bag, air curtain, seat belt, etc. , designed to be deployed in certain types of collisions to assist in preventing the vehicle occupant(s) from impacting the interior portion of the vehicle. | | |
| Right | Used to describe the location of devices that remain on the right side of the vehicle (as determined by a seated driver) if the configuration is changed from left hand drive to right hand drive configuration. | | |
| Rocker Arm | A lever in the valvetrain of an overhead valve engine that pivots in the middle applying motion, directly or indirectly, from the camshaft to open an intake or exhaust valve. As the camshaft rotates, a pushrod pushes up on one side of a rocker arm, the other side depresses a valve stem, causing the valve to open. | | |
| Roll | The angular component of ride vibrations of the sprung mass about the vehicle x-axis. (SAE J670e)<br>See Glossary: Vehicle Axis System (x, y, z) | | |
| Running Board | A long flat footboard on either side of a vehicle which acts as a step for passengers. | | |
| Scan Tool | A device that interfaces with and communicates information on a data link. | | |
| Seat | The cushioned surfaces located inside a vehicle used primarily for passenger seating. | | |
| Seat Belt Assembly | Any strap, webbing, or similar device designed to secure a person in a motor vehicle with the intention of minimizing the risk of bodily harm in a collision (other than a system designed solely to accommodate children), including all buckles, adjusting mechanisms, fasteners, and related hardware. | | |
| Secondary Air | Air provided to the exhaust system. | | |
| Selective Catalytic Reduction | A process that uses a reductant substance (e. g. Urea) and a catalytic converter to chemically reduce Nitrogen Oxides in an exhaust stream into Nitrogen and water. | | |
| Sensor | An input device that senses either the absolute value or a change in a physical quantity such as temperature, pressure, flow rate, and converts that change into a useful value for subsequent control processing. (SAE J1213-1)<br>Compare Glossary: Transducer | | |
| Shift Solenoid | A device that controls shifting in an automatic transmission. | | |
| Signal (Electrical/Electronic) | A fluctuating electric quantity, such as voltage or current, whose variations represent information. | | |
| Solenoid | A device consisting of an electrical coil which when energized, produces a magnetic field in a plunger, which is pulled to a central position. A solenoid may be used as an actuator in a valve or switch.<br>Compare Glossary: Actuator, Relay, Switch | | |
| Solid State | Crystalline circuit structures used to perform electronic functions. Examples of such structures include transistors, diodes, integrated circuits, and other semiconductors. | | |
| Speed | The magnitude of velocity (regardless of direction). | | |
| Starter | A motor that causes the engine crankshaft to turn, which allows the intake, compression, firing, and exhaust strokes to begin. | | |
| Steering Angle | Angular displacement of the steered wheels measured from the straight ahead position. | | |
| Steering Wheel | A device used by the vehicle operator to control the direction of travel of the vehicle. | | |
| Supercharger | A mechanically driven device that pressurizes the intake air, thereby increasing the density of charge air and the consequent power output from a given engine displacement. | | |
| Suspension | The components, such as axles, connecting linkages, springs, shock absorbers, torsion bars, etc. , that support the weight of the vehicle and cushion the road impacts in order to keep the wheels in constant contact with the road surface, thereby improving vehicle control and traction. | | |
| Switch | A device for making, breaking, or changing the connections in an electrical circuit.<br>Compare Glossary: Relay, Solenoid, Valve | | |

| Base Word/Single Word Modifier | Definition | Note | Figures |
|---|---|---|---|
| System | A group of interacting mechanical or electrical components serving a common purpose. | | |
| Tank | A storage device for liquid or gas. | | |
| Temperature | A measure of the average kinetic energy of the particles in a sample of matter, expressed in terms of degrees (typically degrees Celsius). | | |
| Test | A procedure whereby the performance of a product is measured under various conditions. | | |
| Thermal Expansion | The expansion of a solid, liquid, or gas due to a change in temperature. | | |
| Throttle | A valve for regulating the supply of a fluid, usually air or a fuel/air mix, to an engine. | | |
| Trailer | A non-powered platform or container typically used to haul cargo. | | |
| Transaxle | A device consisting of a transmission and axle drive gears assembled in the same case.<br>Compare Glossary: Transmission | | |
| Transducer | A device that receives energy from one system and retransmits (transfers) it, often in a different form, to another system. For example, the cruise control transducer converts a vehicle speed signal to a modulated vacuum output to control a servo.<br>Compare Glossary: Sensor | | |
| Transfer Case | A device in a 4WD or AWD vehicle that allows power to be delivered to both axles simultaneously. Normally the transfer case incorporates a shifting device so that one axle can be disconnected, if desired, for running on pavement. | | |
| Transmission | A device which selectively increases or decreases the ratio of relative rotation between its input and output shafts.<br>Compare Glossary: Transaxle | | |
| Troubleshooting | See Glossary: Diagnostics | | |
| Turbine Shaft | A shaft in a device that is driven by a turbine. | | |
| Turbocharger | A centrifugal device driven by exhaust gases that pressurize the intake air, thereby increasing the density of charge air and the consequent power output from a given engine displacement. | | |
| Ultraviolet | The portion of the electromagnetic spectrum between violet visible light and x-rays. | | |
| Vacuum | A volume of space in which pressure has been reduced below the ambient atmospheric pressure. | | |
| Valve | A device that controls the flow of substances by opening, closing, or partially obstructing various passageways. | | |
| Vapor | A substance in its gaseous state as distinguished from the liquid or solid state. | | |
| Vehicle Axis System (x, y, z) | The system is a right hand orthogonal axis system fixed in a vehicle such that with the vehicle moving steadily in a straight line on a level road, the x-axis is substantially horizontal, points forward, and is in the longitudinal plane of symmetry. In the z-axis down system, the y-axis points to the driver's right. In the z-axis up system, the y-axis points to the driver's left. (SAE J670e) | | 2 |
| Vehicle Dynamics | The ride and handling performance characteristics of the total vehicle as a dynamic system. The vehicle systems or components which influence the motion of the complete vehicle include but are not limited to brakes, engine, frame, tires, transmission, steering system and suspension. | | |
| Volatile | (1) Vaporized at normal temperatures.<br>(2) Not permanent. | | |
| Voltage (High) | A voltage level greater than 60V DC (e.g. 300 volt systems) | | |
| Voltage (Intermediate) | A voltage level between 30V and 60V DC (e.g. 42 volt systems) | | |
| Voltage (Low) | A voltage level less than or equal to 30V DC (e.g. 14 volt systems) | | |
| Wastegate | A valve that redirects exhaust gases to limit the amount that reaches a turbocharger turbine in order to control the boost level. | | |
| Wheel | A circular frame of hard material that may be solid, partially solid, or spoked and capable of turning on an axle. | | |
| Yaw Rate | The angular velocity about the (vehicle's) vertical axis. (SAE J2246)<br>See Glossary: Vehicle Axis System (x, y, z) | | |

1. Use recommended term only, no approved Acronym.
2. Acronym and Shortened Name are only required for emissions-related control modules.
3. No Acronym recommended. Shortened Display name can be used on tools with limited display capability.

APPENDIX E - FIGURES

| Name | Description | Date |
|---|---|---|
| Figure 1 | J1979/J2012 Sensor and Actuator Definitions and Locations | SAEJ1979-May2007 |
| Figure 2 | Vehicle Axis System | SAEJ670-Jan2008 |
| Figure 3 | L4/5/6 Cylinder Engine Oxygen Sensor Locations | SAEJ2012 |
| Figure 4 | V6/8/12 Cylinder Engine Oxygen Sensor Locations | SAEJ2012 |

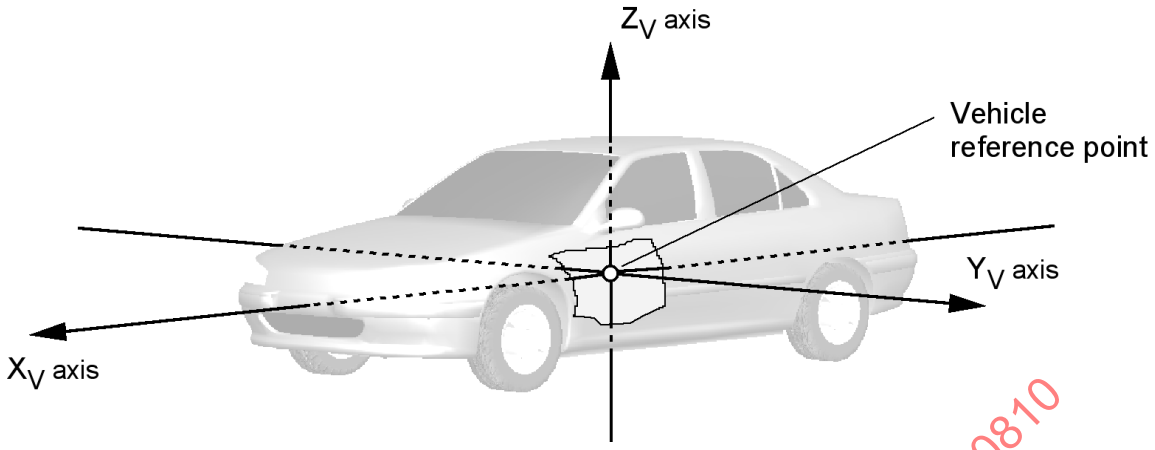




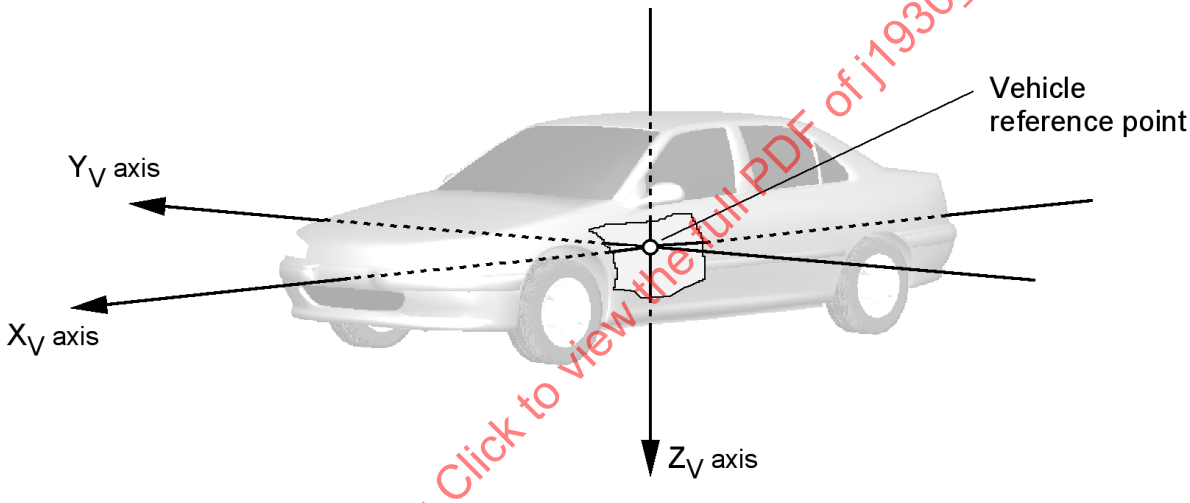

**Key**

| | |
|---|---|
| **CACBCx** | **Charge Air Cooler Bypass Control A and B** |
| **CACTx** | **Charge Air Cooler Temperature Sensor 1 and 2** |
| **DOCx** | **Diesel Oxidation Catalyst Bank 1 and 2** |
| **DIAC** | **Diesel Intake Air Control** |
| **DIACP** | **Diesel intake Air Control Position** |
| **DPFx** | **Diesel Particulate Filter Bank 1 and 2** |
| **DPFPx** | **Diesel Particulate Filter Pressure Sensor, Bank 1 and 2** |
| **EGRTC x** | **EGR Throttle Control A and B** |
| **EGRx** | **EGR Sensor A, B and C** |
| **EGRTx** | **EGR Temperature Sensor A and B** |
| **EGTxy** | **Exhaust Gas Temperature Sensor, Bank x, Location y (location determined by airflow through the engine)** |
| **FPRCx** | **Fuel Pressure Regulator Control 1 and 2** |
| **FPCx** | **Fuel Pump Control A (High Pressure) and B (Low Pressure)** |
| **FRPx** | **Fuel Rail Pressure Sensor A and B** |
| **FTx** | **Fuel Temperature Sensor A and B** |
| **FVRC** | **Fuel Volume Regulator Control** |
| **IATxy** | **Intake Air Temperature Sensor, Bank x, Location y (location determined by airflow through the engine)** |
| **IAF_x_REL** | **Diesel Intake Air Flow Position Sensor A and B** |
| **MAFx** | **Mass Air Flow Sensor A and B** |
| **MAP** | **Manifold Absolute Pressure** |
| **TCx** | **Turbocharger A and B** |
| **TCBCx** | **Turbocharger Boost Control A and B** |
| **TCBCPx** | **Turbocharger Boost Control Position Sensor A and B** |
| **BARO** | **Atmospheric Pressure** |
| **MAP** | **Manifold pressure, closest to the intake valves** |
| **Boost Pressure** | **Pressure after the pressurizing device, but before the throttle body, if present** |
| **Inlet Pressure** | **Pressure after the throttle body, but before the pressurizing device** |

FIGURE 1 - SENSOR AND ACTUATOR DEFINITIONS AND LOCATIONS




A. VEHICLE AXIS SYSTEM - Z-UP




B. VEHICLE AXIS SYSTEM - Z-DOWN

FIGURE 2 - ORIENTATIONS OF AXIS SYSTEMS

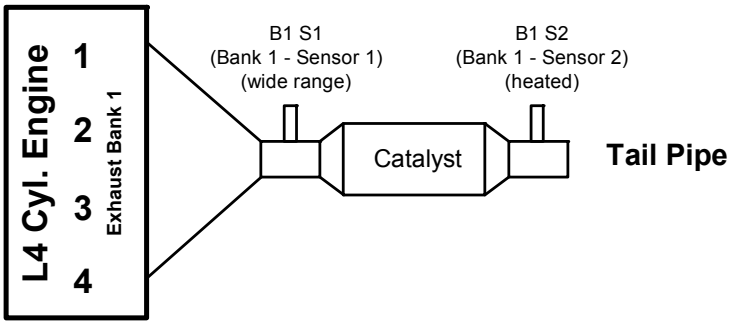



FIGURE 3 - L4/L5/L6 CYLINDER ENGINE WITH 1 EXHAUST BANK AND 1 CATALYST EXAMPLE

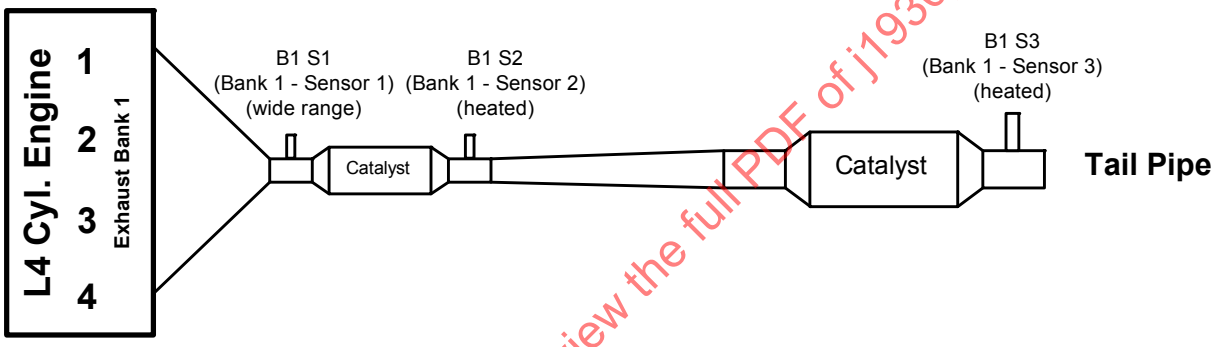



FIGURE 4 - L4/L5/L6 CYLINDER ENGINE WITH 1 EXHAUST BANK AND 2 CATALYSTS EXAMPLE

## APPENDIX F - HISTORICAL REFERENCE

| Existing Usage | Acceptable Usage | Acceptable Acronized Usage | Note | Figures |
|---|---|---|---|---|
| 3-2 Timing Solenoid | 3-2 Timing Solenoid | 3-2TS | | |
| 3-2 Timing Solenoid Valve | 3-2 Timing Solenoid Valve | 3-2TS Valve | | |
| 3-2TS (3-2 Timing Solenoid) Valve | 3-2 Timing Solenoid Valve | 3-2TS Valve | | |
| 3-2TS (3-2 Timing Solenoid) | 3-2 Timing Solenoid | 3-2TS | | |
| 3GR (Third Gear) | Third Gear | 3GR | | |
| 4GR (Fourth Gear) | Fourth Gear | 4GR | | |
| 4WD (Four Wheel Drive) | Four Wheel Drive | 4WD | | |
| 4WD (Four Wheel Drive) | Full Time Four Wheel Drive | F4WD | | |
| 4WD (Four Wheel Drive) | Selectable Four Wheel Drive | S4WD | | |
| A4WD (Automatic 4 Wheel Drive) | Automatic 4 Wheel Drive | A4WD | | |
| A/C (Air Conditioning) | Air Conditioning | A/C | | |
| A/C Cycling Switch | Air Conditioning Cycling Switch | A/C Cycling Switch | | |
| A/F Ratio Sensor | Air Fuel Ratio Sensor | A/F Sensor | | |
| A/T (Automatic Transaxle) | Automatic Transaxle | A/T | | |
| A/T (Automatic Transmission) | Automatic Transmission | A/T | | |
| AAT (Ambient Air Temperature) | Ambient Air Temperature | AAT | | |
| AC (Air Conditioning) | Air Conditioning | A/C | | |
| ACC (Air Conditioning Clutch) | Air Conditioning Clutch | A/C Clutch | | |
| Accelerator | Accelerator Pedal | AP | | |
| Accelerator Pedal Position | Accelerator Pedal Position | APP | | |
| ACCS (Air Conditioning Cycling Switch) | Air Conditioning Cycling Switch | A/C Cycling Switch | | |
| ACH (Air Cleaner Housing) | Air Cleaner Housing | ACL Housing | | |
| ACL (Air Cleaner) | Air Cleaner | ACL | | |
| ACL (Air Cleaner) Element | Air Cleaner Element | ACL Element | | |
| ACL (Air Cleaner) Housing | Air Cleaner Housing | ACL Housing | | |
| ACL (Air Cleaner) Housing Cover | Air Cleaner Housing Cover | ACL Housing Cover | | |
| ACS (Air Conditioning System) | Air Conditioning System | A/C System | | |
| ACT (Air Charge Temperature) | Intake Air Temperature | IAT | | |
| Adaptive Fuel Strategy | Fuel Trim | FT | | |
| Adsorber | Adsorber | Adsorber | | |
| AFC (Airflow Control) | Mass Airflow | MAF | | |
| AFC (Airflow Control) | Volume Airflow | VAF | | |
| AFS (Airflow Sensor) | Mass Airflow Sensor | MAF Sensor | | |
| AFS (Airflow Sensor) | Volume Airflow Sensor | VAF Sensor | | |
| After Cooler | Charge Air Cooler | CAC | | |
| AFWD (Automatic 4 Wheel Drive) | Automatic 4 Wheel Drive | A4WD | | |
| AI (Air Injection) | Secondary Air Injection | AIR | | |
| AIP (Air Injection Pump) | Secondary Air Injection Pump | AIR Pump | | |
| AIR (Air Injection Reactor) | Pulsed Secondary Air Injection | PAIR | | |
| AIR (Air Injection Reactor) | Secondary Air Injection | AIR | | |
| AIR Shutoff Valve | AIR Shutoff Valve | AIR Shutoff Valve | | |
| Air Cleaner | Air Cleaner | ACL | | |
| Air Cleaner Element | Air Cleaner Element | ACL Element | | |
| Air Cleaner Housing | Air Cleaner Housing | ACL Housing | | |
| Air Cleaner Housing Cover | Air Cleaner Housing Cover | ACL Housing Cover | | |
| Air Conditioning | Air Conditioning | A/C | | |
| Air Conditioning Sensor | Air Conditioning Sensor | A/C Sensor | | |
| Air Control Valve | Secondary Air Injection Control Valve | AIR Control Valve | | |
| Air Fuel Ratio Sensor | Air Fuel Ratio Sensor | A/F Sensor | | |
| Air Intake System | Intake Air System | IA System | | |

| Existing Usage | Acceptable Usage | Acceptable Acronized Usage | Note | Figures |
|---|---|---|---|---|
| AIRB (Secondary Air Injection Bypass) | Secondary Air Injection Bypass | AIR Bypass | | |
| AIRD (Secondary Air Injection Diverter) | Secondary Air Injection Diverter | AIR Diverter | | |
| Airflow Meter | Mass Airflow Sensor | MAF Sensor | | |
| Airflow Meter | Volume Airflow Sensor | VAF Sensor | | |
| Airflow Sensor | Mass Airflow Sensor | MAF Sensor | | |
| Air Management | Secondary Air Injection Bypass | AIR Bypass | | |
| Air Management 2 | Secondary Air Injection Diverter | AIRDiverter | | |
| Air Temperature Sensor | Intake Air Temperature Sensor | IAT Sensor | | |
| Air Valve | Idle Air Control Valve | IAC Valve | | |
| AIV (Air Injection Valve) | Pulsed Secondary Air Injection | PAIR | | |
| ALCL (Assembly Line Communication Link) | Data Link Connector | DLC | | |
| Alcohol Concentration Sensor | Flexible Fuel Sensor | FF Sensor | | |
| ALDL (Assembly Line Diagnostic Link) | Data Link Connector | DLC | | |
| ALT (Alternator) | Generator | GEN | | |
| Alternator | Generator | GEN | | |
| AM (Air Management) | Secondary Air Injection Bypass | AIR Bypass | | |
| AM2 (Air Management 2) | Secondary Air Injection Diverter | AIR Diverter | | |
| Ambient Air Temperature | Ambient Air Temperature | AAT | | |
| APP (Accelerator Pedal Position) | Accelerator Pedal Position | APP | | |
| APS (Absolute Pressure Sensor) | Barometric Pressure Sensor | BARO Sensor | | |
| ATS (Air Temperature Sensor) | Intake Air Temperature Sensor | IAT Sensor | | |
| Automatic 4 Wheel Drive | Automatic 4 Wheel Drive | A4WD | | |
| Automatic Temperature Control | Climate Control | CC | | |
| Automatic Transaxle | Automatic Transaxle | A/T | | |
| Automatic Transmission | Automatic Transmission | A/T | | |
| B+ (Battery Positive Voltage) | Battery Positive Voltage | B+ | | |
| Backpressure Transducer | Exhaust Gas Recirculation Backpressure Transducer | EGR Backpressure Transducer | | |
| BARO (Barometric Pressure) | Barometric Pressure | BARO | | |
| Barometric Pressure Sensor | Barometric Pressure Sensor | BARO Sensor | | |
| BatteryPositive Voltage | Battery Positive Voltage | B+ | | |
| BC (Blower Control) | Blower Control | BC | | |
| BLM (Block Learn Matrix) | Long Term Fuel Trim | Long Term FT | | |
| BLM (Block Learn Memory) | Long Term Fuel Trim | Long Term FT | | |
| BLM (Block Learn Mutiplier) | Long Term Fuel Trim | Long Term FT | | |
| Block Learn Integrator | Long Term Fuel Trim | Long Term FT | | |
| Block Learn Matrix | Long Term Fuel Trim | Long Term FT | | |
| Block Learn Memory | Long Term Fuel Trim | Long Term FT | | |
| Block Learn Multiplier | Long Term Fuel Trim | Long Term FT | | |
| Blower Control | Blower Control | BC | | |
| Blower Control Module | Blower Control Module | BC Module | | |
| Blower Motor Speed Controller | Blower Control Module | BC Module | | |
| BP (Barometric Pressure) Sensor | Barometric Pressure Sensor | BARO Sensor | | |
| BPP (Brake Pedal Position) | Brake Pedal Position | BPP | | |
| Brake Pedal Position | Brake Pedal Position | BPP | | |
| Brake Pressure | Brake Pressure | Brake Pressure | | |
| BUS Negative | Bus Negative | BUS N | | |
| BUS Positive | Bus Positive | BUS P | | |
| BUS N | Bus Negative | BUS N | | |
| BUS P | Bus Positive | BUS P | | |

| Existing Usage | Acceptable Usage | Acceptable Acronized Usage | Note | Figures |
|---|---|---|---|---|
| Calculated Load Value | Calculated Load Value | Load | | |
| C3I(Computer Controlled Coil Ignition) | Electronic Ignition | EI | | |
| CAC (Charge Air Cooler) | Charge Air Cooler | CAC | | |
| Camshaft Position | Camshaft Position | CMP | | |
| Camshaft Position Actuator | Camshaft Position Actuator | CMP Actuator | | |
| Camshaft Position Controller | Camshaft Position Actuator | CMP Actuator | | |
| Camshaft Position Sensor | Camshaft Position Sensor | CMP Sensor | | |
| Camshaft Sensor | Camshaft Position Sensor | CMP Sensor | | |
| Camshaft Timing Actuator | Camshaft Position Actuator | CMP Actuator | | |
| Canister | Canister | Canister | | |
| Canister | Evaporative Emission Canister | EVAP Canister | | |
| Canister Purge | Evaporative Emission Canister Purge | EVAP Canister Purge | | |
| Canister Purge Vacuum Switching Valve | Evaporative Emission Canister Purge Valve | EVAP Canister Purge Valve | | |
| Canister Purge Valve | Evaporative Emission Canister Purge Valve | EVAP Canister Purge Valve | | |
| Canister Purge VSV (Vacuum Switching Valve) | Evaporative Emission Canister Purge Valve | EVAP Canister Purge Valve | | |
| CANP (Canister Purge) | Evaporative Emission Canister Purge | EVAP Canister Purge | | |
| CARB (Carburetor) | Carburetor | CARB | | |
| Carbon Dioxide | Carbon Dioxide | CO2 | | |
| Carbon Monoxide | Carbon Monoxide | CO | | |
| Carburetor | Carburetor | CARB | | |
| Catalytic Converter Heater | Catalytic Converter Heater | Catalytic Converter Heater | | |
| CC (Climate Control) | Climate Control | CC | | |
| CCC (Converter Clutch Control) | Torque Converter Clutch | TCC | | |
| CCO (Converter Clutch Override) | Torque Converter Clutch | TCC | | |
| CCRM (Constant Control Relay Module) | Relay Module | RM | | |
| CCS (Coast Clutch Solenoid) | Coast Clutch Solenoid | CCS | | |
| CCS (Coast Clutch Solenoid) Valve | Coast Clutch Solenoid Valve | CCS Valve | | |
| CDI (Capacitive Discharge Ignition) | Distributor Ignition | DI | | |
| CDROM (Compact Disc Read Only Memory) | Compact Disc Read Only Memory | CDROM | | |
| Central Multiport Fuel Injection | Central Multiport Fuel Injection | Central MFI | | |
| Central Sequential Multiport Fuel Injection | Sequential Multiport Fuel Injection | Central SFI | | |
| CES (Clutch Engage Switch) | Clutch Pedal Position Switch | CPP Switch | | |
| CFI (Central Fuel Injection) | Throttle Body Fuel Injection | TBI | | |
| CFI (Continuous Fuel Injection) | Continuous Fuel Injection | CFI | | |
| CFV (Critical Flow Venturi) | Critical Flow Venturi | CFV | | |
| Charcoal Canister | Evaporative Emission Canister | EVAP Canister | | |
| Charge Air Cooler | Charge Air Cooler | CAC | | |
| Check Engine | Service Reminder Indicator | SRI | | |
| Check Engine | Malfunction Indicator Lamp | MIL | | |
| CID (Cylinder Identification) Sensor | Camshaft Position Sensor | CMP Sensor | | |
| CIS-E (Continuous Injection System Electronic) | Continuous Fuel Injection | CFI | | |
| CIS (Continuous Injection System) | Continuous Fuel Injection | CFI | | |
| CKP (Cranksahft Position) | Crankshaft Position | CKP | | |
| CKP (Crankshaft Position) Sensor | Crankshaft Position sensor | CKP Sensor | | |

| Existing Usage | Acceptable Usage | Acceptable Acronized Usage | Note | Figures |
|---|---|---|---|---|
| CL (Closed Loop) | Closed Loop | CL | | |
| Climate Control | Climate Control | CC | | |
| Closed Bowl Distributor | Distributor Ignition | DI | | |
| Closed Throttle Position | Closed Throttle Position | CTP | | |
| Closed Throttle Switch | Closed Throttle Position Switch | CTP Switch | | |
| CLS (Closed Loop System) | Closed Loop | CL | | |
| Clutch Engage Switch | Clutch Pedal Position Switch | CPP Switch | | |
| Clutch Pedal Position Switch | Clutch Pedal Position Switch | CPP Switch | | |
| Clutch Start Switch | Clutch Pedal Position Switch | CPP Switch | | |
| Clutch Switch | Clutch Pedal Position Switch | CPP Switch | | |
| CLV (Calculated Load Value) | Calculated Load Value | Load | | |
| CMFI (Central Multiport Fuel Injection) | Central Multiport Fuel Injection | Central MFI | | |
| CMFI (Central Multiport Fuel Injection) | Central Multiport Fuel Injection | CMFI acceptable as shortened display name | 3 | |
| CMP (Camshaft Position) | Camshaft Position | CMP | | |
| CMP (Camshaft Position) Sensor | Camshaft Position Sensor | CMP Sensor | | |
| CO (Carbon Monoxide) | Carbon Monoxide | CO | | |
| CO (Carbon Monoxide) Potentiometer | Carbon Monoxide Potentionmeter | CO Potentionmeter | | |
| CO2 (Carbon Dioxide) | Carbon Dioxide | CO2 | | |
| Coast Clutch Solenoid | Coast Clutch Solenoid | CCS | | |
| COC (Continuous Oxidation Catalyst) | Oxidation Catalytic Converter | OC | | |
| Coast Clutch Solenoid Valve | Coast Clutch Solenoid Valve | CCS Valve | | |
| Condenser | Distributor Ignition Capacitor | DI Capacitor | | |
| Constant Control Relay Module | Relay Module | RM | | |
| Constant Volume Sampler | Constant Volume Sampler | CVS | | |
| Continuous Fuel Injection | Continuous Fuel Injection | CFI | | |
| Continuous Injection System | Continuous Fuel Injection System | CFI System | | |
| Continuous Injection System-E | Electronic Continuous Fuel Injection System | Electronic CFI System | | |
| Continuous Trap Oxidizer | Continous Trap Oxidizer | CTOX | | |
| Continuously Variable Transaxle | Continuously Variable Transaxle | CVT | | |
| Continuously Variable Transmission | Continuously Variable Transmission | CVT | | |
| Coolant Temperture Sensor | Engine Coolant Temperature Sensor | ECT Sensor | | |
| CP (Crankshaft Position) | Crankshaft Position | CKP | | |
| CPP (Clutch Pedal Position) | Clutch Pedal Position | CPP | | |
| CPP (Clutch Pedal Position) Switch | Clutch Pedal Position Switch | CPP Switch | | |
| CPS (Camshaft Position Sensor) | Camshaft Position Sensor | CMP Sensor | | |
| CPS (Crankshaft Position Sensor) | Crankshaft Position Sensor | CKP Sensor | | |
| Crank Angle Sensor | Crankshaft Position Sensor | CKP Sensor | | |
| Crankshaft Position | Crankshaft Position | CKP | | |
| Crankshaft Position Sensor | Crankshaft Position Sensor | CKP Sensor | | |
| Crankshaft Speed | Engine Speed | RPM | | |
| Crankshaft Speed Sensor | Engine Speed Sensor | RPM Sensor | | |
| Critical Flow Venturi | Critical Flow Venturi | CFV | | |
| CTO (Continuous Trap Oxidizer) | Continuous Trap Oxidizer | CTOX | | |
| CTOX (Continuous Trap Oxidizer) | Continuous Trap Oxidizer | CTOX | | |
| CTP (Closed Throttle Position) | Closed Throttle Position | CTP | | |
| CTS (Coolant Temperature Sensor) | Engine Coolant Temperature Sensor | ECT Sensor | | |

| Existing Usage | Acceptable Usage | Acceptable Acronized Usage | Note | Figures |
|---|---|---|---|---|
| CTS (Coolant Temperature Switch) | Engine Coolant Temperature Switch | ECT Switch | | |
| CVS (Constant Volume Sampler) | Constant Volume Sampler | CVS | | |
| CVT (Continuously Variable Transaxle) | Continuously Variable Transaxle | CVT | | |
| CVT (Continuously Variable Transmission) | Continuously Variable Transmission | CVT | | |
| Cylinder ID (Identification) Sensor | Camshaft Position Sensor | CMP Sensor | | |
| D-Jetronic | Multiport Fuel Injection | MFI | | |
| Data Link Connector | Data Link Connector | DLC | | |
| Detonation Sensor | Knock Sensor | KS | | |
| DFI (Digital Fuel Injection) | Multiport Fuel Injection | MFI | | |
| DFI (Direct Fuel Injection) | Throttle Body Fuel Injection | TBI | | |
| DI (Direct Injection) | Direct Fuel Injection | DFI | | |
| DI (Distributor Ignition) | Distributor Ignition | DI | | |
| DI (Distributor Ignition) Capacitor | Distributor Ignition Capacitor | DI Capacitor | | |
| Diagnostic Test Mode | Diagnostic Test Mode | DTM | | |
| Diagnostic Trouble Code | Diagnostic Trouble Code | DTC | | |
| DID (Direct Injection - Diesel) | Direct Fuel Injection | DFI | | |
| Differential Pressure Feedback EGR (Exhaust Gas Recirculation) System | Differential Pressure Feedback Exhaust Gas Recirculation System | Differential Pressure Feedback EGR System | | |
| Digital EGR (Exhaust Gas Recirculation) | Exhaust Gas Recirculation | EGR | | |
| Direct Fuel Injection | Direct Fuel Injection | DFI | | |
| Direct Ignition System | Electronic Ignition System | EI System | | |
| DIS (Distributorless Ignition System) | Electronic Ignition System | EI System | | |
| DIS (Distributorless Ignition System) Module | Ignition Control Module | ICM | | |
| Distance Sensor | Vehicle Speed Sensor | VSS | | |
| Distributor Ignition | Distributor Ignition | DI | | |
| Distributorless Ignition | Electronic Ignition | EI | | |
| DLC (Data Link Connector) | Data Link Connector | DLC | | |
| DLI (Distributorless Ignition) | Electronic Ignition | EI | | |
| DM (Drive Motor) | Drive Motor | DM | | |
| DMCM (Drive Motor Control Module) | Drive Motor Control Module | DMCM | | |
| DMCT (Drive Motor Coolant Temperature) | Drive Motor Coolant Temperature | DMCT | | |
| DMPI (Drive Motor Power Inverter) Module | Drive Motor Power Inverter Module | DMPI Module | | |
| Drive Motor | Drive Motor | DM | | |
| Drive Motor Control Module | Drive Motor Control Module | DMCM | | |
| Drive Motor Coolant Temperature | Drive Motor Coolant Temperature | DMCT | | |
| Drive Motor Power Inverter Module | Drive Motor Power Inverter Module | DMPI Module | | |
| Driver | Driver | Driver | | |
| DS (Detonation Sensor) | Knock Sensor | KS | | |
| DTC (Diagnostic Trouble Code) | Diagnostic Trouble Code | DTC | | |
| DTM (Diagnostic Test Mode) | Diagnostic Test Mode | DTM | | |
| Dual Bed | Three Way + Oxidation Catalytic Converter | TWC+OC | | |
| Duty Solenoid for Purge Valve | Evaporative Emission Canister Purge Valve | EVAP Canister Purge Valve | | |
| Dynamic Pressure Control | Dynamic Pressure Control | Dynamic PC | | |

| Existing Usage | Acceptable Usage | Acceptable Acronized Usage | Note | Figures |
|---|---|---|---|---|
| Dynamic Pressure Control Solenoid | Dynamic Pressure Control Solenoid | Dynamic PC Solenoid | | |
| Dynamic Pressure Control Solenoid Valve | Dynamic Pressure Control Solenoid Valve | Dynamic PC Solenoid Valve | | |
| E2PROM (Electrically Erasable Programmable Read Only Memory) | Electrically Erasable Programmable Read Only Memory | EEPROM | | |
| Early Fuel Evapoaration | Early Fuel Evaporation | EFE | | |
| EATX (Electronic Automatic Transmission/Transaxle) | Automatic Transmission | A/T | | |
| EC (Engine Control) | Engine Coolant | EC | | |
| ECA (Electronic Control Assembly) | Powertrain Control Module | PCM | | |
| ECL (Engine Coolant Level) | Engine Coolant Level | ECL | | |
| ECM (Engine Control Module) | Engine Control Module | ECM | | |
| ECT (Engine Coolant Temperature) | Engine Coolant Temperature | ECT | | |
| ECT (Engine Coolant Temperature) Sender | Engine Coolant Temperature Sensor | ECT Sensor | | |
| ECT (Engine Coolant Temperature) Sensor | Engine Coolant Temperature Sensor | ECT Sensor | | |
| ECT (Engine Coolant Temperature) Switch | Engine Coolant Temperature Switch | ECT Switch | | |
| ECU4 (Electronic Control Unit 4) | Powertrain Control Module | PCM | | |
| EDF (Electro-Drive Fan) Control | Fan Control | FC | | |
| EDIS (Electronic Distributor Ignition System) | Distributor Ignition System | DI System | | |
| EDIS (Electronic Distributor Ignition System) Module | Distributor Ignition Control Module | Distributor ICM | | |
| EDIS (Electronic Distributorless Ignition System) | Electronic Ignition System | EI System | | |
| EEC (Electronic Engine Control) | Engine Control | EC | | |
| EEC (Electronic Engine Control) Processor | Powertrain Control Module | PCM | | |
| EECS (Evaporative Emission Control System) | Evaporative Emission System | EVAP System | | |
| EEPROM (Electrically Erasable Programmable Read Only Memory) | Electrically Erasable Programmable Read Only Memory | EEPROM | | |
| EFE (Early Fuel Evaporation) | Early Fuel Evaporation | EFE | | |
| EFI (Electronic Fuel Injection) | Multiport Fuel Injection | MFI | | |
| EFI (Electronic Fuel Injection) | Throttle Body Fuel Injection | TBI | | |
| EFT (Engine Fuel Temperature) | Engine Fuel Temperature | EFT | | |
| EFT (Engine Fuel Temperature) Sensor | Engine Fuel Temperature Sensor | EFT Sensor | | |
| EGO (Exhaust Gas Oxygen) Sensor | Oxygen Sensor | O2S | | |
| EGOS (Exhaust Gas Oxygen Sensor) | Oxygen Sensor | O2S | | |
| EGR (Exhaust Gas Recirculation) | Exhaust Gas Recirculation | EGR | | |
| EGR (Exhaust Gas Recirculation) Diagnostic Valve | Exhaust Gas Recirculation Diagnostic Valve | EGR Diagnostic Valve | | |
| EGR (Exhaust Gas Recirculation) System | Exhaust Gas Recirculation System | EGR System | | |
| EGR (Exhaust Gas Recirculation) Thermal Vacuum Valve | Exhaust Gas Recirculation Thermal Vacuum Valve | EGR TVV | | |

| Existing Usage | Acceptable Usage | Acceptable Acronized Usage | Note | Figures |
|---|---|---|---|---|
| EGR (Exhaust Gas Recirculation) Valve | Exhaust Gas Recirculation Valve | EGR Valve | | |
| EGR TVV (Exhaust Gas Recirculation Thermal Vacuum Valve) | Exhaust Gas Recirculation Thermal Vacuum Valve | EGR TVV | | |
| EGRT (Exhaust Gas Recirculation Temperature) | Exhaust Gas Recirculation Temperature | EGRT | | |
| EGRT (Exhaust Gas Recirculation Temperature) Sensor | Exhaust Gas Recirculation Temperature Sensor | EGRT Sensor | | |
| EGRV (Exhaust Gas Recirculation Valve) | Exhaust Gas Recirculation Valve | EGR Valve | | |
| EGRVC (Exhaust Gas Recirculation Valve Control) | Exhaust Gas Recirculation Valve Control | EGR Valve Control | | |
| EGS (Exhaust Gas Sensor) | Osygen Sensor | O2S | | |
| EGT (Exhaust Gas Temperature) | Exhaust Gas Temperature | EGT | | |
| EHOC (Exhaust Heated Oxidation Catalyst) | Heated Oxidation Catalyst | HOC | | |
| EHTWC (Exhaust Heated 3-Way Catalyst) | Heated 3-Way Catalyst | HTWC | | |
| EI (Electronic Ignition) (With Distributor) | Distributor Ignition | DI | | |
| EI (Electronic Ignition) (Without Distributor) | Electronic Ignition | EI | | |
| Electrically Heated 3-Way Catalyst | Heated 3-Way Catalyst | HTWC | | |
| Electrically Heated Oxidation Catalyst | Heated Oxidation Catalyst | HOC | | |
| Electrically Erasable Programmable Read Only Memory | Electrically Erasable Programmable Read Only Memory | EEPROM | | |
| Electronic Automatic Temperature Control | Climate Control | CC | | |
| Electronic Engine Control | Electronic Engine Control | Electronic EC | | |
| Electronic Ingition | Electronic Ignition | EI | | |
| Electronic Spark Advance | Ignition Control | IC | | |
| Electronic Spark Timing | Ignition Control | IC | | |
| EM (Engine Modification) | Engine Modification | EM | | |
| EMR (Engine Maintenance Reminder) | Service Reminder Indicator | SRI | | |
| Engine Control | Engine Control | EC | | |
| Engine Control Module | Engine Control Module | ECM | | |
| Engine Coolant Fan Control | Fan Control | FC | | |
| Engine Coolant Level | Engine Coolant Level | ECL | | |
| Engine Coolant Level Indicator | Engine Coolant Level Indicator | ECL Indicator | | |
| Engine Coolant Temperature | Engine Coolant Temperature | ECT | | |
| Engine Coolant Temperature Sender | Engine Coolant Temperature Sensor | ECT Sensor | | |
| Engine Coolant Temperature Sensor | Engine Coolant Temperature Sensor | ECT Sensor | | |
| Engine Coolant Temperature Switch | Engine Coolant Temperature Switch | ECT Switch | | |
| Engine Fuel Temperature | Engine Fuel Temperature | EFT | | |
| Engine Fuel Temperature Sensor | Engine Fuel Temperature Sensor | EFT Sensor | | |
| EPR (Exhaust Pressure Regulator) | Exhaust Pressure Regulator | EPR | | |
| EVAP (Evaporate Emission) CANP (Canister Purge) | Evaporative Emission Canister Purge | EVAP Canister Purge | | |
| EVAP (Evaporative Emission) | Evaporative Emission | EVAP | | |