
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
CO₂: 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_x: 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
