

SECTION 12

Glossary

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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, refer to Section 3, Emission Related Components, in this manual.

A 4LD: Automatic 4-Speed Lock-up-converter Drive.

A/C: Air Conditioning.

ACCS: A/C Cycling Switch.

ACL: Automatic Adjustable Shock Controller.

A/CL BIMET: Air Cleaner Bimetal sensor.

A/C DV: Air Cleaner Duct and Valve 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-Backfire Valve.

AVOM: Analog Volt-Ohm Meter.

AXOD: Automatic Transaxle Overdrive.

AXOD-E: Automatic Transaxle Overdrive, Electronically Controlled.

BASE IDLE: Idle RPM determined by throttle lever hardset on throttle body while idle Speed Control is fully retracted and disconnected.

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)

BVT: Back Pressure Variable Transducer.

CANP: Canister Purge solenoid or its control circuit.

CATALYST: A muffler-like device in the exhaust system containing a 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.

CES: Clutch Engage Switch.

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

CHECK ENGINE LIGHT: A dash panel light used either to aid in the identification and diagnosis of EEC system problems or to indicate that maintenance is required on non-EEC equipped vehicles.

CLUTCH: Clutch engagement switch or its control circuit.

COC: Conventional Oxidation Catalyst.

COMPUTER 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.

CURB IDLE: Computer controlled Idle RPM.

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.

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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.

EEGR: Electronic EGR Valve (Sonic).

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.

EGOG: EGO Ground.

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.

EGR S/O: EGR Shut Off.

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.

EMWL: Emission Maintenance Warning Light.

EVP: EGR Valve Position sensor or its signal circuit.

EVR: EGR Valve Regulator vacuum solenoid valve or its control circuit.

FBC: (Feedback 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.

FI: Fuel Injector or its control circuit.

FP: Fuel Pump relay or its control circuit.

FPM: (Fuel Pump Monitor) A circuit in the EEC system used to monitor the electric fuel pump operation on some EEC-IV equipped vehicles.

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.

FWD: Front Wheel Drive.

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

HALL EFFECT: A process where current is passed through a small slice of semi-conductor material at the same time as a magnetic field to produce a small voltage in the semi-conductor.

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.

HEGOG: Heated EGO Ground.

HIC: Hot Idle Compensator.

HO: High Output.

HSC: High Swirl Combustion.

IBP: Integral Back Pressure.

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.

IGN: Ignition circuit or system.

IMS: (Inferred Mileage Sensor) A circuit using a 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.

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INJ: Injector (Fuel).

INJ GND: Injector Ground (Fuel).

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

ITS: Idle Tracking Switch.

KAM: (Keep Alive Memory) A series of vehicle battery powered memory locations in the microprocessor which allows the microprocessor to store input failures identified during normal operation for use in later diagnostic routines and adopts some calibration parameters to compensate for changes in the vehicle system.

KAPWR: Keep Alive Power.

KS: Knock Sensor or its signal circuit.

L: Liters.

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.

LUS: Lock Up Solenoid.

MAF: Mass Air Flow Sensor or its signal circuit.

MAP: Manifold Absolute Pressure sensor or its signal circuit.

MCU: Microprocessor Control Unit.

MIL: (Malfunction Indicator Light) An electric circuit between the EEC-IV processor and the CHECK ENGINE light on the dash panel of EEC-equipped vehicles.

NDS: Neutral Drive Switch and its signal circuit.

NGS: Neutral Gear Switch or its signal circuit.

NPS: Neutral Pressure Switch.

OCC: Output Circuit Check.

OCT: Octane Switch.

OHC: Overhead Cam.

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.

PFE: 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.

PWR GND: Power Ground.

QUICK TEST: A functional diagnostic test of the EEC system consisting of vehicle preparation and hookup, Key On Engine Off, Engine Running and Continuous self-tests.

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 airflow if the pressure exceeds a calibrated value.

RWD: Rear Wheel Drive.

SAISC: Stand-Alone Idle Speed Control.

SEFI: (Sequential Electronic Fuel Injection) Port fuel injection triggered off ignition timing that fires each injector separately.

SELF-TEST: One of three subsets of the EEC Quick Test: Key On Engine Off, Engine Running, and Continuous.

SDV: Spark Delay Valve.

SHED: Sealed Housing Evaporative Determination System.

SHORT CIRCUIT: An undesirable connection between a circuit and any other point.

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

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

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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.

SS 3/4-4/3: (Shift Solenoid 3/4-4/3) Output from the EEC-IV processor to the transmission that selects 3rd and 4th gears.

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.

TFI: (Thick Film Ignition) Distributor mounted module comprised of a custom integrated circuit, Darlington output device and associated thick film integrated components.

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.

THS 3/2: Transmission Hydraulic Switch - 3rd/2nd gear.

THS 4/3: Transmission Hydraulic Switch - 4th/3rd gear.

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.

TTS: Transmission Temperature Switch.

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.

VM: Vane Meter.

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.

VPWR: Vehicle Power supply voltage regulated to 10-14 volts.

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.