SECTION 13

Glossary

Contents

Glossary

The glossary is a list of technical terms or acronyms and their definitions. It is not intended to be a dictionary of components and their functions. If you desire a detailed description of a specific component, please refer to Section 3, Emission Related Components, in this manual.

A/CL BIMET: Air cleaner bimetal sensor.

A/C DV: Air cleaner duct and value motor.

ACC: A/C clutch compressor signal input to the EEC IV processor relating status of the A/C clutch.

ACD: Air conditioner demand switch.

ACT: Air charge temperature sensor or its signal circuit.

ACV: (Thermactor) air control valve.

AHFSS: Air condition/heater function select switch input to the EEC IV processor relating status of the A/C — heater function select switch.

AIR BPV: (Thermactor) air bypass valve.

AM1: Thermactor air management 1 (TAB).

AM2: Thermactor air management 2 (TAD).

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

ANTI—BFV: Anti back fore valve.

AVOM: Analog volt — OHM meter.

BOB: (BREAKOUT BOX) An EEC IV test device which connects in series with the processor and the EEC-IV harness and permits measurements of processor inputs and outputs.

BOO: Brake on-off input to the EEC IV processor indicating a braking drive mode.

BOOST: Turbo charger boost solenoid or its control circuit.

BP: Barometric pressure sensor or its signal circuit.

BV: Bowl Vent (carburetor fuel bowl).

CANP: Canister purge solenoid or its control circuit.

CATALYST: A muffler like device in the exhaust system containing monolithic substrate (a ceramic honeycomb structure) that is coated with catalytic metals such as platinum or palladium. When hot exhaust gases come in contact with these metals a chemical reaction takes place to consume unburned hydrocarbon, carbon monoxide and nitrous oxides.

CCO: Converter clutch override output from the EEC-IV processor to the transmission.

CFI: (Central Fuel Injection) A computer controlled fuel metering system which sprays atomized fuel into a divided throttle body mounted atop the intake manifold.

CLUTCH: Clutch engagement switch or its control circuit.

COC: Conventional oxidation catalyst.

COMPUTED TIMING: The total spark advance in degrees before top dead center. Calculated by the EEC-IV processor based on input from a number of sensors.

CWM: Cold weather modulator.

DFS: Decel fuel shut-off.

DOL: (Data Output Link) Fuel calculation data from the EEC IV processor to the electronic tripminder.

DV: Delay valve.

DVOM: Digital volt-OHM multimeter that displays voltage or resistance measurements in digital form on a liquid crystal display (LCD).

DV TW: Delay valve two way.

ECA: Electronic control assembly.

ECT: Engine coolant temperature sensor or its signal circuit.

EDF: Electro-drive fan relay or its control circuit.

EEC: (Electronic engine control) A computer controlled system of engine control now in its fourth generation. EEC I controlled only engine timing — EEC II added the control of fuel with a feedback carburetor — EEC III controls fuel in two ways, a

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new generation FBC system or central fuel injection (CFI)—EEC-IV adds a third fuel control system, electronic (multi-point direct) fuel injection (EFI).

EFI: (Electronic Fuel Injection) A computer controlled fuel system that distributes atomized fuel through an injector located in each intake port of the engine.

EGO: Exhaust gas oxygen sensor or its signal circuit.

EGR: Exhaust gas recirculation system designed to allow the flow of inert exhaust gases into the combustion chamber to cool the combustion and thus reduce nitrous oxides in the exhaust.

EGRC: EGR control vacuum solenoid valve or its control circuit.

EGRV: EGR vent vacuum solenoid valve or its control circuit.

EHC: Exhaust heat control vacuum solenoid valve or its control circuit.

EVP: EGR valve position sensor or its signal circuit.

EVR: EGR valve regulator vacuum solenoid valve or its control circuit.

FBC: (Feed Back Carburetor) An MCU or EEC-IV controlled fuel system employing a stepper motor or a dithering solenoid that controls fuel/air mixture by bleeding air into the main and idle systems of the carburetor.

FCS: Fuel control solenoid or its control circuit.

FP: Fuel pump relay or its control circuit.

FUEL RICH/LEAN: A qualitative evaluation of air/fuel ratio based on an A/F value known as stoichiometry or 14.7. In the EEC-IV system rich/lean is determined by a voltage signal from the EGO sensor. An excess of oxygen (lean) is an EGO voltage of less than .4 volts, a rich condition is indicated by an EGO voltage of greater than .6 volts.

GND or GRND: A common ground circuit for all vehicle power.

HBV: Heater blower voltage input to the EEC-IV processor reflecting heater blower voltage demand.

HEDF: High speed electro-drive fan relay or its control circuit.

HEGO: Heated EGO sensor or its signal circuit.

HIC: Hot idle compensator.

IAS: Inlet air solenoid valve or its control circuit.

IDLE LIMITER: A device to control minimum and maximum idle fuel richness. The idle limiter is intended to prevent unauthorized persons from making overly rich idle adjustments.

IDM: (Ignition diagnostics monitor) A continuous monitor of the ignition input to the EEC-IV processor used to detect intermittent ignition faults.

IMS: (Inferred mileage sensor) A circuit using an E-cell which deflates its state with the application of a current. As the vehicle ages (in terms of key-on time) the EEC-IV processor compensates for aging of the vehicle by changing calibration parameters.

ISC: (Idle Speed Control) Currently there are three types of computer controlled idle speed control D.C. motor ISC, air bypass ISC and throttle kicker ISC.

ITS: Idle tracking switch.

KS: Knock sensor or its signal circuit.

LOS: (Limited Operation Strategy) Certain types of computer malfunction will place the EEC-IV processor into LOS mode. Output commands are replaced with fixed valves.

MAP: Manifold absolute pressure sensor or its signal circuit.

MCU: Microprocessor control unit.

NDS: Neutral drive switch or its signal circuit.

NGS: Neutral gear switch or its signal circuit.

OCC: Output circuit check.

OPEN CIRCUIT: A circuit which does not provide a complete path for the flow of current.

OSC: Output state check.

PCV: (Positive crankcase ventilation) A system which controls the flow of crankcase vapors into the engine intake manifold where they are burned in combustion rather than being discharged into the atmosphere.

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PFE: A pressure feedback EGR sensor or its signal.

PIP: (Profile ignition pickup) A "hall effect" vane switch that furnishes crankshaft position data to the EEC-IV processor.

PSPS: (Power steering pressure switch) An EEC-IV processor input to regulate idle speed based on power steering load demand.

PULSE AIR SYSTEM: Part of the emission control system that utilizes a reed-type check valve which allows air to be drawn into the exhaust system as a result of exhaust pulses.

PVS: Ported vacuum switch.

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

RELIEF VALVE: A pressure limiting valve located in the exhaust chamber of the thermactor air pump. It functions to relieve part of the exhaust air flow if the pressure exceeds a calibrated value.

SDV: Spark delay valve.

SHED: Sealed housing evaporative determination.

SIG RTN: Signal return circuit for all sensor signals except EGO.

SIL: (Shift indicator light) A systems that provides a visual indication to the driver of a vehicle when to shift to the next higher gear to obtain optimum fuel economy.

SOLENOID: A wire coil with a moveable core that changes position by means of electro magnetism when current flows through the coil.

SPOUT: Spark output signal from the EEC IV processor that triggers the TFI-IV module to fire the ignition coil.

STAR: (Self Test Automatic Readout) A testing device in which the EEC and MCU systems output service codes in a digital format.

STI: Self test input circuit in the EEC and MCU systems used to initiate self test.

STO: Self test output circuit in the EEC and MCU systems that transmits service codes (pulses) to either a VOM or star tester.

SVO: Special vehicle operations.

TAB/TAD: Thermactor air bypass/thermactor air diverter vacuum solenoid valves or their control circuits.

TCP: Temperature compensated (acceleration) pump.

TGS: (Top gear switch) A lock out mechanism that prevents the SIL from lighting when the vehicle is in top gear.

THERMACTOR: A system for injection of air into the exhaust system to aid in the control of hydrocarbon and carbon monoxides in the exhaust.

THERMACTOR II: See pulse air system.

THS: Transmission Hydraulic switch.

TIMING: Relationship between spark plug firing and piston position usually expressed in crank shaft degrees before (BTDC) or after (ATDC) top dead center of the compression stroke.

TIV: Thermactor idle vacuum valve.

TK: Throttle kicker vacuum solenoid valve or its control circuit.

TP: Throttle position sensor or its signal circuit.

TSP: Throttle solenoid positioner.

TVS: Temperature vacuum switch.

TVV: Thermal vent valve.

TWC: Three way catalyst.

VAF: Vane air flow sensor or its signal circuit.

VAT: Vane air temperature sensor or its signal circuit.

VBATT: Vehicle battery voltage.

VCV: Vacuum check valve.

VDV: Vacuum delay valve.

VECI: Vehicle emission control information decal located in the engine compartment that contains critical specifications for servicing emission systems.

VM: Vane meter.

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VOM: Volt OHM meter used to measure voltage and resistance. Readings are indicated by sweep hand on a printed scale rather than a digital display.

VOTM: Vacuum operated throttle modulator.

VR/S: Vacuum regulator/solenoid.

VRDV: Vacuum retard delay valve.

VREF: Reference voltage supplied by the EEC-IV processor to some sensors and regulated to 4-6 volts.

VRESER: Vacuum reservoir.

VREST: Vacuum restrictor.

VRV: Vacuum regulator valve.

VSC: Vehicle speed control sensor or its signal circuit.

VSS: Vehicle speed sensor or its signal circuit.

VVA: Venturi vacuum amplifier.

VVC: Variable voltage choke relay or its control circuit.

VVV: Vacuum vent valve.

WAC: Wide open throttle A/C cutoff.

WOT: Wide open throttle.