

Vehicle Check And Preparation

Before using the scan tool to carry out any test, refer to the important Safety Notice located at the beginning of this manual and the necessary visual checks listed below.

Visual Checks

- Inspect the air cleaner and inlet duct.
- Check all engine vacuum hoses for damage, leaks, cracks, kinks, and proper routing.
- Check the electronic engine control (EEC) system wiring harness for proper connections, bent or broken pins, corrosion, loose wires, and proper routing.
- Check the PCM, sensors, and actuators for physical damage.
- Check the engine coolant for proper level and mixture.
- Check the transmission fluid level and quality.
- Make all necessary repairs before continuing with the quick test. For additional information, refer to [Quick Test Description](#) in this section.

Vehicle Preparation

- Carry out all safety steps required to start and run vehicle tests. Apply the parking brake, place the gear selector lever firmly into the PARK position on automatic transmission vehicles or NEUTRAL on manual transmission vehicles, and block the drive wheels.
 - Turn off all electrical loads such as radios, lamps, A/C, blower, and fans.
 - Start the engine (if the engine runs) and bring it up to the normal operating temperature before running the quick test.
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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.

AAT: Ambient Air Temperature
APP: Accelerator Pedal Position
A/T: Automatic Transmission
AWD: All Wheel Drive
BARO: Barometric Pressure
BPP: Brake Pedal Position
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
DC: 1. Direct Current 2. Duty Cycle
DFI: Direct Fuel Injection
DFSO: Deceleration Fuel Shut Off
DLC: Data Link Connector
DTC: Diagnostic Trouble Code
E10: Fuel containing 10% ethanol
E85: Fuel containing 85% ethanol
E100: Fuel containing 100% ethanol
ECT: Engine Coolant Temperature
EEC: Electronic Engine Control
EEGR: Electric Exhaust Gas Recirculation
EEPROM: Electrically Erasable Programmable Read-Only Memory
EGR: Exhaust Gas Recirculation
EGRT: Exhaust Gas Recirculation Temperature
EI: Electronic Ignition
EMD: Engine Manufacturers Diagnostics
EMI: Electromagnetic Interference
EONV: Engine Off Natural Vacuum
EOT: Engine Oil Temperature
EP: Exhaust Pressure
EPS: Exhaust Phase Shifting
ERFS: Electronic Returnless Fuel System
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 Emission Canister Purge Valve
FAOS: Fore-Aft Oxygen Sensor
FEPS: Flash EEPROM Programming Signal
FFV: Flexible Fuel Vehicle