
**Road vehicles — Communication
between vehicle and external equipment
for emissions-related diagnostics —**

Part 2:

**Terms, definitions, abbreviations and
acronyms**

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*Véhicules routiers — Communications entre un véhicule et un
équipement externe pour le diagnostic relatif aux émissions —*

Partie 2: Termes, définitions, abréviations et acronymes

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Foreword

ISO (the International Organization for Standardization) is a worldwide federation of national standards bodies (ISO member bodies). The work of preparing International Standards is normally carried out through ISO technical committees. Each member body interested in a subject for which a technical committee has been established has the right to be represented on that committee. International organizations, governmental and non-governmental, in liaison with ISO, also take part in the work. ISO collaborates closely with the International Electrotechnical Commission (IEC) on all matters of electrotechnical standardization.

International Standards are drafted in accordance with the rules given in the ISO/IEC Directives, Part 2.

The main task of technical committees is to prepare International Standards. Draft International Standards adopted by the technical committees are circulated to the member bodies for voting. Publication as an International Standard requires approval by at least 75 % of the member bodies casting a vote.

In exceptional circumstances, when a technical committee has collected data of a different kind from that which is normally published as an International Standard ("state of the art", for example), it may decide by a simple majority vote of its participating members to publish a Technical Report. A Technical Report is entirely informative in nature and does not have to be reviewed until the data it provides are considered to be no longer valid or useful.

Attention is drawn to the possibility that some of the elements of this document may be the subject of patent rights. ISO shall not be held responsible for identifying any or all such patent rights.

ISO/TR 15031-2 was prepared by Technical Committee ISO/TC 22, *Road vehicles*, Subcommittee SC 3, *Electrical and electronic equipment*.

ISO/TR 15031 consists of the following parts, under the general title *Road vehicles — Communication between vehicle and external equipment for emissions-related diagnostics*:

- *Part 1: General information*
- *Part 2: Terms, definitions, abbreviations, and acronyms* [Technical Report]
- *Part 3: Diagnostic connector and related electrical circuits: specification and use*
- *Part 4: External test equipment*
- *Part 5: Emissions-related diagnostic services*
- *Part 6: Diagnostic trouble code definitions*
- *Part 7: Data link security*

Introduction

The various parts of ISO 15031, when taken together, provide a coherent, consistent set of specifications for facilitating emissions-related diagnostics. ISO 15031-2 to ISO 15031-7 are based on recommended practices of the society of automotive engineers (SAE). This part of ISO 15031 is based on SAE J1930:05/98, *Electrical/Electronic Systems Diagnostic Terms, Definitions, Abbreviations, and Acronyms*.

See ISO 15031-1 for general information and an introduction to ISO 15031.

As the number of sophisticated electrical and electronic systems on motor vehicles has increased, so has substantially the number of terms, abbreviations and acronyms which describe the various components of these systems. This part of ISO 15031 is intended to bring order to the proliferation of such terms, abbreviations and acronyms. It is part of a process by which 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 procedure. This part of ISO 15031 is concerned with a procedure for naming objects and systems and with the set of words from which names are built. Firstly, the procedure allows the complete description of objects and systems without ambiguity and the generation of names which distinguish among similar objects or systems without confusion but with brevity. Secondly, using terms which are well defined within the context of the automotive service industry, the procedure allows already existing, imprecise, names to be suitably changed and future names to be assigned in a predictable way that will reliably convey meaning to the technician.

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Road vehicles — Communication between vehicle and external equipment for emissions-related diagnostics —

Part 2: Terms, definitions, abbreviations and acronyms

1 Scope

This part of ISO 15031 is a guide to terms, definitions, abbreviations and acronyms used in emissions-related diagnostics, with respect to the communication between road vehicles and external equipment used in that field. It also specifies a procedure for constructing new terms. As it gives recommended usage of diagnostic terms applicable to electrical/electronic systems, it also makes reference to related mechanical terms, definitions, abbreviations, and acronyms.

2 Overview

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2.1 General

Certain abbreviated terms, although already in common use and readily understood by manufacturers and technicians, do not follow the procedures given in this part of ISO 15031. To preserve this understanding, the terms concerned are identified in Table 2 by Footnote reference "a" as being "Historically accepted common usage", so that they will not erroneously serve as a precedent in the construction of new names. They 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 could possibly be thought of as following the procedure, since the acronym is normally used as a modifier).

Specific applications include diagnostic service and repair manuals, bulletins and updates, training manuals, repair data bases, engine-bay emission labels, and emission certification applications.

2.2 Layout and explanations

2.2.1 Structure of document

This part of ISO 15031 is presented mainly in tabular format:

- Table 1 is used to find the accepted terms and their acronyms corresponding to existing terms, abbreviations or acronyms;
- Table 2 gives the definitions of the recommended terms;

- Table 3 presents an example of the usage of modifiers;
- Table 4 is a glossary of terms and their definitions;
- Table 5 gives examples of alphanumeric descriptors;
- Table 6 is a list of alphanumeric descriptors.

In addition, 2.3 to 2.9 specifies a procedure for constructing new names and, using Annex A, for requesting a revision of this part of ISO 15031 so as to add, change or delete a term, definition, abbreviation and/or acronym.

2.2.2 Table 1 — Cross-references and look-up

The left column includes existing terms, acronyms and abbreviations. The centre column provides the corresponding accepted usage constructed of terms combined with other modifiers and/or base words. The accepted acronyms are shown in the right column.

2.2.3 Table 2 — Recommended terms, their acronyms and definitions

Table 2 is an alphabetical listing of recommended terms to be used in combination with base words and their acronyms and abbreviations, together with their definitions.

2.2.4 Table 3 — Modifier usage example

Table 3 gives an example how to use modifiers and base words.

2.2.5 Table 4 — Glossary of terms and their definitions

Table 4 is an alphabetical listing of base words and single word modifiers, together with their definitions.

2.3 Naming procedure

2.3.1 Explanation

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

2.3.2 Naming objects

When building names, select the most descriptive base word from the glossary of terms (see Table 4). 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.

Table 3 gives an example to illustrate 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.

To ensure accuracy, always check the glossary definitions of base words and modifiers (see Table 4) 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) shall be used as in the past. Often, names for these objects are created by attaching the appropriate electrical/electronic object name to the mechanical base word. When using a common multiple word modifier, see Tables 1 and 2 to ensure that the modifier is acceptable; if not, replace it with a more precise term.

2.3.3 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 the 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. However, "device" shall not be used as a base word.

2.3.4 Modifiers

Modifiers provide functional/applicational meaning, system differentiation and location/direction 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 may be 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" nor "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 may 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.

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EXAMPLE The device that directs the exhaust gases in the exhaust gas re-circulation (EGR) system is named *exhaust gas re-circulation (EGR) valve*.

2.3.5 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 shall not be identical 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 shall be the first modifier conversationally (farthest from the base word, the position of least significance), unless a directional modifier is also present.

2.4 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".

EXAMPLE *Re-circulation* is the basic attribute of the exhaust gas re-circulation (EGR) concept. The group of components that embody the concept are together named the *EGR system*.

2.5 Shortened names

2.5.1 Naming rules

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.

2.5.2 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.

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EXAMPLE 1 EGR system, EGRT sensor **(standards.iteh.ai)**

EXAMPLE 2 Low-speed FC switch

EXAMPLE 3 High-speed FC switch standards.iteh.ai/catalog/standards/sist/0b47eb66-859a-473d-9ae7-c841ed606b3c/iso-tr-15031-2-2004

Because there are a limited number of useful letter combinations for acronyms, new acronyms shall 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 (e.g. “United States of America” becomes “USA”). Also, more than the first letter of each word may be used (e.g. “Radio detecting and ranging” becomes “RADAR”). An acronym like “USA” which contains three letters or fewer will have its letters spoken separately, but a longer acronym such as “RADAR” shall be pronounceable or its purpose will be defeated.

All of the letters of an acronym shall be in upper case. Acronyms shall not contain full stops. Until an acronym is widely well known, it shall be accompanied by the full 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, check Tables 1 and 2 for any conflicts with acronyms already in use.

2.5.3 Abbreviations

Use abbreviations to shorten base words and directional modifiers in written materials. Unlike an acronym, an abbreviation shall have only its first letter in upper case and shall end with a full stop.

Wire colours are an exception to the rules of case and punctuation. As in the past, they shall continue to be completely in upper case in text and shall not be followed by a full stop.

EXAMPLE BLK wire.

For currently identified abbreviations for base words and modifiers, see Table 1.

2.6 Indexing of names

Service information index designers consider the importance of each term in a name, and select the most appropriate word(s) to index. They most frequently index base words; following each by its modifier(s) to enhance users' retrieval.

The procedure given in part of ISO 15031 allows the designer flexibility to choose the indexed word(s) while describing, in detail, the procedure for the conversational word order in text and illustrations.

EXAMPLE The designer provides the user with the effective retrieval of the conversational name *left front wheel speed sensor* by indexing it as *sensor, left front wheel speed*.

2.7 Explanation of alphanumeric descriptors

The previous subclauses (2.3 to 2.6) describe how to completely describe object and system without ambiguity, and cover the naming of objects (with base words, modifiers, and technological terms), naming systems and building of shortened names.

An *alphanumeric descriptor* may also 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 shall be positioned to follow the base word, rather than the conversational practice of preceding the base word. Table 5 illustrates how several recommended terms and acronyms can be further shortened into alphanumeric descriptors.

The following is a procedure for using or developing alphanumeric descriptors.

- a) First, consult Table 2, recommended terms in the acronyms column.
- b) If the term is not included, build a suitable term using 2.3.2 or 2.4. Then shorten the term using 2.5.
- 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 given in Table 5.
- d) Delete or replace characters as required.
- e) Omit spaces depending on the display limitation (e.g. FUEL PRES becomes FUELPRES).
- f) Consult Table 6 for a matching alphanumeric descriptor.
- g) If Table 6 does not contain a matching alphanumeric descriptor, request an addition, using the request for revision form in Annex A.

2.8 Table 6 — Alphanumeric descriptor table

Table 6 is an alphabetical listing of alphanumeric descriptors to be used when required due to limited display sizes.

2.9 Revision procedures

It will be appropriate to revise this document on an ongoing basis. Requested revisions and updates will be controlled by SAE/ISO according to the normal revision process. This will ensure proper distribution of the changes.

Use Annex A for submission of new information.

Table 1 — Cross-references and look-up

Existing usage	Accepted usage	Accepted acronym
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 Valve (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
AFWD (Automatic Four Wheel Drive)	Automatic 4 Wheel Drive	A4WD
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	A/P
Accelerator Pedal Position	Accelerator Pedal Position	APP
ACCS (Air Conditioning Cyclic Switch)	Air Conditioning Cyclic Switch	A/C Cycling Switch
ACH (Air Cleaner Housing)	Air Cleaner Housing	ACL Housing
ACL (Air Cleaner)	Air Cleaner	ACL
ACL (Air Cleaner) Housing	Air Cleaner Housing	ACL Housing
ACL (Air Cleaner) Housing Cover	Air Cleaner Housing Cover	ACL Housing Cover
ACL (Air Cleaner) Element	Air Cleaner Element	ACL Element
ACS (Air Conditioning System)	Air Conditioning System	A/C System

Table 1 (continued)

Existing usage	Accepted usage	Accepted acronym
ACT (Air Charge Temperature)	Intake Air temperature	IAT
Adaptive Fuel Strategy	Fuel Trim	FT
Adsorber	Adsorber	Adsorber
AFC (Airflow Control)	Mass Airflow	MAE
AFC (Airflow Control)	Volume Airflow	VAE
AFS (Airflow Sensor)	Mass Airflow Sensor	MAF Sensor
AFS (Airflow Sensor)	Volume Airflow Sensor	VAF Sensor
After Cooler	Charge Air Cooler	CAC
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 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
Air Management	Secondary Air Injection Bypass	AIR Bypass
Air Management 2	Secondary Air Injection Diverter	AIR Diverter
Air Temperature Sensor	Intake Air Temperature Sensor	IAT Sensor
Air Valve	Idle Air Control Valve	IAC Valve
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	MAE Sensor
Airflow Meter	Volume Airflow Sensor	VAE Sensor
Airflow Sensor	Mass Airflow Sensor	MAE Sensor
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

Table 1 (continued)

Existing usage	Accepted usage	Accepted acronym
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 Re-circulation Backpressure Transducer	EGR Backpressure Transducer
BARO (Barometric Pressure)	Barometric Pressure	BARO
Barometric Pressure Sensor	Barometric Pressure Sensor	BARO Sensor
Battery Positive 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 Multiplier)	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 N	BUS Negative	BUS N
BUS Negative	BUS Negative	BUS N
BUS P	BUS Positive	BUS P
BUS Positive	BUS Positive	BUS P
C ³ I (Computer Controlled Coil Ignition)	Electronic Ignition	EI
CAC (Charge Air Cooler)	Charge Air Cooler	CAC
Calculated Load Value	Calculated Load Value	LOAD
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

Table 1 (continued)

Existing usage	Accepted usage	Accepted acronym
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(Carburettor)	Carburettor	CARB
Carbon Dioxide	Carbon Dioxide	CO ₂
Carbon Monoxide	Carbon Monoxide	CO
Carburettor	Carburettor	CARB
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
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	Central 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	TBI
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 (Continuous Injection System)	Continuous Fuel Injection	CFI
CIS-E (Continuous Injection System-Electronic)	Continuous Fuel Injection	CFI
CKP (Crankshaft Position)	Crankshaft Position	CKP
CKP (Crankshaft Position) Sensor	Crankshaft Position Sensor	CKP Sensor
CL (Closed Loop)	Closed Loop	CL
Climate Control	Climate Control	CC
Closed Bowl Distributor	Distributor Ignition	DI
Closed Throttle Position	Closed Throttle Position	CTP