



SURFACE VEHICLE RECOMMENDED PRACTICE

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Electrical/Electronic Systems Diagnostic Terms, Definitions, Abbreviations, and Acronyms— Equivalent to ISO/TR 15031-2:April 30, 2002

This SAE Recommended Practice supersedes SAE J1930 MAY1998 and is technically equivalent to ISO/TR 15031-2:April 30, 2002.

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

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

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

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

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

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

3. **How to Use This Document**—To find the recommended term corresponding to an existing term, abbreviation, or acronym, see Table 1, Cross-Reference and Look-Up. See Table 2, Recommended Terms, and Table 3, Glossary of Terms, for definitions of the recommended terms. Use Section 4, Methodology, to construct a new name. Appropriate acceptable usages of Recommended Terms and Acronyms are contained in Table 1.

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

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

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

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

FIGURE 1—MODIFIER USAGE EXAMPLE

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

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

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

Although modifiers are used as adjectives, they are not necessarily terms which would normally be classified as adjectives. While neither “Air” or “Flow” are adjectives, the meaning of “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

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

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

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

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

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

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

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.

Figure 2 illustrates how several Recommended Terms and Acronyms can be further shortened into alphanumeric descriptors. The following guidelines should be followed when using or developing alphanumeric descriptors:

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

Recommended Term	Acceptable Acronized Usage	Alphanumeric Descriptor
Diagnostic Trouble Code	<u>DTC</u> Freeze Fame	DTC FRZF
Engine Coolant Temperature	<u>ECT</u>	None Required
Flexible Fuel	<u>FF</u>	None Required
Freeze Frame	Freeze Frame	FRZF
Fuel Pressure	Fuel Pressure	FUEL PRES
Fuel System 1 Status	Fuel System 1 Status	FUEL SYS 1
Long Term Fuel Trim Bank 2	Long Term <u>FT</u> Bank 2	LONG FT 2
Oxygen Sensor Location Bank 1 Position 1	<u>O2S</u> Bank 1 Position 1	O2SL0C11

FIGURE 2—ALPHANUMERIC DESCRIPTORS EXAMPLE

5. Cross-Reference and Look-Up—See Table 1.

The left column lists existing terms, acronyms, and abbreviations. The center column provides the corresponding acceptable usages constructed of recommended terms combined with other modifiers and/or base words. The acceptable acronized usage is shown in the right column.

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

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TABLE 1—CROSS-REFERENCE AND LOOK-UP⁽¹⁾⁽²⁾

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

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TABLE 1—CROSS-REFERENCE AND LOOK-UP⁽¹⁾⁽²⁾ (CONTINUED)

EXISTING USAGE	ACCEPTABLE USAGE	ACCEPTABLE ACRONIZED USAGE
Air Cleaner Element	<u>Air Cleaner Element</u>	<u>ACL</u> Element
Air Cleaner Housing	<u>Air Cleaner Housing</u>	<u>ACL</u> Housing
Air Cleaner Housing Cover	<u>Air Cleaner Housing Cover</u>	<u>ACL</u> Housing Cover
Air Conditioning	<u>Air Conditioning</u>	<u>A/C</u>
Air Conditioning Sensor	<u>Air Conditioning Sensor</u>	<u>A/C</u> Sensor
Air Control Valve	<u>Secondary Air Injection Control Valve</u>	<u>AIR</u> Control Valve
Air Fuel Ratio Sensor	<u>Air Fuel Ratio Sensor</u>	<u>A/F</u> Sensor
Air Intake System	<u>Intake Air System</u>	<u>IA</u> System
AIRB (Secondary Air Injection Bypass)	<u>Secondary Air Injection Bypass</u>	<u>AIR</u> Bypass
AIRD (Secondary Air Injection Diverter)	<u>Secondary Air Injection Diverter</u>	<u>AIR</u> Diverter
Airflow Meter	<u>Mass Airflow Sensor</u>	<u>MAF</u> Sensor
Airflow Meter	<u>Volume Airflow Sensor</u>	<u>VAF</u> Sensor
Airflow Sensor	<u>Mass Airflow Sensor</u>	<u>MAF</u> Sensor
Air Management	<u>Secondary Air Injection Bypass</u>	<u>AIR</u> Bypass
Air Management 2	<u>Secondary Air Injection Diverter</u>	<u>AIR</u> Diverter
Air Temperature Sensor	<u>Intake Air Temperature Sensor</u>	<u>IAT</u> Sensor
Air Valve	<u>Idle Air Control Valve</u>	<u>IAC</u> Valve
AIV (Air Injection Valve)	<u>Pulsed Secondary Air Injection</u>	<u>PAIR</u>
ALCL (Assembly Line Communication Link)	<u>Data Link Connector</u>	<u>DLC</u>
Alcohol Concentration Sensor	<u>Flexible Fuel Sensor</u>	<u>FF</u> Sensor
ALDL (Assembly Line Diagnostic Link)	<u>Data Link Connector</u>	<u>DLC</u>
ALT (Alternator)	<u>Generator</u>	<u>GEN</u>
Alternator	<u>Generator</u>	<u>GEN</u>
AM (Air Management)	<u>Secondary Air Injection Bypass</u>	<u>AIR</u> Bypass
AM2 (Air Management 2)	<u>Secondary Air Injection Diverter</u>	<u>AIR</u> Diverter
Ambient Air Temperature	<u>Ambient Air Temperature</u>	<u>AAT</u>
APP (Accelerator Pedal Position)	<u>Accelerator Pedal Position</u>	<u>APP</u>
APS (Absolute Pressure Sensor)	<u>Barometric Pressure Sensor</u>	<u>BARO</u> Sensor
ATS (Air Temperature Sensor)	<u>Intake Air Temperature Sensor</u>	<u>IAT</u> Sensor
Automatic 4 Wheel Drive	<u>Automatic 4 Wheel Drive</u>	<u>A4WD</u>
Automatic Temperature Control	<u>Climate Control</u>	<u>CC</u>
Automatic Transaxle	<u>Automatic Transaxle</u>	<u>A/T</u>
Automatic Transmission	<u>Automatic Transmission</u>	<u>A/T</u>
B+ (Battery Positive Voltage)	<u>Battery Positive Voltage</u>	<u>B+</u>
Backpressure Transducer	<u>Exhaust Gas Recirculation Backpressure Transducer</u>	<u>EGR</u> Backpressure Transducer
BARO (Barometric Pressure)	<u>Barometric Pressure</u>	<u>BARO</u>
Barometric Pressure Sensor	<u>Barometric Pressure Sensor</u>	<u>BARO</u> Sensor
Battery Positive Voltage	<u>Battery Positive Voltage</u>	<u>B+</u>
BC (Blower Control)	<u>Blower Control</u>	<u>BC</u>
BLM (Block Learn Matrix)	<u>Long Term Fuel Trim</u>	<u>Long Term FT</u>

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TABLE 1—CROSS-REFERENCE AND LOOK-UP⁽¹⁾⁽²⁾ (CONTINUED)

EXISTING USAGE	ACCEPTABLE USAGE	ACCEPTABLE ACRONIZED USAGE
BLM (Block Learn Memory)	Long Term <u>Fuel Trim</u>	Long Term <u>FT</u>
BLM (Block Learn Multiplier)	Long Term <u>Fuel Trim</u>	Long Term <u>FT</u>
Block Learn Integrator	Long Term <u>Fuel Trim</u>	Long Term <u>FT</u>
Block Learn Matrix	Long Term <u>Fuel Trim</u>	Long Term <u>FT</u>
Block Learn Memory	Long Term <u>Fuel Trim</u>	Long Term <u>FT</u>
Block Learn Multiplier	Long Term <u>Fuel Trim</u>	Long Term <u>FT</u>
Blower Control	<u>Blower Control</u>	<u>BC</u>
Blower Control Module	<u>Blower Control</u> Module	<u>BC</u> Module
Blower Motor Speed Controller	<u>Blower Control</u> Module	<u>BC</u> Module
BP (Barometric Pressure) Sensor	<u>Barometric Pressure Sensor</u>	<u>BARO</u> Sensor
BPP (Brake Pedal Position)	<u>Brake Pedal Position</u>	<u>BPP</u>
Brake Pedal Position	<u>Brake Pedal Position</u>	<u>BPP</u>
Brake Pressure	<u>Brake Pressure</u>	<u>Brake Pressure</u>
BUS Negative	<u>Bus Negative</u>	<u>BUS N</u>
BUS Positive	<u>Bus Positive</u>	<u>BUS P</u>
BUS N	<u>Bus Negative</u>	<u>BUS N</u>
BUS P	<u>Bus Positive</u>	<u>BUS P</u>
Calculated Load Value	<u>Calculated Load Value</u>	<u>Load</u>
C ³ I(Computer Controlled Coil Ignition)	<u>Electronic Ignition</u>	<u>EI</u>
CAC (Charge Air Cooler)	<u>Charge Air Cooler</u>	<u>CAC</u>
Camshaft Position	<u>Camshaft Position</u>	<u>CMP</u>
Camshaft Position Actuator	<u>Camshaft Position</u> Actuator	<u>CMP</u> Actuator
Camshaft Position Controller	<u>Camshaft Position</u> Actuator	<u>CMP</u> Actuator
Camshaft Position Sensor	<u>Camshaft Position</u> Sensor	<u>CMP</u> Sensor
Camshaft Sensor	<u>Camshaft Position</u> Sensor	<u>CMP</u> Sensor
Camshaft Timing Actuator	<u>Camshaft Position</u> Actuator	<u>CMP</u> Actuator
Canister	<u>Canister</u>	<u>Canister</u>
Canister	<u>Evaporative Emission Canister</u>	<u>EVAP Canister</u>
Canister Purge	<u>Evaporative Emission Canister</u> Purge	<u>EVAP Canister</u> Purge
Canister Purge Vacuum Switching Valve	<u>Evaporative Emission Canister</u> Purge Valve	<u>EVAP Canister</u> Purge Valve
Canister Purge Valve	<u>Evaporative Emission Canister</u> Purge Valve	<u>EVAP Canister</u> Purge Valve
Canister Purge VSV (Vacuum Switching Valve)	<u>Evaporative Emission Canister</u> Purge Valve	<u>EVAP Canister</u> Purge Valve
CANP (Canister Purge)	<u>Evaporative Emission Canister</u> Purge	<u>EVAP Canister</u> Purge
CARB (Carburetor)	<u>Carburetor</u>	<u>CARB</u>
Carbon Dioxide	<u>Carbon Dioxide</u>	CO ₂
Carbon Monoxide	<u>Carbon Monoxide</u>	CO
Carburetor	<u>Carburetor</u>	<u>CARB</u>
Catalytic Converter Heater	<u>Catalytic Converter Heater</u>	<u>Catalytic Converter Heater</u>
CC (Climate Control)	<u>Climate Control</u>	<u>CC</u>
CCC (Converter Clutch Control)	<u>Torque Converter Clutch</u>	<u>TCC</u>

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TABLE 1—CROSS-REFERENCE AND LOOK-UP⁽¹⁾⁽²⁾ (CONTINUED)

EXISTING USAGE	ACCEPTABLE USAGE	ACCEPTABLE ACRONIZED USAGE
CCO (Converter Clutch Override)	<u>Torque Converter Clutch</u>	<u>TCC</u>
CCRM (Constant Control Relay Module)	<u>Relay Mode</u>	<u>RM</u>
CCS (Coast Clutch Solenoid)	<u>Coast Clutch Solenoid</u>	<u>CCS</u>
CCS (Coast Clutch Solenoid) Valve	<u>Coast Clutch Solenoid Valve</u>	<u>CCS</u> Valve
CDI (Capacitive Discharge Ignition)	<u>Distributor Ignition</u>	<u>DI</u>
CDROM (Compact Disc Read Only Memory)	<u>Compact Disc Read Only Memory</u>	<u>CDROM</u>
Central Multiport Fuel Injection	Central <u>Multiport Fuel Injection</u>	Central <u>MFI</u>
Central Sequential Multiport Fuel Injection	Central <u>Multiport Fuel Injection</u>	Central <u>SFI</u>
CES (Clutch Engage Switch)	<u>Clutch Pedal Position Switch</u>	<u>CPP</u> Switch
CFI (Central Fuel Injection)	<u>Throttle Body Fuel Injection</u>	<u>TBI</u>
CFI (Continuous Fuel Injection)	<u>Continuous Fuel Injection</u>	<u>CFI</u>
CFV (Critical Flow Venturi)	<u>Critical Flow Venturi</u>	<u>CFV</u>
Charcoal Canister	<u>Evaporative Emission Canister</u>	<u>EVAP Canister</u>
Charge Air Cooler	<u>Charge Air Cooler</u>	<u>CAC</u>
Check Engine	<u>Service Reminder Indicator</u>	<u>SRI</u>
Check Engine	<u>Malfunction Indicator Lamp</u>	<u>MIL</u>
CID (Cylinder Identification) Sensor	<u>Camshaft Position Sensor</u>	<u>CMP</u> Sensor
CIS-E (Continuous Injection System Electronic)	<u>Continuous Fuel Injection</u>	<u>CFI</u>
CIS (Continuous Injection System)	<u>Continuous Fuel Injection</u>	<u>CFI</u>
CKP (Crankshaft Position)	<u>Crankshaft Position</u>	<u>CKP</u>
CKP (Crankshaft Position) Sensor	<u>Crankshaft Position</u> sensor	<u>CKP</u> Sensor
CL (Closed Loop)	<u>Closed Loop</u>	<u>CL</u>
Climate Control	<u>Climate Control</u>	<u>CC</u>
Closed Bowl Distributor	<u>Distributor Ignition</u>	<u>DI</u>
Closed Throttle Position	<u>Closed Throttle Position</u>	<u>CTP</u>
Closed Throttle Switch	<u>Closed Throttle Position</u> Switch	<u>CTP</u> Switch
CLS (Closed Loop System)	<u>Closed Loop</u>	<u>CL</u>
Clutch Engage Switch	<u>Clutch Pedal Position Switch</u>	<u>CPP</u> Switch
Clutch Pedal Position Switch	<u>Clutch Pedal Position Switch</u>	<u>CPP</u> Switch
Clutch Start Switch	<u>Clutch Pedal Position Switch</u>	<u>CPP</u> Switch
Clutch Switch	<u>Clutch Pedal Position Switch</u>	<u>CPP</u> Switch
CLV (Calculated Load Value)	<u>Calculated Load Value</u>	<u>Load</u>
CMFI (Central Multiport Fuel Injection)	Central <u>Multiport Fuel Injection</u>	Central <u>MFI</u>
CMFI (Central Multiport Fuel Injection)	Central <u>Multiport Fuel Injection</u>	See Table 4
CMP (Camshaft Position)	<u>Camshaft Position</u>	<u>CMP</u>
CMP (Camshaft Position) Sensor	<u>Camshaft Position</u> Sensor	<u>CMP</u> Sensor
CO (Carbon Monoxide)	<u>Carbon Monoxide</u>	<u>CO</u>
CO (Carbon Monoxide) Potentiometer	<u>Carbon Monoxide</u> Potentionmeter	<u>CO</u> Potentionmeter
CO2 (Carbon Dioxide)	<u>Carbon Dioxide</u>	CO2
Coast Clutch Solenoid	<u>Coast Clutch Solenoid</u>	<u>CCS</u>

TABLE 1—CROSS-REFERENCE AND LOOK-UP⁽¹⁾⁽²⁾ (CONTINUED)

EXISTING USAGE	ACCEPTABLE USAGE	ACCEPTABLE ACRONIZED USAGE
COC (Continuous Oxidation Catalyst)	<u>Oxidation Catalytic Converter</u>	<u>OC</u>
Coast Clutch Solenoid Valve	<u>Coast Clutch Solenoid Valve</u>	<u>CCS</u> Valve
Condenser	<u>Distributor Ignition Capacitor</u>	<u>DI</u> Capacitor
Constant Control Relay Module	<u>Relay Module</u>	<u>RM</u>
Constant Volume Sampler	<u>Constant Volume Sampler</u>	<u>CVS</u>
Continuous Fuel Injection	<u>Continuous Fuel Injection</u>	<u>CFI</u>
Continuous Injection System	<u>Continuous Fuel Injection System</u>	<u>CFI</u> System
Continuous Injection System-E	<u>Electronic Continuous Fuel Injection System</u>	<u>Electronic CFI</u> System
Continuous Trap Oxidizer	<u>Continous Trap Oxidizer</u>	<u>CTOX</u>
Continuously Variable Transaxle	<u>Continuously Variable Transaxle</u>	<u>CVT</u>
Continuously Variable Transmission	<u>Continuously Variable Transmission</u>	<u>CVT</u>
Coolant Temperture Sensor	<u>Engine Coolant Temperature Sensor</u>	<u>ECT</u> Sensor
CP (Crankshaft Position)	<u>Crankshaft Position</u>	<u>CKP</u>
CPP (Clutch Pedal Position)	<u>Clutch Pedal Position</u>	<u>CPP</u>
CPP (Clutch Pedal Position) Switch	<u>Clutch Pedal Position Switch</u>	<u>CPP</u> Switch
CPS (Camshaft Position Sensor)	<u>Camshaft Position Sensor</u>	<u>CMP</u> Sensor
CPS (Crankshaft Position Sensor)	<u>Crankshaft Position Sensor</u>	<u>CKP</u> Sensor
Crank Angle Sensor	<u>Crankshaft Position Sensor</u>	<u>CKP</u> Sensor
Crankshaft Position	<u>Crankshaft Position</u>	<u>CKP</u>
Crankshaft Position Sensor	<u>Crankshaft Position Sensor</u>	<u>CKP</u> Sensor
Crankshaft Speed	<u>Engine Speed</u>	<u>RPM</u>
Crankshaft Speed Sensor	<u>Engine Speed Sensor</u>	<u>RPM</u> Sensor
Critical Flow Venturi	<u>Critical Flow Venturi</u>	<u>CFV</u>
CTO (Continuous Trap Oxidizer)	<u>Continuous Trap Oxidizer</u>	<u>CTOX</u>
CTOX (Continuous Trap Oxidizer)	<u>Continuous Trap Oxidizer</u>	<u>CTOX</u>
CTP (Closed Throttle Position)	<u>Closed Throttle Position</u>	<u>CTP</u>
CTS (Coolant Temperature Sensor)	<u>Engine Coolant Temperature Sensor</u>	<u>ECT</u> Sensor
CTS (Coolant Temperature Switch)	<u>Engine Coolant Temperature Switch</u>	<u>ECT</u> Switch
CVS (Constant Volume Sampler)	<u>Constant Volume Sampler</u>	<u>CVS</u>
CVT (Continuously Variable Transaxle)	<u>Continuously Variable Transaxle</u>	<u>CVT</u>
CVT (Continuously Variable Transmission)	<u>Continuously Variable Transmission</u>	<u>CVT</u>
Cylinder ID (Identification) Sensor	<u>Camshaft Position Sensor</u>	<u>CMP</u> Sensor
D-Jetronic	<u>Multiport Fuel Injection</u>	<u>MFI</u>
Data Link Connector	<u>Data Link Connector</u>	<u>DLC</u>
Detonation Sensor	<u>Knock Sensor</u>	<u>KS</u>
DFI (Digital Fuel Injection)	<u>Multiport Fuel Injection</u>	<u>MFI</u>
DFI (Direct Fuel Injection)	<u>Throttle Body Fuel Injection</u>	<u>TBI</u>
DI (Direct Injection)	<u>Direct Fuel Injection</u>	<u>DFI</u>
DI (Distributor Ignition)	<u>Distributor Ignition</u>	<u>DI</u>
DI (Distributor Ignition) Capacitor	<u>Distributor Ignition Capacitor</u>	<u>DI</u> Capacitor
Diagnostic Test Mode	<u>Diagnostic Test Mode</u>	<u>DTM</u>
Diagnostic Trouble Code	<u>Diagnostic Trouble Code</u>	<u>DTC</u>

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TABLE 1—CROSS-REFERENCE AND LOOK-UP⁽¹⁾⁽²⁾ (CONTINUED)

EXISTING USAGE	ACCEPTABLE USAGE	ACCEPTABLE ACRONIZED USAGE
DID (Direct Injection—Diesel)	<u>Direct Fuel Injection</u>	<u>DFI</u>
Differential Pressure Feedback EGR (Exhaust Gas Recirculation) System	Differential Pressure Feedback <u>Exhaust Gas Recirculation</u> System	Differential Pressure Feedback <u>EGR</u> System
Digital EGR (Exhaust Gas Recirculation)	<u>Exhaust Gas Recirculation</u>	<u>EGR</u>
Direct Fuel Injection	<u>Direct Fuel Injection</u>	<u>DFI</u>
Direct Ignition System	<u>Electronic Ignition</u> System	<u>EI</u> System
DIS (Distributorless Ignition System)	<u>Electronic Ignition</u> System	<u>EI</u> System
DIS (Distributorless Ignition System) Module	<u>Ignition Control Module</u>	<u>ICM</u>
Distance Sensor	<u>Vehicle Speed Sensor</u>	<u>VSS</u>
Distributor Ignition	<u>Distributor Ignition</u>	<u>DI</u>
Distributorless Ignition	<u>Electronic Ignition</u>	<u>EI</u>
DLC (Data Link Connector)	<u>Data Link Connector</u>	<u>DLC</u>
DLI (Distributorless Ignition)	<u>Electronic Ignition</u>	<u>EI</u>
DM (Drive Motor)	<u>Drive Motor</u>	<u>DM</u>
DMCM (Drive Motor Control Module)	<u>Drive Motor Control Module</u>	<u>DMCM</u>
DMCT (Drive Motor Coolant Temperature)	<u>Drive Motor Coolant Temperature</u>	<u>DMCT</u>
DMPI (Drive Motor Power Inverter) Module	<u>Drive Motor Power Inverter</u> Module	<u>DMPI</u> Module
Drive Motor	<u>Drive Motor</u>	<u>DM</u>
Drive Motor Control Module	<u>Drive Motor Control Module</u>	<u>DMCM</u>
Drive Motor Coolant Temperature	<u>Drive Motor Coolant Temperature</u>	<u>DMCT</u>
Drive Motor Power Inverter Module	<u>Drive Motor Power Inverter</u> Module	<u>DMPI</u> Module
Driver	<u>Driver</u>	<u>Driver</u>
DS (Detonation Sensor)	<u>Knock Sensor</u>	<u>KS</u>
DTC (Diagnostic Trouble Code)	<u>Diagnostic Trouble Code</u>	<u>DTC</u>
DTM (Diagnostic Test Mode)	<u>Diagnostic Test Mode</u>	<u>DTM</u>
Dual Bed	<u>Three Way + Oxidation Catalytic Converter</u>	<u>TWC+OC</u>
Duty Solenoid for Purge Valve	<u>Evaporative Emission Canister Purge Valve</u>	<u>EVAP</u> Canister Purge Valve
Dynamic Pressure Control	Dynamic <u>Pressure Control</u>	Dynamic <u>PC</u>
Dynamic Pressure Control Solenoid	Dynamic <u>Pressure Control</u> Solenoid	Dynamic <u>PC</u> Solenoid
Dynamic Pressure Control Solenoid Valve	Dynamic <u>Pressure Control</u> Solenoid Valve	Dynamic <u>PC</u> Solenoid Valve
E2PROM (Electrically Erasable Programmable Read Only Memory)	<u>Electrically Erasable Programmable Read Only Memory</u>	<u>EEPROM</u>
Early Fuel Evaporation	<u>Early Fuel Evaporation</u>	<u>EFE</u>
EATX (Electronic Automatic Transmission/Transaxle)	<u>Automatic Transmission</u>	<u>A/T</u>
EC (Engine Control)	<u>Engine Coolant</u>	<u>EC</u>
ECA (Electronic Control Assembly)	<u>Powertrain Control Module</u>	<u>PCM</u>
ECL (Engine Coolant Level)	<u>Engine Coolant Level</u>	<u>ECL</u>
ECM (Engine Control Module)	<u>Engine Control Module</u>	<u>ECM</u>

TABLE 1—CROSS-REFERENCE AND LOOK-UP⁽¹⁾⁽²⁾ (CONTINUED)

EXISTING USAGE	ACCEPTABLE USAGE	ACCEPTABLE ACRONIZED USAGE
ECT (Engine Coolant Temperature)	<u>Engine Coolant Temperature</u>	<u>ECT</u>
ECT (Engine Coolant Temperature) Sender	<u>Engine Coolant Temperature</u> Sensor	<u>ECT</u> Sensor
ECT (Engine Coolant Temperature) Sensor	<u>Engine Coolant Temperature</u> Sensor	<u>ECT</u> Sensor
ECT (Engine Coolant Temperature) Switch	<u>Engine Coolant Temperature</u> Switch	<u>ECT</u> Switch
ECU4 (Electronic Control Unit 4)	<u>Powertrain Control Module</u>	<u>PCM</u>
EDF (Electro-Drive Fan) Control	<u>Fan Control</u>	<u>FC</u>
EDIS (Electronic Distributor Ignition System)	<u>Distributor Ignition</u> System	<u>DI</u> System
EDIS (Electronic Distributor Ignition System) Module	<u>Distributor Ignition Control Module</u>	Distributor <u>ICM</u>
EDIS (Electronic Distributorless Ignition System)	<u>Electronic Ignition</u> System	<u>EI</u> System
EEC (Electronic Engine Control)	<u>Engine Control</u>	<u>EC</u>
EEC (Electronic Engine Control) Processor	<u>Powertrain Control Module</u>	<u>PCM</u>
EECS (Evaporative Emission Control System)	<u>Evaporative Emission</u> System	<u>EVAP</u> System
EEPROM (Electrically Erasable Programmable Read Only Memory)	<u>Electrically Erasable Programmable Read Only Memory</u>	<u>EEPROM</u>
EFE (Early Fuel Evaporation)	<u>Early Fuel Evaporation</u>	<u>EFE</u>
EFI (Electronic Fuel Injection)	<u>Multiport Fuel Injection</u>	<u>MFI</u>
EFI (Electronic Fuel Injection)	<u>Throttle Body Fuel Injection</u>	<u>TBI</u>
EFT (Engine Fuel Temperature)	<u>Engine Fuel Temperature</u>	<u>EFT</u>
EFT (Engine Fuel Temperature) Sensor	<u>Engine Fuel Temperature</u> Sensor	<u>EFT</u> Sensor
EGO (Exhaust Gas Oxygen) Sensor	<u>Oxygen Sensor</u>	<u>O2S</u>
EGOS (Exhaust Gas Oxygen Sensor)	<u>Oxygen Sensor</u>	<u>O2S</u>
EGR (Exhaust Gas Recirculation)	<u>Exhaust Gas Recirculation</u>	<u>EGR</u>
EGR (Exhaust Gas Recirculation) Diagnostic Valve	<u>Exhaust Gas Recirculation</u> Diagnostic Valve	<u>EGR</u> Diagnostic Valve
EGR (Exhaust Gas Recirculation) System	<u>Exhaust Gas Recirculation</u> System	<u>EGR</u> System
EGR (Exhaust Gas Recirculation) Thermal Vacuum Valve	<u>Exhaust Gas Recirculation Thermal Vacuum Valve</u>	<u>EGR TVV</u>
EGR (Exhaust Gas Recirculation) Valve	<u>Exhaust Gas Recirculation</u> Valve	<u>EGR</u> Valve
EGR TVV (Exhaust Gas Recirculation Thermal Vacuum Valve)	<u>Exhaust Gas Recirculation Thermal Vacuum Valve</u>	<u>EGR TVV</u>
EGRT (Exhaust Gas Recirculation Temperature)	<u>Exhaust Gas Recirculation Temperature</u>	<u>EGRT</u>
EGRT (Exhaust Gas Recirculation Temperature) Sensor	<u>Exhaust Gas Recirculation Temperature</u> Sensor	<u>EGRT</u> Sensor
EGRV (Exhaust Gas Recirculation Valve)	<u>Exhaust Gas Recirculation</u> Valve	<u>EGR</u> Valve
EGRVC (Exhaust Gas Recirculation Valve Control)	<u>Exhaust Gas Recirculation</u> Valve Control	<u>EGR</u> Valve Control
EGS (Exhaust Gas Sensor)	<u>Oxygen Sensor</u>	<u>O2S</u>
EGT (Exhaust Gas Temperature)	<u>Exhaust Gas Temperature</u>	<u>EGT</u>
EHOC (Exhaust Heated Oxidation Catalyst)	<u>Heated Oxidation Catalyst</u>	<u>HOC</u>

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TABLE 1—CROSS-REFERENCE AND LOOK-UP⁽¹⁾⁽²⁾ (CONTINUED)

EXISTING USAGE	ACCEPTABLE USAGE	ACCEPTABLE ACRONIZED USAGE
EHTWC (Exhaust Heated 3-Way Catalyst)	<u>Heated 3-Way Catalyst</u>	<u>HTWC</u>
EI (Electronic Ignition) (With Distributor)	<u>Distributor Ignition</u>	<u>DI</u>
EI (Electronic Ignition) (Without Distributor)	<u>Electronic Ignition</u>	<u>EI</u>
Electrically Heated 3-Way Catalyst	<u>Heated 3-Way Catalyst</u>	<u>HTWC</u>
Electrically Heated Oxidation Catalyst	<u>Heated Oxidation Catalyst</u>	<u>HOC</u>
Electrically Erasable Programmable Read Only Memory	<u>Electrically Erasable Programmable Read Only Memory</u>	<u>EEPROM</u>
Electronic Automatic Temperature Control	<u>Climate Control</u>	<u>CC</u>
Electronic Engine Control	<u>Electronic Engine Control</u>	Electronic <u>EC</u>
Electronic Ignition	<u>Electronic Ignition</u>	<u>EI</u>
Electronic Spark Advance	<u>Ignition Control</u>	<u>IC</u>
Electronic Spark Timing	<u>Ignition Control</u>	<u>IC</u>
EM (Engine Modification)	<u>Engine Modification</u>	<u>EM</u>
EMR (Engine Maintenance Reminder)	<u>Service Reminder Indicator</u>	<u>SRI</u>
Engine Control	<u>Engine Control</u>	<u>EC</u>
Engine Control Module	<u>Engine Control Module</u>	<u>ECM</u>
Engine Coolant Fan Control	<u>Fan Control</u>	<u>FC</u>
Engine Coolant Level	<u>Engine Coolant Level</u>	<u>ECL</u>
Engine Coolant Level Indicator	<u>Engine Coolant Level Indicator</u>	<u>ECL</u> Indicator
Engine Coolant Temperature	<u>Engine Coolant Temperature</u>	<u>ECT</u>
Engine Coolant Temperature Sender	<u>Engine Coolant Temperature</u> Sensor	<u>ECT</u> Sensor
Engine Coolant Temperature Sensor	<u>Engine Coolant Temperature</u> Sensor	<u>ECT</u> Sensor
Engine Coolant Temperature Switch	<u>Engine Coolant Temperature</u> Switch	<u>ECT</u> Switch
Engine Fuel Temperature	<u>Engine Fuel Temperature</u>	<u>EFT</u>
Engine Fuel Temperature Sensor	<u>Engine Fuel Temperature</u> Sensor	<u>EFT</u> Sensor
EPR (Exhaust Pressure Regulator)	<u>Exhaust Pressure Regulator</u>	<u>EPR</u>
EVAP (Evaporate Emission) CANP (Canister Purge)	<u>Evaporative Emission Canister</u> Purge	<u>EVAP</u> Canister Purge
EVAP (Evaporative Emission)	<u>Evaporative Emission</u>	<u>EVAP</u>
EVAP (Evaporative Emission) Canister	<u>Evaporative Emission Canister</u>	<u>EVAP</u> Canister
EVAP (Evaporative Emission) Purge Valve	<u>Evaporative Emission Canister</u> Purge Valve	<u>EVAP</u> Canister Purge Valve
Evaporative Emission	<u>Evaporative Emission</u>	<u>EVAP</u>
Evaporative Emission Canister	<u>Evaporative Emission Canister</u>	<u>EVAP</u> Canister
EVP (Exhaust Gas Recirculation Valve Position) Sensor	<u>Exhaust Gas Recirculation</u> Valve Position Sensor	<u>EGR</u> Valve Position Sensor
EVR (Exhaust Gas Recirculation Vacuum Regulator) Solenoid	<u>Exhaust Gas Recirculation</u> Vacuum Regulator Valve	<u>EGR</u> Vacuum Regulator Valve
EVRV (Exhaust Gas Recirculation Vacuum Regulator Valve)	<u>Exhaust Gas Recirculation</u> Vacuum Regulator Valve	<u>EGR</u> Vacuum Regulator Valve
EXC (Exhaust Control)	<u>Exhaust Control</u>	<u>EXC</u>
EXC (Exhaust Control) Valve	<u>Exhaust Control</u> Valve	<u>EXC</u> Valve
EXC (Exhaust Control) Valve Actuator	<u>Exhaust Control</u> Valve	<u>EXC</u> Valve
EXC (Exhaust Control) Valve Cable	<u>Exhaust Control</u> Valve	<u>EXC</u> Valve
Exhaust Control	<u>Exhaust Control</u>	<u>EXC</u>
Exhaust Control Valve	<u>Exhaust Control</u> Valve	<u>EXC</u> Valve

TABLE 1—CROSS-REFERENCE AND LOOK-UP⁽¹⁾⁽²⁾ (CONTINUED)

EXISTING USAGE	ACCEPTABLE USAGE	ACCEPTABLE ACRONIZED USAGE
Exhaust Control Valve Actuator	<u>Exhaust Control Valve</u>	<u>EXC</u> Valve
Exhaust Control Valve Cable	<u>Exhaust Control Valve</u>	<u>EXC</u> Valve
Exhaust Gas Recirculation	<u>Exhaust Gas Recirculation</u>	<u>EGR</u>
Exhaust Gas Recirculation Temperature	<u>Exhaust Gas Recirculation Temperature</u>	<u>EGRT</u>
Exhaust Gas Recirculation Temperature Sensor	<u>Exhaust Gas Recirculation Temperature Sensor</u>	<u>EGRT</u> Sensor
Exhaust Gas Recirculation Vacuum Regulator Valve	<u>Exhaust Gas Recirculation Vacuum Regulator Valve</u>	<u>EGR</u> Vacuum Regulator Valve
Exhaust Gas Recirculation Vacuum Solenoid Valve Regulator	<u>Exhaust Gas Recirculation Vacuum Regulator Solenoid Valve</u>	<u>EGR</u> Vacuum Regulator Solenoid Valve
Exhaust Gas Recirculation Valve	<u>Exhaust Gas Recirculation Valve</u>	<u>EGR</u> Valve
Exhaust Gas Temperature	<u>Exhaust Gas Temperature</u>	<u>EGT</u>
Exhaust Gas Temperature	<u>Exhaust Temperature</u>	<u>E/T</u>
Exhaust Gas Temperature Sensor	<u>Exhaust Gas Temperature Sensor</u>	<u>EGT</u> Sensor
Exhaust Pressure	<u>Exhaust Pressure</u>	<u>EP</u>
Exhaust Pressure Regulator	<u>Exhaust Pressure Regulator</u>	<u>EPR</u>
Exhaust Pressure Regulator Valve	<u>Exhaust Pressure Regulator Valve</u>	<u>EPR</u> Valve
F4WD (Full Time Four Wheel Drive)	<u>Full Time Four Wheel Drive</u>	<u>F4WD</u>
Fan Control	<u>Fan Control</u>	<u>FC</u>
Fan Control Module	<u>Fan Control Module</u>	<u>FC</u> Module
Fan Control Relay	<u>Fan Control Relay</u>	<u>FC</u> Relay
Fan Motor Control Relay	<u>Fan Control Relay</u>	<u>FC</u> Relay
Fast Idle Thermo Valve	<u>Idle Air Control Thermal Valve</u>	<u>IAC</u> Thermal Valve
FBC (Feed Back Carburetor)	<u>Carburetor</u>	<u>CARB</u>
FBC (Feed Back Control)	<u>Mixture Control</u>	<u>MC</u>
FC (Fan Control)	<u>Fan Control</u>	<u>FC</u>
FC (Fan Control) Relay	<u>Fan Control Relay</u>	<u>FC</u> Relay
EEPROM (Flash Electrically Erasable Programmable Read Only Memory)	<u>Flash Electrically Erasable Programmable Read Only Memory</u>	<u>EEPROM</u>
FEPRM (Flash Erasable Programmable Read Only Memory)	<u>Flash Erasable Programmable Read Only Memory</u>	<u>FEPRM</u>
FF (Flexible Fuel)	<u>Flexible Fuel</u>	<u>FF</u>
FI (Fuel Injection)	Central <u>Multiport Fuel Injection</u>	Central <u>MFI</u>
FI (Fuel Injection)	<u>Continuous Fuel Injection</u>	<u>CFI</u>
FI (Fuel Injection)	<u>Direct Fuel Injection</u>	<u>DFI</u>
FI (Fuel Injection)	<u>Indirect Fuel Injection</u>	<u>IFI</u>
FI (Fuel Injection)	<u>Multiport Fuel Injection</u>	<u>MFI</u>
FI (Fuel Injection)	<u>Sequential Multiport Fuel Injection</u>	<u>SFI</u>
FI (Fuel Injection)	<u>Throttle Body Fuel Injection</u>	<u>TBI</u>
FIC (Fuel Injector Control)	<u>Fuel Injector Control</u>	<u>FIC</u>
Flame Ionization Detector	<u>Flame Ionization Detector</u>	<u>FID</u>
Flash EEPROM (Electrically Erasable Programmable Read Only Memory)	<u>Flash Electrically Erasable Programmable Read Only Memory</u>	<u>EEPROM</u>
Flash EPROM (Erasable Programmable Read Only Memory)	<u>Flash Erasable Programmable Read Only Memory</u>	<u>FEPRM</u>

TABLE 1—CROSS-REFERENCE AND LOOK-UP⁽¹⁾⁽²⁾ (CONTINUED)

EXISTING USAGE	ACCEPTABLE USAGE	ACCEPTABLE ACRONIZED USAGE
Flexible Fuel	<u>Flexible Fuel</u>	<u>FF</u>
Flexible Fuel Sensor	<u>Flexible Fuel Sensor</u>	<u>FF Sensor</u>
Four Wheel Drive	<u>Automatic 4 Wheel Drive</u>	<u>A4WD</u>
Four Wheel Drive	<u>Four Wheel Drive</u>	<u>4WD</u>
Four Wheel Drive	<u>Full Time Four Wheel Drive</u>	<u>F4WD</u>
Four Wheel Drive	<u>Selectable Four Wheel Drive</u>	<u>S4WD</u>
Fourth Gear	<u>Fourth Gear</u>	<u>4GR</u>
FP (Fuel Pump)	<u>Fuel Pump</u>	<u>FP</u>
FP (Fuel Pump) Module	<u>Fuel Pump Module</u>	<u>FP Module</u>
Freeze Frame	<u>Freeze Frame</u>	See Table 4
Front Wheel Drive	<u>Front Wheel Drive</u>	<u>FWD</u>
FRP (Fuel Rail Pressure)	<u>Fuel Rail Pressure</u>	<u>FRP</u>
FRP (Fuel Rail Pressure) Sensor	<u>Fuel Rail Pressure Sensor</u>	<u>FRP Sensor</u>
FRT (Fuel Rail Temperature)	<u>Fuel Rail Temperature</u>	<u>FRT</u>
FRT (Fuel Rail Temperature) Sensor	<u>Fuel Rail Temperature Sensor</u>	<u>FRT Sensor</u>
FRZF (Freeze Frame)	<u>Freeze Frame</u>	See Table 4
FT (Fuel Trim)	<u>Fuel Trim</u>	<u>FT</u>
FTP (Fuel Tank Pressure)	<u>Fuel Tank Pressure</u>	<u>FTP</u>
FTP (Fuel Tank Pressure) Sensor	<u>Fuel Tank Pressure Sensor</u>	<u>FTP Sensor</u>
FTT (Fuel Tank Temperature)	<u>Fuel Tank Temperature</u>	<u>FTT</u>
FTT (Fuel Tank Temperature) Sensor	<u>Fuel Tank Temperature Sensor</u>	<u>FTT Sensor</u>
Fuel Charging Station	<u>Throttle Body</u>	<u>TB</u>
Fuel Concentration Sensor	<u>Flexible Fuel Sensor</u>	<u>FF Sensor</u>
Fuel Injection	Central <u>Multiport Fuel Injection</u>	Central <u>MFI</u>
Fuel Injection	<u>Continuous Fuel Injection</u>	<u>CFI</u>
Fuel Injection	<u>Direct Fuel Injection</u>	<u>DFI</u>
Fuel Injection	<u>Indirect Fuel Injection</u>	<u>IFI</u>
Fuel Injection	<u>Multiport Fuel Injection</u>	<u>MFI</u>
Fuel Injection	<u>Sequential Multiport Fuel Injection</u>	<u>SFI</u>
Fuel Injection	<u>Throttle Body Fuel Injection</u>	<u>TBI</u>
Fuel Injector Control	<u>Fuel Injector Control</u>	<u>FIC</u>
Fuel Level Sensor	<u>Fuel Level Sensor</u>	<u>Fuel Level Sensor</u>
Fuel Module	<u>Fuel Pump Module</u>	<u>FP Module</u>
Fuel Pressure	<u>Fuel Pressure</u>	<u>Fuel Pressure</u>
Fuel Pressure	<u>Fuel Pressure</u>	See Table 4
Fuel Pressure Regulator	<u>Fuel Pressure Regulator</u>	<u>Fuel Pressure Regulator</u>
Fuel Pump	<u>Fuel Pump</u>	<u>FP</u>
Fuel Pump Relay	<u>Fuel Pump Relay</u>	<u>FP Relay</u>
Fuel Quality Sensor	<u>Flexible Fuel Sensor</u>	<u>FF Sensor</u>
Fuel Rail Pressure	<u>Fuel Rail Pressure</u>	<u>FRP</u>
Fuel Rail Pressure Sensor	<u>Fuel Rail Pressure Sensor</u>	<u>FRP Sensor</u>
Fuel Rail Temperature	<u>Fuel Rail Temperature</u>	<u>FRT</u>

TABLE 1—CROSS-REFERENCE AND LOOK-UP⁽¹⁾⁽²⁾ (CONTINUED)

EXISTING USAGE	ACCEPTABLE USAGE	ACCEPTABLE ACRONIZED USAGE
Fuel Rail Temperature Sensor	<u>Fuel Rail Temperature Sensor</u>	<u>FRT</u> Sensor
Fuel Regulator	<u>Fuel Pressure Regulator</u>	<u>Fuel Pressure</u> Regulator
Fuel Sender	<u>Fuel Pump Module</u>	<u>FP</u> Module
Fuel Sensor	<u>Fuel Level</u> Sensor	<u>Fuel Level</u> Sensor
FUEL SYS (Fuel System Status)	<u>Fuel System Status</u>	See Table 4
Fuel System Status	<u>Fuel System Status</u>	See Table 4
Fuel Tank Pressure	<u>Fuel Tank Pressure</u>	<u>FTP</u>
Fuel Tank Pressure Sensor	<u>Fuel Tank Pressure</u> Sensor	<u>FTP</u> Sensor
Fuel Tank Temperature	<u>Fuel Tank Temperature</u>	<u>FTT</u>
Fuel Tank Temperature Sensor	<u>Fuel Tank Temperature Sensor</u>	<u>FTT</u> Sensor
Fuel Tank Unit	<u>Fuel Pump Module</u>	<u>FP</u> Module
Fuel Trim	<u>Fuel Trim</u>	<u>FT</u>
Full Throttle	<u>Wide Open Throttle</u>	<u>WOT</u>
Full Time Four Wheel Drive	<u>Automatic 4 Wheel Drive</u>	<u>A4WD</u>
Full Time Four Wheel Drive	<u>Full Time Four Wheel Drive</u>	<u>F4WD</u>
FWD (Front Wheel Drive)	<u>Front Wheel Drive</u>	<u>FWD</u>
GCM (Governor Control Module)	<u>Governor Control Module</u>	<u>GCM</u>
GEM (Governor Electronic Module)	<u>Governor Control Module</u>	<u>GCM</u>
GEN (Generator)	<u>Generator</u>	<u>GEN</u>
Glow Plug	<u>Glow Plug</u>	<u>Glow Plug</u>
GND (Ground)	<u>Ground</u>	<u>GND</u>
Governor	<u>Governor</u>	<u>Governor</u>
Governor Control Module	<u>Governor Control Module</u>	<u>GCM</u>
Governor Electronic Module	<u>Governor Control Module</u>	<u>GCM</u>
GPM (Gram Per Mile)	<u>Gram Per Mile</u>	<u>GPM</u>
Gram Per Mile	<u>Gram Per Mile</u>	<u>GPM</u>
GRD (Ground)	<u>Ground</u>	<u>GND</u>
Ground	<u>Ground</u>	<u>GND</u>
HC (Hydrocarbon)	<u>Hydrocarbon</u>	<u>HC</u>
HCDS (High Clutch Drum Speed)	<u>High Clutch Drum Speed</u>	<u>HCDS</u>
HCDS (High Clutch Drum Speed) Sensor	<u>High Clutch Drum Speed</u> Sensor	<u>HCDS</u> Sensor
Heated Oxygen Sensor	<u>Heated Oxygen Sensor</u>	<u>HO2S</u>
HEDF (High Electro-Drive Fan) Control	<u>Fan Control</u>	<u>FC</u>
HEGO (Heated Exhaust Gas Oxygen) Sensor	<u>Heated Oxygen Sensor</u>	<u>HO2S</u>
HEI (High Energy Ignition)	<u>Distributor Ignition</u>	<u>DI</u>
High Clutch Drum Speed	<u>High Clutch Drum Speed</u>	<u>HCDS</u>
High Clutch Drum Speed Sensor	<u>High Clutch Drum Speed</u> Sensor	<u>HCDS</u> Sensor
High Pressure Cutoff Switch	<u>High Pressure Cutoff</u> Switch	<u>HPC</u> Switch
High Speed FC (Fan Control) Switch	<u>High Speed Fan Control</u> Switch	High Speed <u>FC</u> Switch
HO2S (Heated Oxygen Sensor)	<u>Heated Oxygen Sensor</u>	<u>HO2S</u>
HOC (Heated Oxidation Catalyst)	<u>Heated Oxidation Catalyst</u>	<u>HOC</u>
HOS (Heated Oxygen Sensor)	<u>Heated Oxygen Sensor</u>	<u>HO2S</u>

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TABLE 1—CROSS-REFERENCE AND LOOK-UP⁽¹⁾⁽²⁾ (CONTINUED)

EXISTING USAGE	ACCEPTABLE USAGE	ACCEPTABLE ACRONIZED USAGE
Hot Wire Anemometer	<u>Mass Airflow Sensor</u>	<u>MAF</u> Sensor
HPC (High Pressure Cutoff) Switch	<u>High Pressure Cutoff Switch</u>	<u>HPC</u> Switch
HTWC (Heated 3-Way Catalyst)	<u>Heated 3-Way Catalyst</u>	<u>HTWC</u>
Hydrocarbon	<u>Hydrocarbon</u>	<u>HC</u>
I/M (Inspection and Maintenance)	<u>Inspection and Maintenance</u>	<u>I/M</u>
IA (Intake Air)	<u>Intake Air</u>	<u>IA</u>
IA (Intake Air) Duct	<u>Intake Air Duct</u>	<u>IA</u> Duct
IAC (Idle Air Control)	<u>Idle Air Control</u>	<u>IAC</u>
IAC (Idle Air Control) Thermal Valve	<u>Idle Air Control</u> Thermal Valve	<u>IAC</u> Thermal Valve
IAC (Idle Air Control) Valve	<u>Idle Air Control</u> Valve	<u>IAC</u> Valve
IACV (Idle Air Control Valve)	<u>Idle Air Control</u> Valve	<u>IAC</u> Valve
IAT (Intake Air Temperature)	<u>Intake Air Temperature</u>	<u>IAT</u>
IAT (Intake Air Temperature) Sensor	<u>Intake Air Temperature</u> Sensor	<u>IAT</u> Sensor
IATS (Intake Air Temperature Sensor)	<u>Intake Air Temperature</u> Sensor	<u>IAT</u> Sensor
IC (Ignition Control)	<u>Ignition Control</u>	<u>IC</u>
ICM (Ignition Control Module)	<u>Ignition Control Module</u>	<u>ICM</u>
ICP (Injection Control Pressure)	<u>Injection Control Pressure</u>	<u>ICP</u>
IDFI (Indirect Fuel Injection)	<u>Indirect Fuel Injection</u>	<u>IFI</u>
IDI (Indirect Diesel Injection)	<u>Indirect Fuel Injection</u>	<u>IFI</u>
IDI (Integrated Direct Ignition)	<u>Electronic Ignition</u>	<u>EI</u>
Idle Air Bypass Control	<u>Idle Air Control</u>	<u>IAC</u>
Idle Air Control	<u>Idle Air Control</u>	<u>IAC</u>
Idle Air Control Valve	<u>Idle Air Control</u> Valve	<u>IAC</u> Valve
Idle Speed Control	<u>Idle Air Control</u>	<u>IAC</u>
Idle Speed Control	<u>Idle Speed Control</u>	<u>ISC</u>
Idle Speed Control Actuator	<u>Idle Speed Control</u> Actuator	<u>ISC</u> Actuator
IFI (Indirect Fuel Injection)	<u>Indirect Fuel Injection</u>	<u>IFI</u>
IFS (Inertia Fuel Shutoff)	<u>Inertia Fuel Shutoff</u>	<u>IFS</u>
Ignition Coil	<u>Ignition Coil</u>	<u>Ignition Coil</u>
Ignition Control	<u>Ignition Control</u>	<u>IC</u>
Ignition Control Module	<u>Ignition Control Module</u>	<u>ICM</u>
IMRC (Intake Manifold Runner Control)	<u>Intake Manifold Runner Control</u>	<u>IMRC</u>
IMT (Intake Manifold Tuning) Valve	<u>Intake Manifold Tuning</u> Valve	<u>IMT</u> Valve
In-Tank Module	<u>Fuel Pump</u> Module	<u>FP</u> Module
Indirect Fuel Injection	<u>Indirect Fuel Injection</u>	<u>IFI</u>
Inertia Fuel - Shutoff Switch	<u>Inertia Fuel Shutoff</u> Switch	<u>IFS</u> Switch
Inertia Fuel Shutoff	<u>Inertia Fuel Shutoff</u>	<u>IFS</u>
Inertia Switch	<u>Inertia Fuel Shutoff</u> Switch	<u>IFS</u> Switch
Injection Control Pressure	<u>Injection Control Pressure</u>	<u>ICP</u>
Injector Pressure Sensor	<u>Fuel Rail Pressure</u> Sensor	<u>FRP</u> Sensor
Input Shaft Speed	<u>Input Shaft Speed</u>	<u>ISS</u>
Input Shaft Speed	<u>Input Shaft Speed</u>	<u>ISS</u>

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TABLE 1—CROSS-REFERENCE AND LOOK-UP⁽¹⁾⁽²⁾ (CONTINUED)

EXISTING USAGE	ACCEPTABLE USAGE	ACCEPTABLE ACRONIZED USAGE
Inspection and Maintenance	<u>Inspection and Maintenance</u>	<u>I/M</u>
INT (Integrator)	Short Term <u>Fuel Trim</u>	Short Term <u>FT</u>
Intake Air	<u>Intake Air</u>	<u>IA</u>
Intake Air Duct	<u>Intake Air Duct</u>	<u>IA Duct</u>
Intake Air Temperature	<u>Intake Air Temperature</u>	<u>IAT</u>
Intake Air Temperature Sensor	<u>Intake Air Temperature Sensor</u>	<u>IAT Sensor</u>
Intake Manifold Absolute Pressure Sensor	<u>Manifold Absolute Pressure Sensor</u>	<u>MAP Sensor</u>
Intake Manifold Runner Control	<u>Intake Manifold Runner Control</u>	<u>IMRC</u>
Intake Manifold Tuning Valve	<u>Intake Manifold Tuning Valve</u>	<u>IMT Valve</u>
Integrated Relay Module	<u>Relay Module</u>	<u>RM</u>
Integrator	Short Term <u>Fuel Trim</u>	Short Term <u>FT</u>
Inter Cooler	<u>Charge Air Cooler</u>	<u>CAC</u>
ISC (Idle Speed Control)	<u>Idle Air Control</u>	<u>IAC</u>
ISC (Idle Speed Control)	<u>Idle Speed Control</u>	<u>ISC</u>
ISC (Idle Speed Control) Actuator	<u>Idle Speed Control Actuator</u>	<u>ISC Actuator</u>
ISC (Idle Speed Control) Solenoid Vacuum Valve	<u>Idle Speed Control Solenoid Vacuum Valve</u>	<u>ISC Solenoid Vacuum Valve</u>
ISC BPA (Idle Speed Control Bypass Air)	<u>Idle Air Control</u>	<u>IAC</u>
ISS (Input Shaft Speed)	<u>Input Shaft Speed</u>	<u>ISS</u>
K-Jetronic	<u>Continuous Fuel Injection</u>	<u>CFI</u>
KAM (Keep Alive Memory)	<u>Nonvolatile Random Access Memory</u>	<u>NVRAM</u>
KAM (Keep Alive Memory)	Keep Alive <u>Random Access Memory</u>	Keep Alive <u>RAM</u>
KE-Jetronic	<u>Continuous Fuel Injection</u>	<u>CFI</u>
KE-Motronic	<u>Continuous Fuel Injection</u>	<u>CFI</u>
Knock Sensor	<u>Knock Sensor</u>	<u>KS</u>
KS (Knock Sensor)	<u>Knock Sensor</u>	<u>KS</u>
L-Jetronic	<u>Multiport Fuel Injection</u>	<u>MFI</u>
Lambda	<u>Oxygen Sensor</u>	<u>O2S</u>
LH-Jetronic	<u>Multiport Fuel Injection</u>	<u>MFI</u>
Light Off Catalyst	<u>Warm Up Three Way Catalytic Converter</u>	<u>WU-TWC</u>
Light Off Catalyst	<u>Warm Up Three Way Catalytic Converter</u>	<u>WU-OC</u>
Line Pressure Control Solenoid Valve	Line <u>Pressure Control Solenoid Valve</u>	Line <u>PC Solenoid Valve</u>
LOAD (Calculated Load Value)	<u>Calculated Load Value</u>	<u>LOAD</u>
Lock Up Relay	<u>Torque Converter Clutch Relay</u>	<u>TCC Relay</u>
LONG FT (Long Term Fuel Trim)	Long Term <u>Fuel Trim</u>	See Table 4
Long Term FT (Fuel Trim)	Long Term <u>Fuel Trim</u>	Long Term <u>FT</u>
Long Term Fuel Trim	Long Term <u>Fuel Trim</u>	Long Term <u>FT</u>
Low Speed FC (Fan Control) Switch	Low Speed <u>Fan Control Switch</u>	Low Speed <u>FC Switch</u>
LUS (Lock Up Solenoid) Valve	<u>Torque Converter Clutch Solenoid Valve</u>	<u>TCC Solenoid Valve</u>
M/C (Mixture Control)	<u>Mixture Control</u>	<u>MC</u>
MAF (Mass Airflow)	<u>Mass Airflow</u>	<u>MAF</u>
MAF (Mass Airflow) Sensor	<u>Mass Airflow Sensor</u>	<u>MAF Sensor</u>

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TABLE 1—CROSS-REFERENCE AND LOOK-UP⁽¹⁾⁽²⁾ (CONTINUED)

EXISTING USAGE	ACCEPTABLE USAGE	ACCEPTABLE ACRONIZED USAGE
Malfunction Indicator Lamp	<u>Malfunction Indicator Lamp</u>	<u>MIL</u>
Manifold Absolute Pressure	<u>Manifold Absolute Pressure</u>	<u>MAP</u>
Manifold Absolute Pressure and Temperature	<u>Manifold Absolute Pressure and Temperature</u>	<u>MAPT</u>
Manifold Absolute Pressure Sensor	<u>Manifold Absolute Pressure</u> Sensor	<u>MAP</u> Sensor
Manifold Differential Pressure	<u>Manifold Differential Pressure</u>	<u>MDP</u>
Manifold Surface Temperature	<u>Manifold Surface Temperature</u>	<u>MST</u>
Manifold Vacuum Zone	<u>Manifold Vacuum Zone</u>	<u>MVZ</u>
Manual Lever Position Sensor	<u>Transmission Range</u> Sensor	<u>TR</u> Sensor
Manual/Transaxle	<u>Manual/Transaxle</u>	<u>M/T</u>
Manual/Transmission	<u>Manual/Transmission</u>	<u>M/T</u>
Manual Transaxle	<u>Manual Transaxle</u>	<u>M/T</u>
Manual Transmission	<u>Manual Transmission</u>	<u>M/T</u>
M/T (Manual/Transaxle)	<u>Manual Transaxle</u>	<u>M/T</u>
M/T (Manual/Transmission)	<u>Manual Transmission</u>	<u>M/T</u>
MAP (Manifold Absolute Pressure)	<u>Manifold Absolute Pressure</u>	<u>MAP</u>
MAP (Manifold Absolute Pressure) Sensor	<u>Manifold Absolute Pressure</u> Sensor	<u>MAP</u> Sensor
MAPS (Manifold Absolute Pressure Sensor)	<u>Manifold Absolute Pressure</u> Sensor	<u>MAP</u> Sensor
MAPT (Manifold Absolute Pressure and Temperature)	<u>Manifold Absolute Pressure and Temperature</u>	<u>MAPT</u>
Mass Airflow	<u>Mass Airflow</u>	<u>MAF</u>
Mass Airflow Sensor	<u>Mass Airflow</u> Sensor	<u>MAF</u> Sensor
MAT (Manifold Air Temperature)	<u>Intake Air Temperature</u>	<u>IAT</u>
MATS (Manifold Air Temperature Sensor)	<u>Intake Air Temperature</u> Sensor	<u>IAT</u> Sensor
MC (Mixture Control)	<u>Mixture Control</u>	<u>MC</u>
MCS (Mixture Control Solenoid)	<u>Mixture Control</u> Solenoid	<u>MC</u> Solenoid
MCU (Microprocessor Control Unit)	<u>Powertrain Control Module</u>	<u>PCM</u>
MDP (Manifold Differential Pressure)	<u>Manifold Differential Pressure</u>	<u>MDP</u>
MFI (Multiport Fuel Injection)	<u>Multiport Fuel Injection</u>	<u>MFI</u>
MIL (Malfunction Indicator Lamp)	<u>Malfunction Indicator Lamp</u>	<u>MIL</u>
Mixture Control	<u>Mixture Control</u>	<u>MC</u>
MLPS (Manual Lever Position Sensor)	<u>Transmission Range</u> Sensor	<u>TR</u> Sensor
Modes	<u>Diagnostic Test Mode</u>	<u>DTM</u>
Mono-Jetronic	<u>Throttle Body Fuel Injection</u>	<u>TBI</u>
Mono-Motronic	<u>Throttle Body Fuel Injection</u>	<u>TBI</u>
Monotronic	<u>Throttle Body Fuel Injection</u>	<u>TBI</u>
Motronic	<u>Multiport Fuel Injection</u>	<u>MFI</u>
Motronic-Pressure	<u>Multiport Fuel Injection</u>	<u>MFI</u>
MPI (Multipoint Injection)	<u>Multiport Fuel Injection</u>	<u>MFI</u>
MPI (Multiport Injection)	<u>Multiport Fuel Injection</u>	<u>MFI</u>
MRPS (Manual Range Position Switch)	<u>Transmission Range</u> Switch	<u>TR</u> Switch
MST (Manifold Surface Temperature)	<u>Manifold Surface Temperature</u>	<u>MST</u>
Multiport Fuel Injection	<u>Multiport Fuel Injection</u>	<u>MFI</u>
MVZ (Manifold Vacuum Zone)	<u>Manifold Vacuum Zone</u>	<u>MVZ</u>

TABLE 1—CROSS-REFERENCE AND LOOK-UP⁽¹⁾⁽²⁾ (CONTINUED)

EXISTING USAGE	ACCEPTABLE USAGE	ACCEPTABLE ACRONIZED USAGE
NDS (Neutral Drive Switch)	<u>Park/Neutral Position Switch</u>	<u>PNP Switch</u>
Neutral Safety Switch	<u>Park/Neutral Position Switch</u>	<u>PNP Switch</u>
NGS (Neutral Gear Switch)	<u>Park/Neutral Position Switch</u>	<u>PNP Switch</u>
Nitrogen Oxides	<u>Nitrogen Oxides</u>	<u>NOX</u>
Non Dispersive Infrared	<u>Non Dispersive Infrared</u>	<u>NDIR</u>
Non Volatile Random Access Memory	<u>Non Volatile Random Access Memory</u>	<u>NVRAM</u>
NOX (Nitrogen Oxides)	<u>Nitrogen Oxides</u>	<u>NOX</u>
NPS (Neutral Position Switch)	<u>Park/Neutral Position Switch</u>	<u>PNP Switch</u>
NVM (Non Volatile Memory)	<u>Non Volatile Random Access Memory</u>	<u>NVRAM</u>
NVRAM (Non Volatile Random Access Memory)	<u>Non Volatile Random Access Memory</u>	<u>NVRAM</u>
O2 (Oxygen)	<u>Oxygen</u>	<u>O2</u>
O2 (Oxygen) Sensor	<u>Oxygen Sensor</u>	<u>O2S</u>
O2S (Oxygen Sensor)	<u>Oxygen Sensor</u>	<u>O2S</u>
OBD (On Board Diagnostic)	<u>On Board Diagnostic</u>	<u>OBD</u>
OBD (On Board Diagnostic) STAT	<u>On Board Diagnostic Status</u>	See Table 4
OBD (On Board Diagnostic) Status	<u>On Board Diagnostic Status</u>	See Table 4
OC (Oxidation Catalyst)	<u>Oxidation Catalytic Converter</u>	<u>OC</u>
ODS (Overdrive Drum Speed)	<u>Overdrive Drum Speed</u>	<u>ODS</u>
ODS (Overdrive Drum Speed) Sensor	<u>Overdrive Drum Speed Sensor</u>	<u>ODS Sensor</u>
Oil Pressure Sender	<u>Engine Oil Pressure Sensor</u>	<u>EOP Sensor</u>
Oil Pressure Sensor	<u>Engine Oil Pressure Sensor</u>	<u>EOP Sensor</u>
Oil Pressure Switch	<u>Engine Oil Pressure Switch</u>	<u>EOP Switch</u>
OL (Open Loop)	<u>Open Loop</u>	<u>OL</u>
On Board Diagnostic	<u>On Board Diagnostic</u>	<u>OBD</u>
On-Board Refueling Vapor Recovery	<u>On-Board Refueling Vapor Recovery</u>	<u>ORVR</u>
Open Loop	<u>Open Loop</u>	<u>OL</u>
ORVR (On-Board Refueling Vapor Recovery)	<u>On-Board Refueling Vapor Recovery</u>	<u>ORVR</u>
OS (Oxygen Sensor)	<u>Oxygen Sensor</u>	<u>O2S</u>
OSS (Output Shaft Speed) Sensor	<u>Output Shaft Speed Sensor</u>	<u>OSS Sensor</u>
Output Driver	<u>Driver</u>	<u>Driver</u>
Overdrive Drum Speed	<u>Overdrive Drum Speed</u>	<u>ODS</u>
Overdrive Drum Speed Sensor	<u>Overdrive Drum Speed Sensor</u>	<u>ODS Sensor</u>
Output Shaft Speed	<u>Output Shaft Speed</u>	<u>OSS</u>
Output Shaft Speed Sensor	<u>Output Shaft Speed Sensor</u>	<u>OSS Sensor</u>
Oxidation Catalytic Converter	<u>Oxidation Catalytic Converter</u>	<u>OC</u>
OXS (Oxygen Sensor) Indicator	<u>Service Reminder Indicator</u>	<u>SRI</u>
Oxygen	<u>Oxygen</u>	<u>O2</u>
Oxygen Sensor	<u>Oxygen Sensor</u>	<u>O2S</u>
Oxygen Sensor Location	<u>Oxygen Sensor Location</u>	See Table 4
P- (Pressure) Sensor	<u>Manifold Absolute Pressure Sensor</u>	<u>MAP Sensor</u>
P/N (Park/Neutral)	<u>Park/Neutral Position</u>	<u>PNP</u>

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TABLE 1—CROSS-REFERENCE AND LOOK-UP⁽¹⁾⁽²⁾ (CONTINUED)

EXISTING USAGE	ACCEPTABLE USAGE	ACCEPTABLE ACRONIZED USAGE
P/S (Power Steering) Pressure Switch	<u>Power Steering Pressure Switch</u>	<u>PSP</u> Switch
PAIR (Pulsed Secondary Air Injection)	<u>Pulsed Secondary Air Injection</u>	<u>PAIR</u>
Parameter Identification	<u>Parameter Identification</u>	<u>PID</u>
Parameter Identification Supported	<u>Parameter Identification</u> Supported	See Table 4
Park/Neutral Position	<u>Park/Neutral Position</u>	<u>PNP</u>
PC (Pressure Control) Solenoid Valve	<u>Pressure Control</u> Solenoid Valve	<u>PC</u> Solenoid Valve
PCM (Powertrain Control Module)	<u>Powertrain Control Module</u>	<u>PCM</u>
PCV (Positive Crankcase Ventilation)	<u>Positive Crankcase Ventilation</u>	<u>PCV</u>
PCV (Positive Crankcase Ventilation) Valve	<u>Positive Crankcase Ventilation</u> Valve	<u>PCV</u> Valve
Percent Alcohol Sensor	<u>Flexible Fuel</u> Sensor	<u>FF</u> Sensor
Periodic Trap Oxidizer	<u>Periodic Trap Oxidizer</u>	<u>PTOX</u>
PFE (Pressure Feedback Exhaust) Gas Recirculation Sensor	Feedback Pressure <u>Exhaust Gas</u> <u>Recirculation</u> Sensor	Feedback Pressure <u>EGR</u> Sensor
PFI (Port Fuel Injection)	Multiport Fuel Injection	<u>MFI</u>
PG (Pulse Generator)	Vehicle Speed Sensor	<u>VSS</u>
PGM-FI (Programmed Fuel Injection)	Multiport Fuel Injection	<u>MFI</u>
PID (Parameter Identification)	<u>Parameter Identification</u>	<u>PID</u>
PID SUP (Parameter Identification Supported)	<u>Parameter Identification</u> Supported	See Table 4
PIP (Position Indicator Pulse)	<u>Crankshaft Position</u>	<u>CKP</u>
PNP (Park/Neutral Position)	<u>Park/Neutral Position</u>	<u>PNP</u>
Positive Crankcase Ventilation	<u>Positive Crankcase Ventilation</u>	<u>PCV</u>
Positive Crankcase Ventilation Valve	<u>Positive Crankcase Ventilation</u> Valve	<u>PCV</u> Valve
Power Steering Control	<u>Power Steering Control</u>	<u>PSC</u>
Power Steering Control Module	<u>Power Steering Control</u> Module	<u>PSC</u> Module
Power Steering Pressure	<u>Power Steering Pressure</u>	<u>PSP</u>
Power Steering Pressure Switch	<u>Power Steering Pressure</u> Switch	<u>PSP</u> Switch
Power Takeoff	<u>Power Takeoff</u>	<u>PTO</u>
Powertrain Control Module	<u>Powertrain Control Module</u>	<u>PCM</u>
PR (Pressure Relief)	<u>Pressure Relief</u>	<u>PR</u>
PR (Pressure Relief) Valve	<u>Pressure Relief</u> Valve	<u>PR</u> Valve
Pressure Control Solenoid Valve	<u>Pressure Control</u> Solenoid Valve	<u>PC</u> Solenoid Valve
Pressure Feedback EGR (Exhaust Gas Recirculation)	Feedback Pressure <u>Exhaust Gas</u> <u>Recirculation</u>	Feedback Pressure <u>EGR</u>
Pressure Relief	<u>Pressure Relief</u>	<u>PR</u>
Pressure Relief Valve	<u>Pressure Relief</u> Valve	<u>PR</u> Valve
Pressure Sensor	<u>Manifold Absolute Pressure</u> Sensor	<u>MAP</u> Sensor
Pressure Feedback EGR (Exhaust Gas Recirculation) System	Feedback Pressure <u>Exhaust Gas</u> <u>Recirculation</u> System	Feedback Pressure <u>EGR</u> System
Pressure Transducer EGR (Exhaust Gas Recirculation) System	Pressure Transducer <u>Exhaust Gas</u> <u>Recirculation</u> System	Pressure Transducer <u>EGR</u> System
PRNDL (Park- Reverse- Neutral- Drive- Low)	<u>Transmission Range</u>	<u>TR</u>
Programmable Read Only Memory	<u>Programmable Read Only Memory</u>	<u>PROM</u>
PROM (Programmable Read Only Memory)	<u>Programmable Read Only Memory</u>	<u>PROM</u>
PSC (Power Steering Control)	<u>Power Steering Control</u>	<u>PSC</u>

TABLE 1—CROSS-REFERENCE AND LOOK-UP⁽¹⁾⁽²⁾ (CONTINUED)

EXISTING USAGE	ACCEPTABLE USAGE	ACCEPTABLE ACRONIZED USAGE
PSC (Power Steering Control) Module	<u>Power Steering Control</u> Module	<u>PSC</u> Module
PSP (Power Steering Pressure)	<u>Power Steering Pressure</u>	<u>PSP</u>
PSP (Power Steering Pressure) Switch	<u>Power Steering Pressure</u> Switch	<u>PSP</u> Switch
PSPS (Power Steering Pressure Switch)	<u>Power Steering Pressure</u> Switch	<u>PSP</u> Switch
PTO (Power Takeoff)	<u>Power Takeoff</u>	<u>PTO</u>
PTOX (Periodic Trap Oxidizer)	<u>Periodic Trap Oxidizer</u>	<u>PTOX</u>
Pulsair	<u>Pulsed Secondary Air Injection</u>	<u>PAIR</u>
Pulse Width Modulation	<u>Pulse Width Modulation</u>	<u>PWM</u>
Pulsed Secondary Air Injection	<u>Pulsed Secondary Air Injection</u>	<u>PAIR</u>
PWM (Pulse Width Modulation)	<u>Pulse Width Modulation</u>	<u>PWM</u>
QDM (Quad Driver Module)	<u>Driver</u>	<u>Driver</u>
Quad Driver Module	<u>Driver</u>	<u>Driver</u>
Radiator Fan Control	<u>Fan Control</u>	<u>FC</u>
Radiator Fan Relay	<u>Fan Control</u> Relay	<u>FC</u> Relay
RAM (Random Access Memory)	<u>Random Access Memory</u>	<u>RAM</u>
Random Access Memory	<u>Random Access Memory</u>	<u>RAM</u>
Read Only Memory	<u>Read Only Memory</u>	<u>ROM</u>
Rear Wheel Drive	<u>Rear Wheel Drive</u>	<u>RWD</u>
Recirculated Exhaust Gas Temperature Sensor	<u>Exhaust Gas Recirculation Temperature</u> Sensor	<u>EGRT</u> Sensor
Reed Valve	<u>Pulsed Secondary Air Injection</u> Valve	<u>PAIR</u> Valve
REGTS (Recirculated Exhaust Gas Temperature Sensor)	<u>Exhaust Gas Recirculation Temperature</u> Sensor	<u>EGRT</u> Sensor
Relay Module	<u>Relay Module</u>	<u>RM</u>
Remote Mount TFI (Thick Film Ignition)	<u>Distributor Ignition</u>	<u>DI</u>
Revolutions per Minute	<u>Engine Speed</u>	<u>RPM</u>
RM (Relay Module)	<u>Relay Module</u>	<u>RM</u>
ROM (Read Only Memory)	<u>Read Only Memory</u>	<u>ROM</u>
RPM (Revolutions per Minute)	<u>Engine Speed</u>	<u>RPM</u>
RWD (Rear Wheel Drive)	<u>Rear Wheel Drive</u>	<u>RWD</u>
S4WD (Selectable Four Wheel Drive)	<u>Selectable Four Wheel Drive</u>	<u>S4WD</u>
SABV (Secondary Air Bypass Valve)	<u>Secondary Air Injection</u> Bypass Valve	<u>AIR</u> Bypass Valve
SACV (Secondary Air Check Valve)	<u>Secondary Air Injection</u> Check Valve	<u>AIR</u> Check Valve
SASV (Secondary Air Switching Valve)	<u>Secondary Air Injection</u> Switching Valve	<u>AIR</u> Switching Valve
SBEC (Single Board Engine Control)	<u>Powertrain Control Module</u>	<u>PCM</u>
SBS (Supercharger Bypass Solenoid)	<u>Supercharger Bypass</u> Solenoid	<u>SCB</u> Solenoid
SC (Supercharger)	<u>Supercharger</u>	<u>SC</u>
Scan Tool	<u>Scan Tool</u>	<u>ST</u>
SCB (Supercharger Bypass)	<u>Supercharger Bypass</u>	<u>SCB</u>
Secondary Air Bypass Valve	<u>Secondary Air Injection</u> Bypass Valve	<u>AIR</u> Bypass Valve
Secondary Air Check Valve	<u>Secondary Air Injection</u> Check Valve	<u>AIR</u> Check Valve
Secondary Air Injection	<u>Secondary Air Injection</u>	<u>AIR</u>

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TABLE 1—CROSS-REFERENCE AND LOOK-UP⁽¹⁾⁽²⁾ (CONTINUED)

EXISTING USAGE	ACCEPTABLE USAGE	ACCEPTABLE ACRONIZED USAGE
Secondary Air Injection Bypass	<u>Secondary Air Injection Bypass</u>	<u>AIR Bypass</u>
Secondary Air Injection Bypass Valve	<u>Secondary Air Injection Bypass Valve</u>	<u>AIR Bypass Valve</u>
Secondary Air Injection Diverter	<u>Secondary Air Injection Diverter</u>	<u>AIR Diverter</u>
Secondary Air Injection Shutoff Valve	<u>Secondary Air Injection Shutoff Valve</u>	<u>AIR Shutoff Valve</u>
Secondary Air Switching Valve	<u>Secondary Air Injection Switching Valve</u>	<u>AIR Switching Valve</u>
Secondary Air Injection Switching Valve	<u>Secondary Air Injection Switching Valve</u>	<u>AIR Switching Valve</u>
SEFI (Sequential Electronic Fuel Injection)	<u>Sequential Multiport Fuel Injection</u>	<u>SFI</u>
Selectable Four Wheel Drive	<u>Automatic 4 Wheel Drive</u>	<u>A4WD</u>
Selectable Four Wheel Drive	<u>Selectable Four Wheel Drive</u>	<u>S4WD</u>
Self Test	<u>On Board Diagnostic</u>	<u>OBD</u>
Self Test Codes	<u>Diagnostic Trouble Code</u>	<u>DTC</u>
Self Test Connector	<u>Data Link Connector</u>	<u>DLC</u>
Semi-Automatic Temperature Control	<u>Climate Control</u>	<u>CC</u>
Sequential Multiport Fuel Injection	<u>Sequential Multiport Fuel Injection</u>	<u>SFI</u>
Service Engine Soon	<u>Service Reminder Indicator</u>	<u>SRI</u>
Service Engine Soon	<u>Malfunction Indicator Lamp</u>	<u>MIL</u>
Service Reminder Indicator	<u>Service Reminder Indicator</u>	<u>SRI</u>
SFI (Sequential Fuel Injection)	<u>Sequential Multiport Fuel Injection</u>	<u>SFI</u>
Shift Solenoid	<u>Shift Solenoid</u>	<u>SS</u>
Shift Solenoid Valve	<u>Shift Solenoid Valve</u>	<u>SS Valve</u>
Short Term FT (Fuel Trim)	<u>Short Term Fuel Trim</u>	<u>Short Term FT</u>
Short Term Fuel Trim	<u>Short Term Fuel Trim</u>	<u>Short Term FT</u>
SHRT FT (Short Term Fuel Trim)	<u>Short Term Fuel Trim</u>	See Table 4
SLP (Selection Lever Position)	<u>Transmission Range</u>	<u>TR</u>
SMEC (Single Module Engine Control)	<u>Powertrain Control Module</u>	<u>PCM</u>
Smoke Puff Limiter	<u>Smoke Puff Limiter</u>	<u>SPL</u>
SPARK ADV (Spark Advance)	<u>Spark Advance</u>	See Table 4
Spark Advance	<u>Spark Advance</u>	See Table 4
Spark Plug	<u>Spark Plug</u>	<u>Spark Plug</u>
SPI (Single Point Injection)	<u>Throttle Body Fuel Injection</u>	<u>TBI</u>
SPL (Smoke Puff Limiter)	<u>Smoke Puff Limiter</u>	<u>SPL</u>
SRI (Service Reminder Indicator)	<u>Service Reminder Indicator</u>	<u>SRI</u>
SRT (System Readiness Test)	<u>System Readiness Test</u>	<u>SRT</u>
SS (Shift Solenoid)	<u>Shift Solenoid</u>	<u>SS</u>
ST (Scan Tool)	<u>Scan Tool</u>	<u>ST</u>
Supercharger	<u>Supercharger</u>	<u>SC</u>
Supercharger Bypass	<u>Supercharger Bypass</u>	<u>SCB</u>
Sync Pickup	<u>Camshaft Position</u>	<u>CMP</u>
System Readiness Test	<u>System Readiness Test</u>	<u>SRT</u>
TAB (Thermactor Air Bypass)	<u>Secondary Air Injection Bypass</u>	<u>AIR Bypass</u>
TAC (Throttle Actuator Control)	<u>Throttle Actuator Control</u>	<u>TAC</u>
TAC (Throttle Actuator Control) Module	<u>Throttle Actuator Control Module</u>	<u>TAC Module</u>

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TABLE 1—CROSS-REFERENCE AND LOOK-UP⁽¹⁾⁽²⁾ (CONTINUED)

EXISTING USAGE	ACCEPTABLE USAGE	ACCEPTABLE ACRONIZED USAGE
TAD (Thermactor Air Diverter)	<u>Secondary Air Injection</u> Diverter	<u>AIR</u> Diverter
TB (Throttle Body)	<u>Throttle Body</u>	<u>TB</u>
TBI (Throttle Body Fuel Injection)	<u>Throttle Body Fuel Injection</u>	<u>TBI</u>
TBT (Throttle Body Temperature)	<u>Intake Air Temperature</u>	<u>IAT</u>
TC (Turbocharger)	<u>Turbocharger</u>	<u>TC</u>
TC (Turbocharger) Wastegate	<u>Turbocharger</u> Wastegate	<u>TC</u> Wastegate
TC (Turbocharger) Wastegate Regulating Valve	<u>Turbocharger</u> Wastegate Regulating Valve	<u>TC</u> Wastegate Regulating Valve
TCC (Torque Converter Clutch)	<u>Torque Converter Clutch</u>	<u>TCC</u>
TCC (Torque Converter Clutch) Relay	<u>Torque Converter Clutch</u> Relay	<u>TCC</u> Relay
TCC (Torque Converter Clutch) Solenoid	<u>Torque Converter Clutch</u> Solenoid	<u>TCC</u> Solenoid
TCC (Torque Converter Clutch) Solenoid Valve	<u>Torque Converter Clutch</u> Solenoid Valve	<u>TCC</u> Solenoid Valve
TCCP (Torque Converter Clutch Pressure)	<u>Torque Converter Clutch</u> Pressure	<u>TCCP</u>
TCM (Transmission Control Module)	<u>Transmission Control Module</u>	<u>TCM</u>
TE (Thermal Expansion)	<u>Thermal Expansion</u>	<u>TE</u>
TE (Thermal Expansion) Valve	<u>Thermal Expansion</u> Valve	<u>TE</u> Valve
TFI (Thick Film Ignition)	<u>Distributor Ignition</u>	<u>DI</u>
TFI (Thick Film Ignition) Module	<u>Ignition Control Module</u>	<u>ICM</u>
TFP (Transmission Fluid Pressure)	<u>Transmission Fluid Pressure</u>	<u>TFP</u>
TFT (Transmission Fluid Temperature) Sensor	<u>Transmission Fluid Temperature</u> Sensor	<u>TFT</u> Sensor
Temperature and Manifold Absolute Pressure	<u>Manifold Absolute Pressure and Temperature</u>	<u>MAPT</u>
Thermac	<u>Secondary Air Injection</u>	<u>AIR</u>
Thermac Air Cleaner	<u>Air Cleaner</u>	<u>ACL</u>
Thermactor	<u>Secondary Air Injection</u>	<u>AIR</u>
Thermactor Air Bypass	<u>Secondary Air Injection</u> Bypass	<u>AIR</u> Bypass
Thermactor Air Diverter	<u>Secondary Air Injection</u> Diverter	<u>AIR</u> Diverter
Thermactor II	<u>Pulsed Secondary Air Injection</u>	<u>PAIR</u>
Thermal Expansion	<u>Thermal Expansion</u>	<u>TE</u>
Thermal Expansion Valve	<u>Thermal Expansion</u> Valve	<u>TE</u> Valve
Thermal Vacuum Switch	<u>Thermal Vacuum Valve</u>	<u>TVV</u>
Thermal Vacuum Valve	<u>Thermal Vacuum Valve</u>	<u>TVV</u>
Third Gear	<u>Third Gear</u>	<u>3GR</u>
Three Way + Oxidation Catalytic Converter	<u>Three Way + Oxidation Catalytic Converter</u>	<u>TWC+OC</u>
Three Way Catalytic Converter	<u>Three Way Catalytic Converter</u>	<u>TWC</u>
Throttle Actuator	<u>Throttle Actuator</u>	<u>Throttle Actuator</u>
Throttle Actuator Control	<u>Throttle Actuator Control</u>	<u>TAC</u>
Throttle Actuator Control Module	<u>Throttle Actuator Control</u> Module	<u>TAC</u> Module
Throttle Body	<u>Throttle Body</u>	<u>TB</u>
Throttle Body Fuel Injection	<u>Throttle Body Fuel Injection</u>	<u>TBI</u>
Throttle Opener	<u>Idle Speed Control</u>	<u>ISC</u>
Throttle Opener Vacuum Switching Valve	<u>Idle Speed Control</u> Solenoid Vacuum Valve	<u>ISC</u> Solenoid Vacuum Valve

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TABLE 1—CROSS-REFERENCE AND LOOK-UP⁽¹⁾⁽²⁾ (CONTINUED)

EXISTING USAGE	ACCEPTABLE USAGE	ACCEPTABLE ACRONIZED USAGE
Throttle Opener VSV (Vacuum Switching Valve)	<u>Idle Speed Control</u> Solenoid Vacuum Valve	<u>ISC</u> Solenoid Vacuum Valve
Throttle Position	<u>Throttle Position</u>	<u>TP</u>
Throttle Position Sensor	<u>Throttle Position</u> Sensor	<u>TP</u> Sensor
Throttle Position Switch	<u>Throttle Position</u> Switch	<u>TP</u> Switch
Throttle Potentiometer	<u>Throttle Position</u> Sensor	<u>TP</u> Sensor
TMAP (Temperature and Manifold Absolute Pressure)	<u>Manifold Absolute Pressure and Temperature</u>	<u>MAPT</u>
TOC (Trap Oxidizer - Continuous)	<u>Continuous Trap Oxidizer</u>	<u>CTOX</u>
TOP (Trap Oxidizer - Periodic)	<u>Periodic Trap Oxidizer</u>	<u>PTOX</u>
Torque Converter Clutch	<u>Torque Converter Clutch</u>	<u>TCC</u>
Torque Converter Clutch Pressure	<u>Torque Converter Clutch Pressure</u>	<u>TCCP</u>
Torque Converter Clutch Relay	<u>Torque Converter Clutch</u> Relay	<u>TCC</u> Relay
Torque Converter Clutch Solenoid	<u>Torque Converter Clutch</u> Solenoid	<u>TCC</u> Solenoid
Torque Converter Clutch Solenoid Valve	<u>Torque Converter Clutch</u> Solenoid Valve	<u>TCC</u> Solenoid Valve
TP (Throttle Position)	<u>Throttle Position</u>	<u>TP</u>
TP (Throttle Position) Sensor	<u>Throttle Position</u> Sensor	<u>TP</u> Sensor
TP (Throttle Position) Switch	<u>Throttle Position</u> Switch	<u>TP</u> Switch
TPI (Tuned Port Injection)	<u>Multiport Fuel Injection</u>	<u>MFI</u>
TPNP (Transmission Park Neutral Position)	<u>Park/Neutral Position</u>	<u>PNP</u>
TPS (Throttle Position Sensor)	<u>Throttle Position</u> Sensor	<u>TP</u> Sensor
TPS (Throttle Position Switch)	<u>Throttle Position</u> Switch	<u>TP</u> Switch
TR (Transmission Range)	<u>Transmission Range</u>	<u>TR</u>
Track Road Load Horsepower	<u>Track Road Load Horsepower</u>	<u>TRLHP</u>
Transmission Control Module	<u>Transmission Control Module</u>	<u>TCM</u>
Transmission Fluid Pressure	<u>Transmission Fluid Pressure</u>	<u>TFP</u>
Transmission Fluid Temperature Sensor	<u>Transmission Fluid Temperature</u> Sensor	<u>TFT</u> Sensor
Transmission Park Neutral Position	<u>Park/Neutral Position</u>	<u>PNP</u>
Transmission Position Switch	<u>Transmission Range</u> Switch	<u>TR</u> Switch
Transmission Range Selection	<u>Transmission Range</u>	<u>TR</u>
Transmission Range Sensor	<u>Transmission Range</u> Sensor	<u>TR</u> Sensor
TRLHP (Track Road Load Horsepower)	<u>Track Road Load Horsepower</u>	<u>TRLHP</u>
TRS (Transmission Range Selection)	<u>Transmission Range</u>	<u>TR</u>
TRSS (Transmission Range Selection Switch)	<u>Transmission Range</u> Switch	<u>TR</u> Switch
TSS (Turbine Shaft Speed) Sensor	<u>Turbine Shaft Speed</u> Sensor	<u>TSS</u> Sensor
Tuned Port Injection	<u>Multiport Fuel Injection</u>	<u>MFI</u>
Turbine Shaft Speed Sensor	<u>Turbine Shaft Speed</u> Sensor	<u>TSS</u> Sensor
Turbo (Turbocharger)	<u>Turbocharger</u>	<u>TC</u>
Turbocharger	<u>Turbocharger</u>	<u>TC</u>
Turbocharger Wastegate	<u>Turbocharger</u> Wastegate	<u>TC</u> Wastegate
Turbocharger Wastegate Regulating Valve	<u>Turbocharger</u> Wastegate Regulating Valve	<u>TC</u> Wastegate Regulating Valve
TVS (Thermal Vacuum Switch)	<u>Thermal Vacuum Valve</u>	<u>TVV</u>

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TABLE 1—CROSS-REFERENCE AND LOOK-UP⁽¹⁾⁽²⁾ (CONTINUED)

EXISTING USAGE	ACCEPTABLE USAGE	ACCEPTABLE ACRONIZED USAGE
TVV (Thermal Vacuum Valve)	<u>Thermal Vacuum Valve</u>	<u>TVV</u>
TWC (Three Way Catalytic Converter)	<u>Three Way Catalytic Converter</u>	<u>TWC</u>
TWC + OC (Three Way + Oxidation Catalytic Converter)	<u>Three Way + Oxidation Catalytic Converter</u>	<u>TWC+OC</u>
VAC (Vacuum) Sensor	<u>Manifold Differential Pressure Sensor</u>	<u>MDP</u> Sensor
Vacuum Switches	<u>Manifold Vacuum Zone Switch</u>	<u>MVZ</u> Switch
VAF (Volume Airflow)	<u>Volume Airflow</u>	<u>VAF</u>
Valve Position EGR (Exhaust Gas Recirculation) System	Valve Position <u>Exhaust Gas Recirculation</u> System	Valve Position <u>EGR</u> System
Vane Airflow	<u>Volume Airflow</u>	<u>VAF</u>
Variable Control Relay Module	<u>Variable Control Relay Module</u>	<u>VCRM</u>
Variable Fuel Sensor	<u>Flexible Fuel Sensor</u>	<u>FF</u> Sensor
VAT (Vane Air Temperature)	<u>Intake Air Temperature</u>	<u>IAT</u>
VCC (Viscous Converter Clutch)	<u>Torque Converter Clutch</u>	<u>TCC</u>
VCM (Vehicle Control Module)	<u>Vehicle Control Module</u>	<u>VCM</u>
VCRM (Variable Control Relay Module)	<u>Variable Control Relay Module</u>	<u>VCRM</u>
Vehicle Control Module	<u>Vehicle Control Module</u>	<u>VCM</u>
Vehicle Identification Number	<u>Vehicle Identification Number</u>	<u>VIN</u>
Vehicle Speed Sensor	<u>Vehicle Speed Sensor</u>	<u>VSS</u>
VIN (Vehicle Identification Number)	<u>Vehicle Identification Number</u>	<u>VIN</u>
VIP (Vehicle In Process) Connector	<u>Data Link Connector</u>	<u>DLC</u>
Viscous Converter Clutch	<u>Torque Converter Clutch</u>	<u>TCC</u>
Voltage Regulator	<u>Voltage Regulator</u>	<u>VR</u>
Volume Airflow	<u>Volume Airflow</u>	<u>VAF</u>
VR (Voltage Regulator)	<u>Voltage Regulator</u>	<u>VR</u>
VSS (Vehicle Speed Sensor)	<u>Vehicle Speed Sensor</u>	<u>VSS</u>
VSV (Vacuum Solenoid Valve) (Canister)	<u>Evaporative Emission Canister Purge Valve</u>	<u>EVAP Canister Purge Valve</u>
VSV (Vacuum Solenoid Valve) (EVAP)	<u>Evaporative Emission Canister Purge Valve</u>	<u>EVAP Canister Purge Valve</u>
VSV (Vacuum Solenoid Valve) (Throttle)	<u>Idle Speed Control Solenoid Vacuum Valve</u>	<u>ISC Solenoid Vacuum Valve</u>
Warm Up Oxidation Catalytic Converter	<u>Warm Up Oxidation Catalytic Converter</u>	<u>WU-OC</u>
Warm Up Three Way Catalytic Converter	<u>Warm Up Three Way Catalytic Converter</u>	<u>WU-OC</u>
Wide Open Throttle	<u>Wide Open Throttle</u>	<u>WOT</u>
WOT (Wide Open Throttle)	<u>Wide Open Throttle</u>	<u>WOT</u>
WOTS (Wide Open Throttle Switch)	<u>Wide Open Throttle</u> Switch	<u>WOT</u> Switch
WU-TWC (Warm Up Three Way Catalytic Converter)	<u>Warm Up Three Way Catalytic Converter</u>	<u>WU-TWC</u>
WU-OC (Warm Up Oxidation Catalytic Converter)	<u>Warm Up Oxidation Catalytic Converter</u>	<u>WU-OC</u>

1. Change bars to the left of the row indicates new/revised entry.

2. Underlining indicates as referenced in Table 2—Recommended Terms and Recommended Acronyms

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

TABLE 2—RECOMMENDED TERMS

RECOMMENDED TERM	ACRONYM	DEFINITION
3-2 Timing Solenoid	3-2TS	A device that controls the "third to second" timing valve.
Accelerator Pedal	AP ⁽¹⁾	SEE GLOSSARY ENTRY "ACCELERATOR PEDAL."
Accelerator Pedal Position	APP	SEE GLOSSARY ENTRY "ACCELERATOR PEDAL."
Adsorber	(2)	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.
Air Cleaner	ACL	SEE GLOSSARY ENTRY "CLEANER."
Air Conditioning	A/C	SEE GLOSSARY ENTRY "AIR CONDITIONING."
Air Fuel Ratio	A/F	A proportion of air to fuel.
Ambient Air Temperature	AAT	Air temperature surrounding the vehicle.
Automatic 4 Wheel Drive	A4WD	Automatic engagement or disengagement of 4 wheel drive based on need.
Automatic Transaxle	A/T	SEE GLOSSARY ENTRY "TRANSAXLE."
Automatic Transmission	A/T	SEE GLOSSARY ENTRY "TRANSMISSION."
Barometric Pressure	BARO ⁽¹⁾	SEE GLOSSARY ENTRY "PRESSURE."
Battery Positive Voltage	B+ ⁽¹⁾	SEE GLOSSARY ENTRY "BATTERY."
Blower Control	BC	SEE GLOSSARY ENTRIES "BLOWER" and "CONTROL."
Brake Pedal Position	BPP	SEE GLOSSARY ENTRY "BRAKE."
Brake Pressure	(2)	Positive pressure in the brake system.
Bus Negative	BUS N	The neutral side of a high current conductor.
Bus Positive	BUS P	The positive side of a high current conductor.
Calculated Load Value	LOAD	Percent of engine capacity being used.
Camshaft Position	CMP	SEE GLOSSARY ENTRY "CAMSHAFT."
Canister	(2)	SEE GLOSSARY ENTRY "CANISTER."
Carbon Dioxide	CO2	SEE GLOSSARY ENTRY "CARBON DIOXIDE."
Carbon Monoxide	CO	SEE GLOSSARY ENTRY "CARBON MONOXIDE."
Carburetor	CARB ⁽¹⁾	SEE GLOSSARY ENTRY "CARBURETOR."
Catalytic Converter Heater	(2)	A device to quickly heat a catalytic converter.
Charge Air Cooler	CAC ⁽¹⁾	A device which lowers the temperature of the pressurized intake air.
Climate Control	CC	SEE GLOSSARY ENTRIES "CLIMATE" and "CONTROL."
Closed Loop	CL	SEE GLOSSARY ENTRY "CLOSED LOOP."
Closed Throttle Position	CTP	SEE GLOSSARY ENTRY "THROTTLE."
Clutch Pedal Position	CPP	SEE GLOSSARY ENTRY "CLUTCH."
Coast Clutch Solenoid	CCS	A device that controls the coast clutch valve.
Constant Volume Sampler	CVS	An exhaust sampling system 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 ENTRY "CRANKSHAFT."
Critical Flow Venturi	CFV	An air flow regulating device which uses a sonic wave to limit air flow.
Data Link Connector	DLC ⁽¹⁾	Connector providing access and/or control of the vehicle information, operating conditions, and diagnostic information.

TABLE 2—RECOMMENDED TERMS (CONTINUED)

RECOMMENDED TERM	ACRONYM	DEFINITION
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.
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 ENTRIES "DRIVE" and "MOTOR."
Drive Motor Control Module	DMCM	SEE GLOSSARY ENTRIES "DRIVE" and "MOTOR" and "MODULE."
Drive Motor Coolant Temperature	DMCT	SEE GLOSSARY ENTRIES "DRIVE" and "MOTOR" and "COOLANT."
Drive Motor Power Inverter	DMPI	SEE GLOSSARY ENTRIES "DRIVE", "MOTOR", and "INVERTER."
Driver	(2)	SEE GLOSSARY ENTRY "DRIVER."
Early Fuel Evaporation	EFE	Enhancing air/fuel vaporization during engine warm up.
Electrically Erasable Programmable Read Only Memory	EEPROM	An electronic device named electrically erasable programmable read only memory.
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 ENTRIES "ENGINE" and "CONTROL."
Engine Control Module	ECM ⁽¹⁾	SEE GLOSSARY ENTRIES "ENGINE", "CONTROL" and "MODULE."
Engine Coolant Level	ECL	SEE GLOSSARY ENTRIES "ENGINE", "COOLANT" and "LEVEL."
Engine Coolant Temperature	ECT	SEE GLOSSARY ENTRIES "ENGINE" and "COOLANT."
Engine Fuel Temperature	EFT	SEE GLOSSARY ENTRIES "ENGINE" and "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 ⁽¹⁾	SEE GLOSSARY ENTRIES "ENGINE" and "SPEED."
Erasable Programmable Read Only Memory	EPROM	An electronic device named erasable programmable read only memory.
Evaporative Emission	EVAP ⁽¹⁾	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.
Exhaust Gas Temperature	EGT	Monitor/measure the high temperature of the exhaust gas/catalyst system.
Exhaust Pressure	EP	SEE GLOSSARY ENTRIES "EXHAUST" and "PRESSURE."
Exhaust Pressure Regulator	EPR	SEE GLOSSARY ENTRY "REGULATOR."
Exhaust Temperature	E/T	SEE GLOSSARY ENTRY "EXHAUST."
Four Wheel Drive	4WD	May or may not be driver selectable.
Fan Control	FC	SEE GLOSSARY ENTRIES "FAN" and "CONTROL."
Flame Ionization Detector	FID	A device used to measure hydrocarbon concentrations.
Flash Electrically Erasable Programmable Read Only Memory	FEEPROM	An electronic device named flash electrically erasable programmable read only memory.
Flash Erasable Programmable Read Only Memory	FEPROM	An electronic device named flash erasable programmable read only memory.

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TABLE 2—RECOMMENDED TERMS (CONTINUED)

RECOMMENDED TERM	ACRONYM	DEFINITION
Flexible Fuel	FF	A system capable of using a variety of fuels for vehicle operation.
Fourth Gear	4GR ⁽¹⁾	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	(2), (3)	A block of memory containing the vehicle operating conditions for a specific time.
Front Wheel Drive	FWD	A driveline configuration that transmits motive power only through the front axle.
Fuel Injector Control	FIC	SEE GLOSSARY ENTRIES "FUEL," "INJECTOR," AND "CONTROL."
Fuel Level Sensor	(2)	SEE GLOSSARY ENTRIES "FUEL" and "SENSOR."
Fuel Pressure	(2)	SEE GLOSSARY ENTRIES "FUEL" and "PRESSURE."
Fuel Pump	FP ⁽¹⁾	SEE GLOSSARY ENTRIES "FUEL" and "PUMP."
Fuel Rail Pressure	FRP	SEE GLOSSARY ENTRIES "FUEL," "RAIL" and "PRESSURE."
Fuel Rail Temperature	FRT	The temperature of fuel in the fuel rail.
Fuel System Status	(2), (3)	Information describing operation of the fuel control.
Fuel Tank Pressure	FTP	SEE GLOSSARY ENTRIES "FUEL," "TANK" and "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 ⁽¹⁾	SEE GLOSSARY ENTRY "GENERATOR."
Glow Plug	(2)	SEE GLOSSARY ENTRY "GLOW PLUG."
Governor	(2)	SEE GLOSSARY ENTRY "GOVERNOR."
Governor Control Module	GCM ⁽¹⁾	SEE GLOSSARY ENTRIES "GOVERNOR," "CONTROL" and "MODULE."
Grams Per Mile	GPM	Grams of pollutant emitted per mile.
Ground	GND	SEE GLOSSARY ENTRY "GROUND."
Heated Oxygen Sensor	HO2S ⁽¹⁾	An oxygen sensor (O2S) that is electrically heated.
Heated 3-Way Catalyst	HTWC	3-way catalyst which is designed to be quickly heated in order to reduce cold start emissions.
High Clutch Drum Speed	HCDS	The high clutch drum rotational speed.
High Pressure Cutoff	HPC	A method or device for limiting high pressure to a specified value.
Hydrocarbon	HC	SEE GLOSSARY ENTRY "HYDROCARBON."
Idle Air Control	IAC	Electrical or mechanical control of throttle bypass air.
Idle Speed Control	ISC	Electronic control of minimum throttle position.
Ignition Coil	(2)	A device which increases the voltage in an ignition circuit providing a spark to ignite a fuel/air mixture in an engine.
Ignition Control	IC	SEE GLOSSARY ENTRIES "IGNITION" and "CONTROL."
Ignition Control Module	ICM ⁽¹⁾	SEE GLOSSARY ENTRIES "IGNITION," "CONTROL" and "MODULE."
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	Injection control pressure for hydraulically actuated injectors.
Input Shaft Speed	ISS	SEE GLOSSARY ENTRIES "INPUT SHAFT" and "SPEED."
Intake Manifold Tuning	IMT	Controls air flow by changing the resonant frequency in the intake manifold.
Inspection and Maintenance	I/M ⁽¹⁾	An emission control program.
Intake Air	IA	SEE GLOSSARY ENTRY "INTAKE AIR."

TABLE 2—RECOMMENDED TERMS (CONTINUED)

RECOMMENDED TERM	ACRONYM	DEFINITION
Intake Air Temperature	IAT	SEE GLOSSARY ENTRY "INTAKE AIR."
Intake Manifold Runner Control	IMRC	Controls air flow through runners in the intake manifold.
Knock Sensor	KS ⁽¹⁾	SEE GLOSSARY ENTRIES "KNOCK" and "SENSOR."
Malfunction Indicator Lamp	MIL ⁽¹⁾	A required on board indicator to alert the driver of an emission-related malfunction.
Manifold Absolute Pressure	MAP	SEE GLOSSARY ENTRIES "MANIFOLD" and "PRESSURE."
Manifold Absolute Pressure and Temperature	MAPT	See glossary entry MANIFOLD, PRESSURE and TEMPERATURE.
Manifold Differential Pressure	MDP	SEE GLOSSARY ENTRIES "MANIFOLD" and "PRESSURE."
Manifold Surface Temperature	MST	SEE GLOSSARY ENTRY "MANIFOLD."
Manifold Vacuum Zone	MVZ	SEE GLOSSARY ENTRIES "MANIFOLD" and "VACUUM."
Manual Transaxle	M/T	SEE GLOSSARY ENTRY "TRANSAXLE."
Manual Transmission	M/T	SEE GLOSSARY ENTRY "TRANSMISSION."
Mass Airflow	MAF	A system which provides information on the mass flow rate of the intake air to the engine.
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	An electronic device named non-volatile random access memory.
Nitrogen Oxides	NOX	SEE GLOSSARY ENTRY "NITROGEN OXIDES".
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.
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 ENTRY "OPEN LOOP."
Overdrive Drum Speed	ODS	The overdrive drum rotational speed.
Output Shaft Speed	OSS	SEE GLOSSARY ENTRY "OUTPUT SHAFT" and "SPEED."
Oxidation Catalytic Converter	OC	A catalytic converter system that reduces levels of HC and CO.
Oxygen	O ₂	SEE GLOSSARY ENTRY "OXYGEN."
Oxygen Sensor	O ₂ S ⁽¹⁾	A sensor which detects oxygen (O ₂) content in the exhaust gases.
Park/Neutral Position	PNP	SEE GLOSSARY ENTRY "PARK/NEUTRAL."
Parameter Identification	PID	Identifies an address in memory which contains vehicle operating information.
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 ENTRY "POWER STEERING."
Power Steering Control	PSC	SEE GLOSSARY ENTRY "POWER STEERING" and "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 ⁽¹⁾	SEE GLOSSARY ENTRIES "POWERTRAIN" "CONTROL" and "MODULE."
Pressure Control	PC	SEE GLOSSARY ENTRIES "PRESSURE" and "CONTROL."
Pressure Relief	PR	Limits excess pressure in a controlled system.
Programmable Read Only Memory	PROM	An electronic device named programmable (by the manufacturer) read only memory.
Pulsed Secondary Air Injection	PAIR ⁽¹⁾	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	An electronic device named random access memory.
Read Only Memory	ROM	An electronic device named read only memory.

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TABLE 2—RECOMMENDED TERMS (CONTINUED)

RECOMMENDED TERM	ACRONYM	DEFINITION
Rear Wheel Drive	RWD	A driveline configuration that transmits motive power only through the rear axle.
Relay Module	RM ⁽¹⁾	SEE GLOSSARY ENTRIES "RELAY" and "MODULE."
Scan Tool	ST ⁽¹⁾	SEE GLOSSARY ENTRY "SCAN TOOL."
Secondary Air Injection	AIR ⁽¹⁾	A pump-driven system for providing secondary air.
Selectable Four Wheel Drive	S4WD	A driveline configuration that allows the driver to select the option to transmit motive power either to both axles or only to one axle (front or rear).
Sequential Multiport Fuel Injection	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	SR ⁽¹⁾	An indicator used to identify a service requirement.
Shift Solenoid	SS	SEE GLOSSARY ENTRY "SHIFT SOLENOID."
Smoke Puff Limiter	SPL	A system to reduce diesel exhaust smoke during vehicle acceleration or gear changes.
Spark Advance	(2), (3)	The relationship between the ignition timing and top dead center.
Spark Plug	(2)	A device for producing an electrical spark inside the cylinder of an internal combustion engine to ignite the fuel mixture.
Supercharger	SC ⁽¹⁾	SEE GLOSSARY ENTRY "SUPERCHARGER."
Supercharger Bypass	SCB	SEE GLOSSARY ENTRY "SUPERCHARGER."
System Readiness Test	SRT	System readiness test as applicable to OBDII scan tool communications.
Thermal Expansion	TE	SEE GLOSSARY ENTRY "THERMAL EXPANSION."
Thermal Vacuum Valve	TVV ⁽¹⁾	A valve that controls vacuum levels or routing based on temperature.
Third Gear	3GR ⁽¹⁾	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	(2)	SEE GLOSSARY ENTRIES "THROTTLE" and "ACTUATOR."
Throttle Actuator Control	TAC	SEE GLOSSARY ENTRIES "THROTTLE," "ACTUATOR" and "CONTROL."
Throttle Body	TB ⁽¹⁾	SEE GLOSSARY ENTRIES "THROTTLE" and "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 ENTRY "THROTTLE."
Torque Converter Clutch	TCC ⁽¹⁾	SEE GLOSSARY ENTRIES "CONVERTER" and "CLUTCH."
Torque Converter Clutch Pressure	TCCP	A positive pressure in a torque converter clutch hydraulic circuit.
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.
Transmission Control Module	TCM ⁽¹⁾	SEE GLOSSARY ENTRIES "TRANSMISSION," "CONTROL," and "MODULE."
Transmission Fluid Pressure	TFP	Positive pressure in a transmission hydraulic system.
Transmission Fluid Temperature	TFT	Temperature of transmission fluid.
Transmission Range	TR	SEE GLOSSARY ENTRIES "TRANSMISSION," and "RANGE."
Turbine Shaft Speed	TSS	SEE GLOSSARY ENTRIES "TURBINE SHAFT," and "SPEED."
Turbocharger	TC ⁽¹⁾	SEE GLOSSARY ENTRY "TURBOCHARGER."
Variable Control Relay Module	VCRM	A module that variably controls engine cooling fan speed, operates the A/C compressor clutch, and controls some of the non-A/C functions.

TABLE 2—RECOMMENDED TERMS (CONTINUED)

RECOMMENDED TERM	ACRONYM	DEFINITION
Vehicle Control Module	VCM ⁽¹⁾	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 ⁽¹⁾	A sensor which provides vehicle speed information.
Voltage Regulator	VR ⁽¹⁾	SEE GLOSSARY ENTRY "REGULATOR."
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 ENTRY "THROTTLE."

1. Historically acceptable common usage
2. Use recommended term only
3. For alphanumeric descriptor, see Table 4.

Change Bar to the left of the row indicates new/revised entry

7. **Glossary of Terms**—Table 3 is an alphabetical listing of base words and single word modifiers, together with their definitions.

TABLE 3—GLOSSARY OF TERMS⁽¹⁾

BASE WORD/SINGLE WORD MODIFIER	DEFINITION
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: Solenoid, Relay, and Valve.
Air Conditioning	A vehicular accessory system that modifies the passenger compartment air by cooling and drying the air.
Alternator	See Generator.
Battery	An electrical storage device designed to produce a DC voltage by means of an electrochemical reaction.
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: Fan.
Brake	A device for retarding motion, usually by means of friction.
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. (2) The primary, central, or key part of a feature.
Bypass	Providing a secondary path to relieve pressure in the primary 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.
Circuit	A complete electrical path or channel, usually includes the source of electric energy. Circuit may also describe the electrical path between two or more components. May also be used with fluids, air, or liquid.
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.
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.
Control	A means or a device to direct and regulate a process or guide the operation of a machine, apparatus, or system.
Converter (Catalytic)	An in-line, exhaust system device used to reduce the level of engine exhaust emissions.

TABLE 3—GLOSSARY OF TERMS⁽¹⁾ (CONTINUED)

BASE WORD/SINGLE WORD MODIFIER	DEFINITION
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.
Data	General term for information, usually represented by numbers, letters, 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. (2) See Pressure.
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	A device which provides a fixed increase or decrease ratio of relative rotation between its input and output shafts.
Driver	A switched electronic device that controls output state.
Electrical	A type of device or system using resistors, motors, generators, incandescent lamps, switches, capacitors, batteries, inductors, or wires. Compare: Electronic.
Electronic	(1) A type of device or system using solid state devices or thermionic elements such as diodes, transistors, integrated circuits, vacuum fluorescent displays, and liquid crystal displays. (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). Compare: Electrical.
Engine	A machine designed to convert thermal energy into mechanical energy to produce force or motion.
Exhaust	Gaseous by-products of combustion emitted from an engine.
Fan	A device designed to supply a current of air. A fan may also have a frame, motor, wiring harness, and the like. Compare: 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.
Generator	A rotating machine designed to convert mechanical energy into electrical energy.
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.
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 visually presents vehicle condition information transmitted or relayed from some other source.
Injector	A device for delivering metered pressurized fuel to the intake system or the cylinders.
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.
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.
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.

TABLE 3—GLOSSARY OF TERMS⁽¹⁾ (CONTINUED)

BASE WORD/SINGLE WORD MODIFIER	DEFINITION
Manifold	A device designed to collect or distribute fluid, air, or the like. Compare: 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.
Module (Electrical/Electronic)	A self-contained group of electrical/electronic components, which is designed as a single replaceable unit.
Motor	A machine that converts kinetic energy, such as electricity, into mechanical energy. Compare: 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.
Oxygen	A colorless, tasteless, odorless gas that supports combustion.
Park/Neutral	The selected non-drive modes of the transmission.
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	Unless otherwise noted, 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.
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. Compare: Manifold
Range	The detent position of the transmission manual valve.
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. Compare: Actuator, Solenoid, and Switch.
Regulator (Mechanical)	A mechanism for controlling the flow or pressure of liquid, gases, steam, etc.
Regulator (Voltage)	A device that automatically controls the functional output of another device by adjusting the voltage to meet a specified value.
Scan Tool	A device that interfaces with and communicates information on a data link.
Secondary Air	Air provided to the exhaust system.
Sensor	The generic name for a device that senses either the absolute value or a change in a physical quantity such as temperature, pressure, rotation or flow rate, and converts that change into an electrical quantity signal. Compare: 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. Compare: Actuator, Relay, and Switch.
Solid State	Crystalline circuit structures used to perform electronic functions. Examples of such structures include transistors, diodes, integrated circuits, and other semiconductors.

TABLE 3—GLOSSARY OF TERMS⁽¹⁾ (CONTINUED)

BASE WORD/SINGLE WORD MODIFIER	DEFINITION
Speed	The magnitude of velocity (regardless of direction).
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.
Switch	A device for making, breaking, or changing the connections in an electrical circuit. Compare: Relay, Solenoid, and Valve.
System	A group of interacting mechanical or electrical components serving a common purpose.
Tank	A storage device for liquid or gas.
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.
Transaxle	A device consisting of a transmission and axle drive gears assembled in the same case. Compare: 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. Compare: Sensor.
Transmission	A device which selectively increases or decreases the ratio of relative rotation between its input and output shafts. Compare: Transaxle.
Troubleshooting	See 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 circuit in which pressure has been reduced below the ambient atmospheric pressure.
Valve	A device by which the flow of a liquid, gas, vacuum, or loose material in bulk may be started.
Vapor	A substance in its gaseous state as distinguished from the liquid or solid state.
Volatile	(1) Vaporized at normal temperatures. (2) Not permanent.
Wastegate	A valve to limit charge air pressure by allowing exhaust gases to bypass the turbocharger
Wheel	A circular frame of hard material that may be solid, partially solid, or spoked and capable of turning on an axle.

1. Change bar to the left of the row indicates new/revised entry

8. **Alphanumeric Descriptor Table**—Table 4 is an alphabetical listing of alphanumeric descriptors to be used when required due to limited display sizes.

TABLE 4—ALPHANUMERIC DESCRIPTOR TABLE

RECOMMENDED TERM	ACCEPTABLE ACRONIZED USAGE	ALPHANUMERIC DESCRIPTOR
Central Multiport Fuel Injection	Central MFI	CMFI
Diagnostic Trouble Code Freeze Frame	DTC Freeze Frame	DTC FRZF
Freeze Frame	Freeze Frame	FRZF
Fuel Pressure	Fuel Pressure	FUEL PRES
Fuel System Status	Fuel System Status	FUEL SYS
Long Term Fuel Trim	Long Term FT	LONG FT
OBD Status	OBD Status	OBD STAT
Oxygen Sensor Location	O2S Location	O2S LOC
Parameter Identification Supported	PID Supported	PID SUP
Short Term Fuel Trim bp	Short Term FT <i>bp</i>	SHRT FT <i>bp</i>
Spark Advance	Spark Advance	SPARK ADV

b = numeric indication of bank

p = numeric indication of position

Bold indicates new/revised entry

9. **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 will be updated as often as every three months.

Use Appendix A for submission of new information.

10. **Notes**

- 10.1 **Marginal Indicia**—The change bar (I) located in the left margin is for the convenience of the user in locating areas where technical revisions have been made to the previous issue of the report. An (R) symbol to the left of the document title indicates a complete revision of the report.

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

APPENDIX A

REQUEST FOR REVISION TO SAE J1930 ELECTRICAL/ELECTRONIC SYSTEMS DIAGNOSTIC
TERMS, DEFINITIONS, ABBREVIATIONS & ACRONYMS

To insure that your request is accepted for ballot and incorporation into J1930, please supply the following information consistent with the methodology of Section 4:

Please send completed form to: SAE Task Force, 755 West Big Beaver Rd., Suite 1600, Troy, MI 48084-4093 USA.

FAX # (248) 273-2494

PURPOSE or RATIONAL FOR REQUEST: _____

• SECTION 5.0 (Table 1.0)

EXISTING USAGE(S) _____

RECOMMENDED TERMS: _____

• SECTION 6.0 (Table 2.0)

RECOMMENDED TERMS:

Add

Delete

Change

Existing: _____

Suggested: _____

ACRONYM/ABBREVIATIONS

Existing: _____

Suggested: _____

DEFINITION:

Existing: _____

Suggested _____

• SECTION 7.0 (Table 3.0)

GLOSSARY of TERMS _____

• SECTION 8.0 (Table 4.0)

ALPHANUMERIC

DESCRIPTOR DESIRED

REQUESTOR: _____

Phone: _____

Fax: _____

Signature _____

Date _____

ADDRESS: _____

COMMITTEE USE ONLY

Recommended for ballot? YES _____ NO _____

Ballot Target Date _____

Comments: _____

J1930 Chairperson _____

Date: _____

FIGURE A1—REQUEST FOR REVISION FORM

SAE J1930 Revised APR2002

Rationale—Not Applicable.

Relationship of SAE Standard to ISO Standard—This document is technically equivalent to ISO/TR 15031-2:April 30, 2002.

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

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

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

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

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

Reference Section—There are no referenced publications specified herein.

Developed by the SAE J1930 Electrical/Electronic Systems Diagnostic Terms, Definitions, Abbreviations, and Acronyms Task Force

Sponsored by the SAE Vehicle E/E Systems Diagnostic Standards Committee