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## Acronyms and Definitions

**Note:** This acronyms and definitions listing contains technical terms applicable to Ford Motor Company products. It is not intended to be an all-inclusive dictionary of components and their functions. If a detailed description of a particular system or component is desired, refer to the applicable section within this PC/ED Manual or refer to the Workshop Manual for additional information regarding the specific vehicle being repaired.

2V: Two valves per engine cylinder  
3V: Three valves per engine cylinder  
4V: Four valves per engine cylinder  
4WD: Four Wheel Drive  
ABS: Anti-Lock Brake System  
A/C: Air Conditioning  
A/CC: Air Conditioning Clutch  
A/CCR: Air Conditioning Clutch Control Relay  
ACCS: Air Conditioning Cycling Switch  
ACET: Air Conditioning Evaporator Temperature  
ACP: Air Conditioning Pressure  
A/D: Analog-to-Digital  
APP: Accelerator Pedal Position  
BARO: Barometric Pressure  
BJB: Battery Junction Box  
BPP: Brake Pedal Position  
BPS: Brake Pedal Switch  
BTDC: Before Top Dead Center  
CAC: Charge Air Cooler  
CAN: Controller Area Network  
CCM: Comprehensive Component Monitor  
CF: Cooling Fan  
CHT: Cylinder Head Temperature  
CKP: Crankshaft Position  
CL: Closed Loop  
CMP: Camshaft Position  
CO: Carbon Monoxide  
CO<sub>2</sub>: Carbon Dioxide  
COP: Coil On Plug  
CPP: Clutch Pedal Position  
CPU: Central Processing Unit  
CTO: Clean Tach Output  
CV: Canister Vent  
DBA: Driver Brake Application  
DC: 1. Direct Current 2. Duty Cycle  
DEPS: Dual Equal Phase Shifting  
DFSO: Deceleration Fuel Shut-Off  
DIPS: Dual Independent Phase Shifting  
DLC: Data Link Connector  
DMM: Digital Multimeter  
DRI: Deposit Resistant Injector  
DTM: Diagnostic Test Mode  
DTC: Diagnostic Trouble Code  
E10: Fuel containing 10% ethanol  
E85: Fuel containing 85% ethanol  
EATC: Electronic Automatic Temperature Control

ECM: Electronic Control Module  
ECT: Engine Coolant Temperature  
EEC: Electronic Engine Control  
EEGR: Electric Exhaust Gas Recirculation  
EEPROM: Electrically Erasable Programmable Read-Only Memory  
EGR: Exhaust Gas Recirculation  
EI: Electronic Ignition  
EMD: Engine Manufacturers Diagnostics  
EMI: Electromagnetic Interference  
EONV: Engine Off Natural Vacuum  
EOT: Engine Oil Temperature  
EPC: Electronic Pressure Control  
EPS: Exhaust Phase Shifting  
E-Quizzer: Enhanced Quizzer  
ERFS: Electronic Returnless Fuel System  
ESM: EGR System Module  
ESOF: Electronic Shift-on-the-Fly  
ETB: Electronic Throttle Body  
ETBTACM: Electronic Throttle Body Throttle Actuator Control Motor  
ETBTPS: Electronic Throttle Body Throttle Position Sensor  
ETC: Electronic Throttle Control  
EVAP: Evaporative Emission  
EVAPCP: Evaporative Canister Purge Valve  
FAOS: Fore-Aft Oxygen Sensor  
FC: Fan Control  
FCIL: Fuel Cap Indicator Lamp  
FEPS: Flash EEPROM Programming Signal  
FFV: Flexible Fuel Vehicle  
FLI: Fuel Level Input  
FMEM: Failure Mode Effects Management  
FP: Fuel Pump  
FPC: Fuel Pump Control  
FPDM: Fuel Pump Driver Module  
FPM: Fuel Pump Monitor  
FRP: Fuel Rail Pressure  
FRPT: Fuel Rail Pressure Temperature  
FSS: Fan Speed Sensor  
FTP: Fuel Tank Pressure  
FWD: Front Wheel Drive  
GPM: 1. Grams per Mile 2. Gallons per Minute  
H: Hydrogen  
HC: 1. Hydrocarbon 2. High Compression  
HDR: High Data Rate  
HLOS: Hardware Limited Operating Strategy  
HO2S: Heated Oxygen Sensor  
Hz: Hertz  
IAC: Idle Air Control  
IAT: Intake Air Temperature  
IAT2: Intake Air Temperature 2  
IDM: Ignition Diagnostic Monitor  
IDS: Integrated Diagnostic System  
IFS: Inertia Fuel Shut-Off  
I/M: Inspection/Maintenance  
IMRC: Intake Manifold Runner Control  
IMRCM: Intake Manifold Runner Control Monitor  
IMTV: Intake Manifold Tuning Valve

INJ: Injector  
IPC: Independent Plausibility Checker  
IPS: Intake Phase Shifting  
ISO: International Standards Organization  
KAM: Keep Alive Memory  
KAPWR: Keep Alive Power  
KOEO: Key On Engine Off  
KOER: Key On Engine Running  
Km/h: Kilometers per Hour  
kPa: Kilopascal  
KS: Knock Sensor  
L: Liters  
LDR: Low Data Rate  
LONGFT: Long-Term Fuel Trim  
LOS: Limited Operating Strategy  
MAF: Mass Air Flow  
MAP: Manifold Absolute Pressure  
MFF: Misfire Freeze Frame  
MIL: Malfunction Indicator Lamp  
MRFS: Mechanical Returnless Fuel System  
MSOF: Manual Shift-on-the-Fly  
N: Nitrogen  
NMOG: Non-Methane Organic Gases  
NO<sub>x</sub>: Oxides of Nitrogen  
NVM: Non-Volatile Memory  
NVRAM: Non-Volatile Random Access Memory  
OASIS: On-line Automotive Service Information System  
OHC: Overhead Cam  
OL: Open Loop  
OSC: Output State Control  
OSR: On-Board System Readiness  
OTM: Output Test Mode  
PATS: Passive Anti-Theft System  
PCM: Powertrain Control Module  
PCM-VSO: Powertrain Control Module - Vehicle Speed Output  
PCV: Positive Crankcase Ventilation  
PCVTE: Positive Crankcase Ventilation Thermal Extension  
Pd: Palladium  
PDJB: Power Distribution Junction Box  
PID: Parameter Identification  
PIP: Profile Ignition Pickup  
PPM: Parts per Million  
PS: Pressure Switch  
PSP: Power Steering Pressure  
PSPT: Power Steering Pressure Transducer  
Pt: Platinum  
PTO: Power Take-Off  
PTS: Professional Technician Society  
PWM: Pulse Width Modulation  
RAM: Random Access Memory  
RFI: Radio Frequency Interference  
Rh: Rhodium  
ROM: Read-Only Memory  
RPM: Revolutions Per Minute  
RWD: Rear Wheel Drive  
SAE: Society of Automotive Engineers

SCB: Supercharger Bypass  
SFI: Sequential Multiport Fuel Injection  
SHRTFT: Short-Term Fuel Trim  
SJB: Smart Junction Box  
SMR: Starter Motor Request  
TAC: Throttle Actuator Control  
TACM: Throttle Actuator Control Motor  
TCM: Transmission Control Module  
TCSS: Transfer Case Speed Sensor  
TDC: Top Dead Center  
TP: Throttle Position  
TPPC: Throttle Plate Position Controller  
TSB: Technical Service Bulletin  
TWC: Three Way Catalytic Converter  
VCM: Vehicle Communication Module  
VCT: Variable Camshaft Timing  
VECI: Vehicle Emission Control Information  
VID: Vehicle Identification  
VIN: Vehicle Identification Number  
VMV: Vapor Management Valve  
VR: Variable Reluctance  
WOT: Wide Open Throttle  
Transmissions:

**Note:** The automatic transmission naming convention is as follows:

- The first character, a number, is the number of forward gears.
- The second character, either the letter F or R, represents front (transaxle) or rear (transmission) wheel drive.
- The next set of characters, a grouping of numbers, represents the design torque capacity of the transmission/transaxle.
- The last character, if used, is one of the following:
  - E for electronic shift
  - N for non-synchronous shift
  - S for synchronous shift
  - W for wide ratio

As an example, for the 4F27E transaxle, the number of forward gears is 4, the character F indicates front transaxle, 27 represents 270 ft-lbs of torque capacity and the character E represents an electronic shift.

A/T: Automatic Transmission  
CCS: Coast Clutch Solenoid  
EPC: Electronic Pressure Control  
ESS: Electronic Shift Scheduling  
ISS: Intermediate/Input Shaft Speed Sensor  
M/T: Manual Transmission/Transaxle  
OCS: Overdrive Cancel Switch  
OSS: Output Shaft Speed  
PNP: Park/Neutral Position switch  
SSA/SSB/SSC/SSD/SSE: Shift Solenoids  
SS1/SS2/SS3: Shift Solenoids  
TCC: Torque Converter Clutch  
TCIL: Transmission Control Indicator Lamp  
TCS: Transmission Control Switch  
TFT: Transmission Fluid Temperature  
TR: Transmission Range  
TSS: Turbine Shaft Speed  
VSS: Vehicle Speed Sensor

