
GENERAL INFORMATION

01

01

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SERVICE INFORMATION

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HOW TO USE THIS MANUAL

Topics

This manual contains procedures for performing all required service operations.

The procedures are divided into three basic operations:

- Removal/Installation
- Disassembly/Assembly
- Inspection

Service Procedures

Most repair procedures begin with an illustration. It identifies the components, shows how the parts fit together and describes visual part inspection. Removal & Installation procedures have written instructions.

Service procedures include the following elements:

- Detailed removal & installation instructions
- Integrated torque specifications
- Integrated illustrations
- Component specifications

Diagnostic Procedures

The diagnostic procedures are grouped into the following:

Diagnostic Trouble Codes (DTC)

- DTCs are important hints for repairing malfunctions that are difficult to simulate. Perform the specific DTC diagnostic inspection to quickly and accurately diagnose the malfunction.

Diagnostic Symptoms

- Symptom troubleshooting quickly determines the location of the malfunction according to symptom type.

Specifications

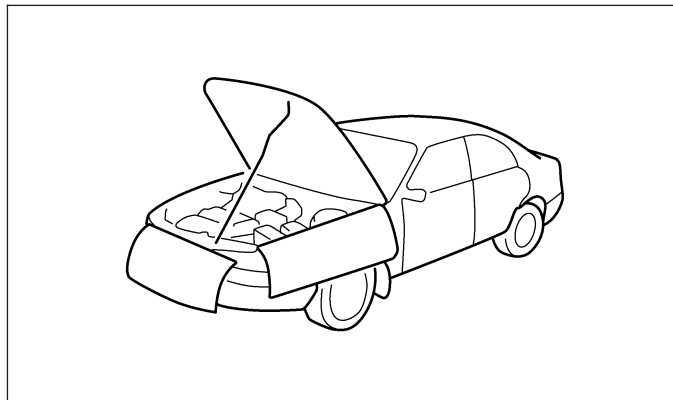
This manual contains specifications that are divided into the following groups:

- Torque specifications
- Clearance specifications
- Capacity specifications

VEHICLE SERVICE PREPARATION

Preparation For Vehicle Service

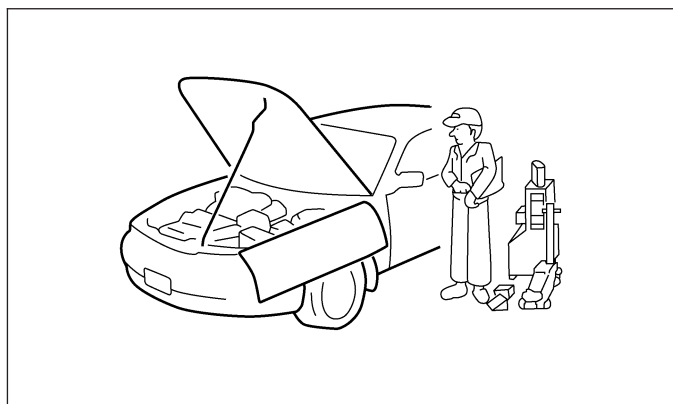
- Always be sure to cover fenders, seats and floor areas before starting work.



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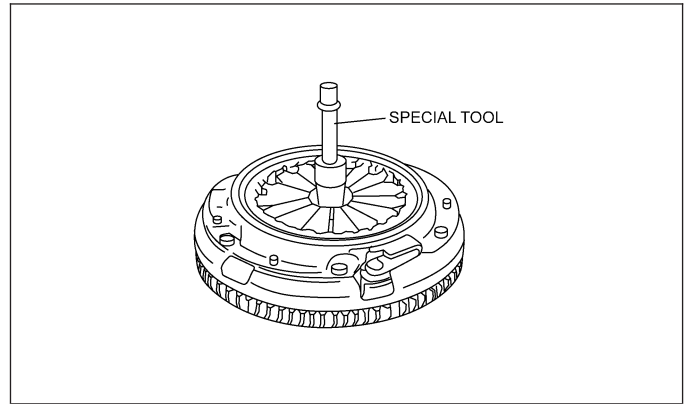
Tools and Testing Equipment

- Be sure that all necessary tools and measuring equipment are available before starting any work.
- Inspect the vehicle and reference any needed service information before starting any work.



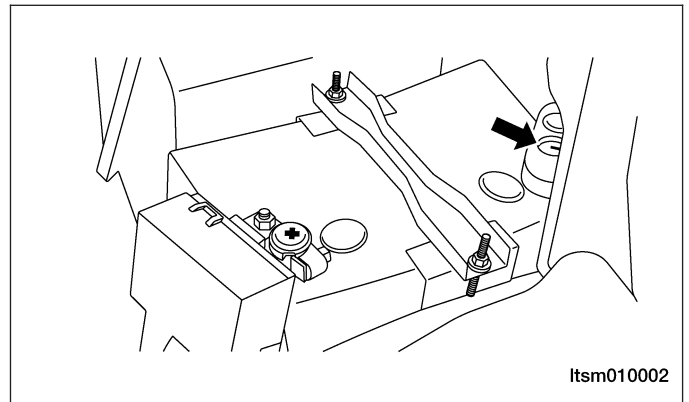
Special Tools

- Use special tools when they are required.



Disconnection of the Negative Battery Cable

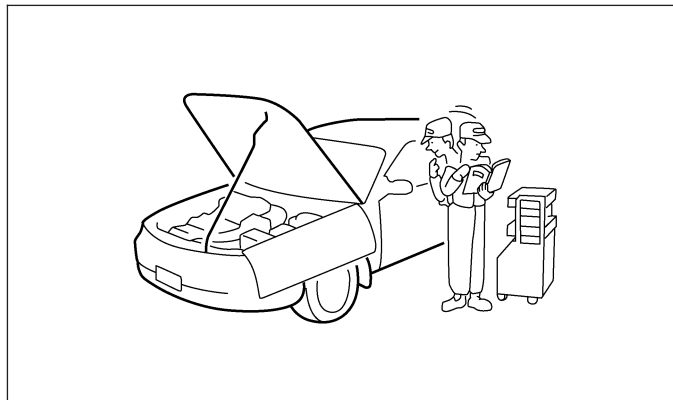
- Before beginning any electrical work, turn the ignition switch to LOCK, disconnect the negative battery cable and then wait two minutes to allow the backup supply of the air bag diagnostic monitor unit to deplete its stored power.
- Disconnecting the battery cable deletes the memories of the clock, audio and DTCs, etc. Therefore, it is necessary to verify those memories before disconnecting the cable.



PROPER SERVICE PRACTICES

Removal of Parts

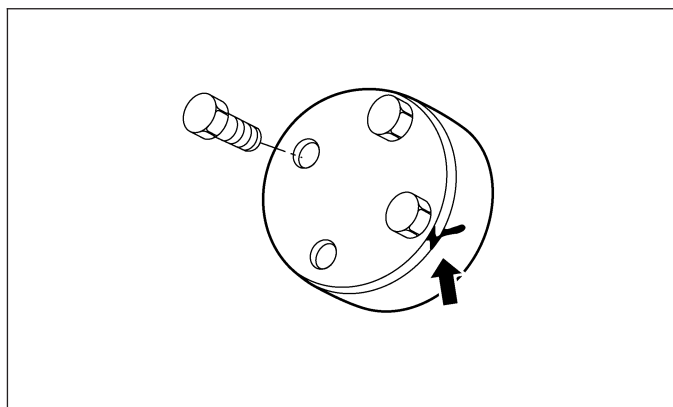
- While correcting a problem, also try to determine its cause. Begin work only after first determining which parts and subassemblies must be removed and disassembled for replacement or repair. After removing the part, plug all holes and ports to prevent foreign material from entering.



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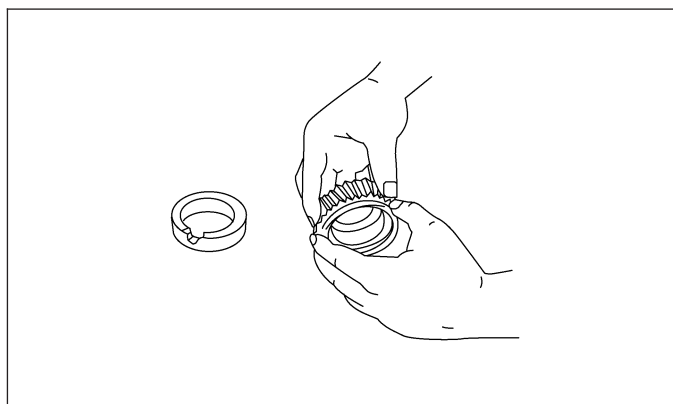
Component Disassembly

- If the disassembly procedure is complex requiring many parts to be disassembled, make sure that all parts are disassembled in a way that will not affect their performance or external appearance. Identify each part so reassembly can be performed easily and efficiently.



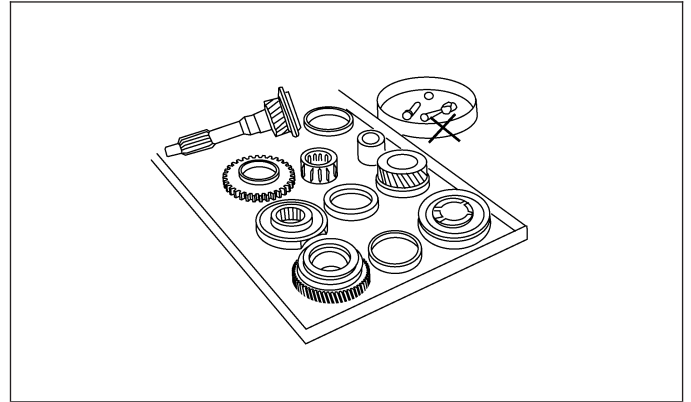
Inspection of Parts

- When removed, inspect each part for possible malfunction, deformation, damage or other problems.



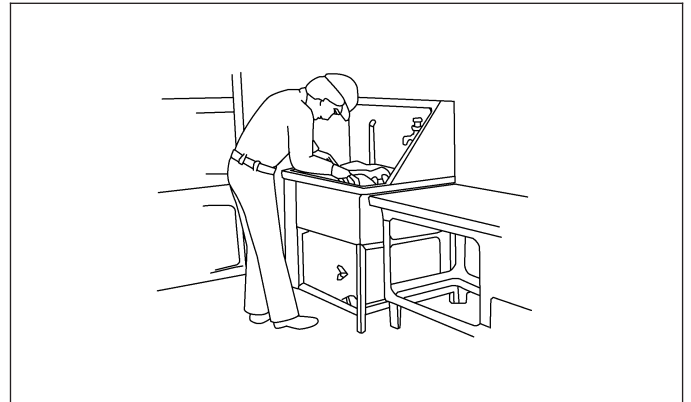
Arrangement of Parts

- All disassembled parts should be carefully arranged for reassembly.
- Be sure to separate and identify the parts to be replaced from those that will be reused.



Cleaning of Parts

- Carefully and thoroughly clean all parts to be reused.

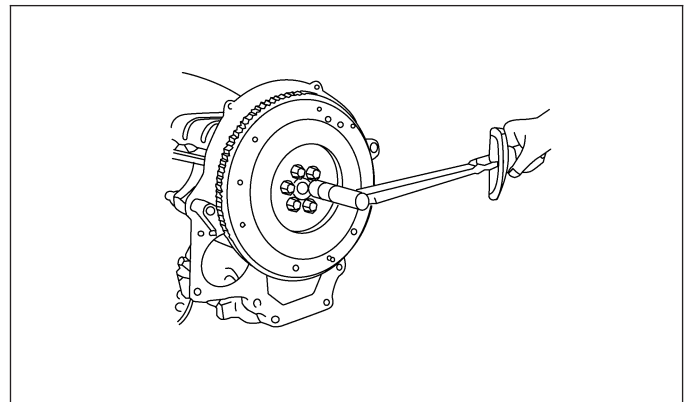


WARNING!

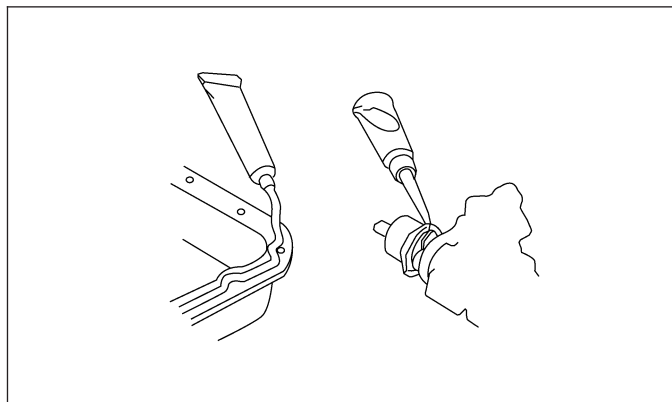
Using compressed air can cause dirt and other particles to fly out causing injury to the eyes. Wear protective eyewear whenever using compressed air.

Component Reassembly

- Standard values, such as torques and certain adjustments, must be strictly observed in the reassembly of all parts. If removed, replace these parts with new ones:
 - Oil seals
 - Gaskets
 - O-rings
 - Lock washers
 - Cotter pins
 - Nylon nuts



- Depending on location:
 - Apply sealant and gaskets, or both, to specified locations. When sealant is applied, install parts before sealant hardens to prevent leaks.
 - Apply oil to the moving components of parts.
 - Apply specified oil or grease at the prescribed locations (such as oil seals) before reassembly.



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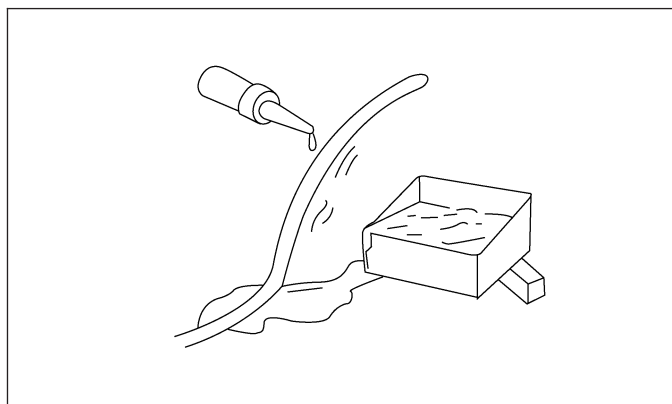
Adjustments

- Use suitable gauges and testers when making adjustments.



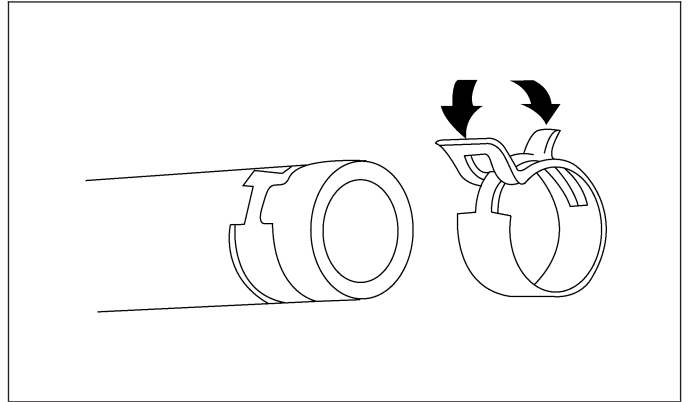
Rubber Parts and Rubber Tubing

- Prevent gasoline or oil from getting on rubber parts or tubing.



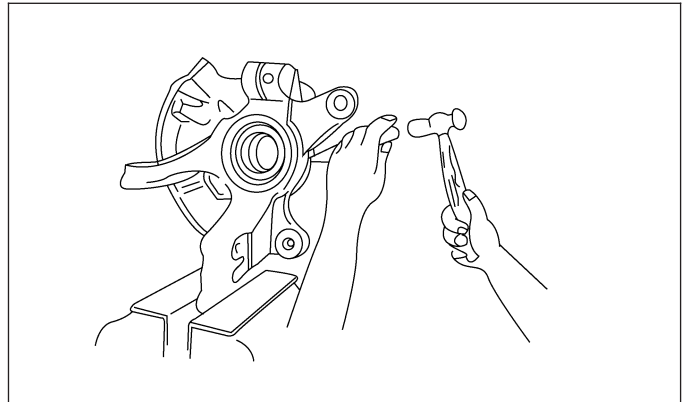
Hose Clamps

- When reinstalling, position the hose clamp in the original location on the hose and squeeze the clamp lightly with large pliers to ensure a good fit.



Vise

- When using a vise, put protective plates in the jaws of the vise to prevent damage to parts.



Dynamometer

- When test-running a vehicle on a dynamometer:
 - Place a fan, preferably a vehicle-speed proportional type, in front of the vehicle.
 - Connect an exhaust gas ventilation unit.

WARNING!

Exhaust gases can injure or kill. They contain carbon monoxide (CO), which is colorless and odorless. Breathing it can make you unconscious and can eventually poison you.

- Cool the exhaust pipes with a fan.
- Keep the area around the vehicle uncluttered.
- Monitor the engine coolant temperature gauge.

VEHICLE INFORMATION

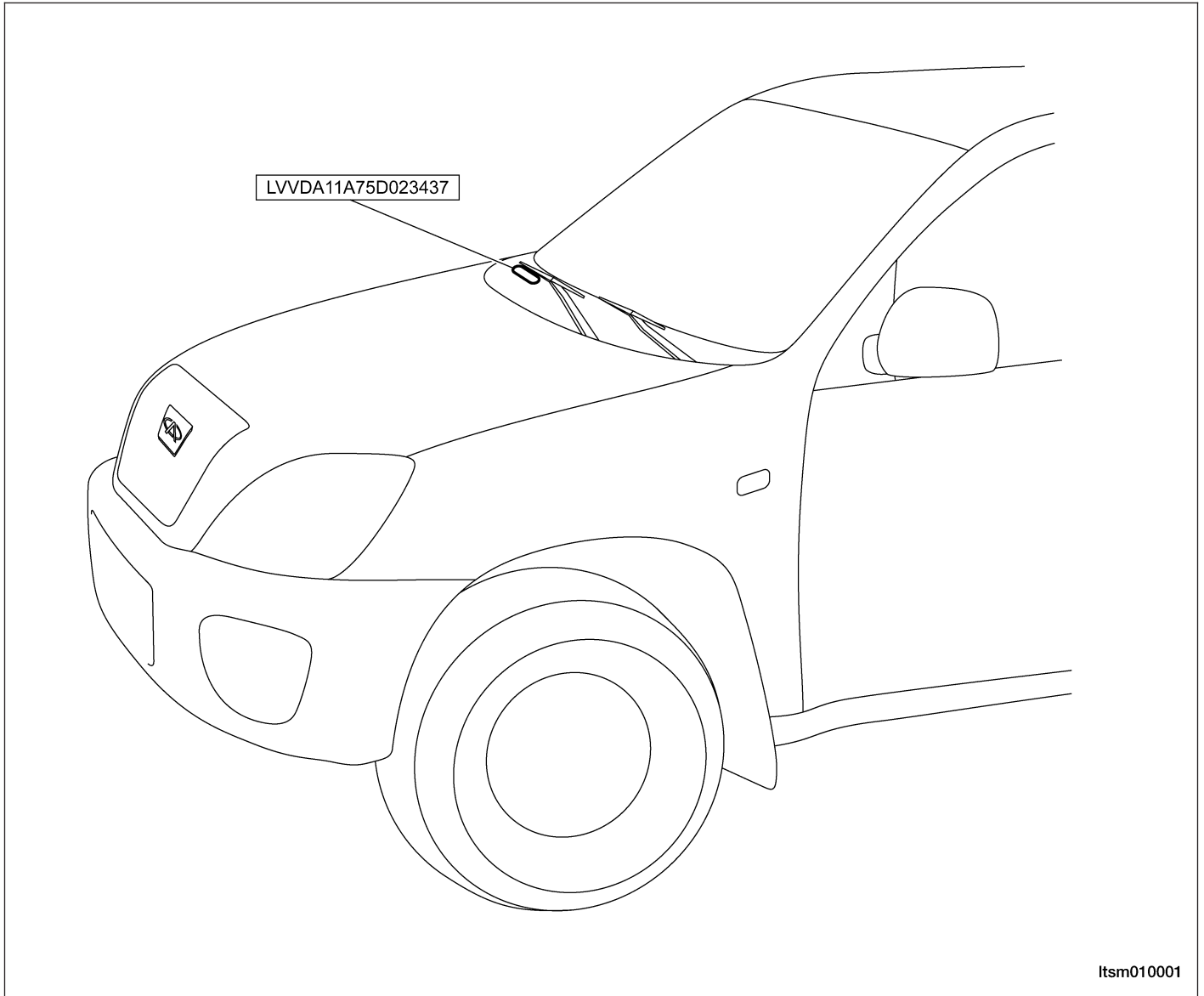
VEHICLE IDENTIFICATION NUMBER		INTERNATIONAL SYMBOLS	01-13
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VEHICLE IDENTIFICATION NUMBER (VIN)

VIN Location

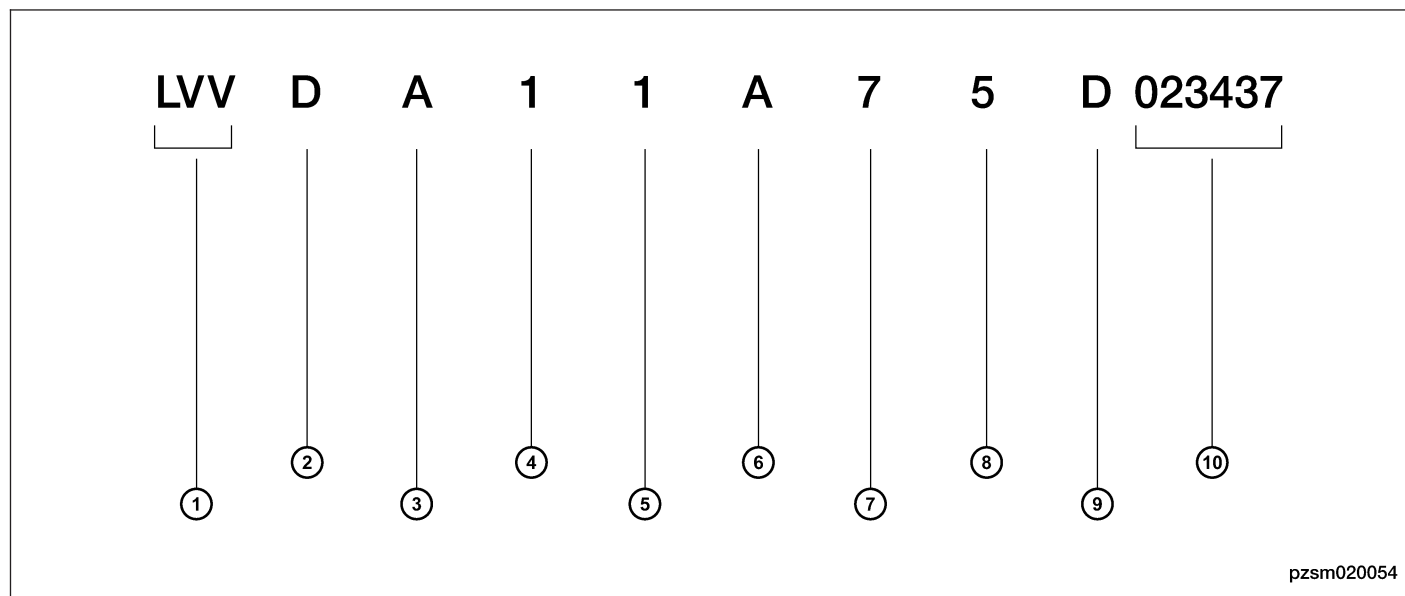


Vehicle Identification Number (VIN) Tag Location

The VIN is printed on a plastic tag attached to the top right corner of the upper instrument panel. The VIN is also found on the vehicle certification (VC) label.

VEHICLE IDENTIFICATION NUMBER (VIN)

VIN Identification Codes



The vehicle identification number (VIN) is a 17-digit combination of letters and numbers.

1	World Manufacture Identifier
2	Brand Of The Vehicle
3	Vehicle Chassis Type
4	Transmission Type
5	Engine Type
6	Restraint System
7	Check Digit
8	Model Year
9	Assembly Plant
10	Production Sequence Number

- **Digits #1, #2, #3** The first 3 vehicle identification number (VIN) positions are the world manufacturer identifier:
 - "LVV" represents Chery Automobile Co., Ltd.
- **Digit #4** The fourth digit of the VIN code represents the brand of the vehicle:
 - The brand "Chery" is represented by the letter "D".
- **Digit #5** The fifth digit of the VIN code represents the body configuration of the vehicle:
 - "A" represents three compartments, five-door, and 4X2.
 - "B" represents two compartments, five-door, and 4X2.
 - "C" represents three compartments, four-door, two-lid, and 4X2.
 - "D" represents two compartments, five-door, and 4X4.
- **Digit #6** The sixth digit of the VIN code represents the type of transmission:
 - "1" represents manual transmission.
 - "2" represents automatic transmission.
- **Digit #7** The seventh digit of the VIN code represents the type of engine:
 - "1" represents electronically controlled gasoline engines 1.5L - 2.0L (excluding 2.0L) series.
 - "2" represents engines smaller than 1.5L (excluding 1.5L).
 - "4" represents 2.0L - 2.5L engines (excluding 2.5L).

VEHICLE IDENTIFICATION NUMBER (VIN)

- **Digit #8** The eighth digit of the VIN code represents the restraint system:
 - "A" represents manual safety belts.
 - "B" represents manual safety belts plus air bags in the front row.
- **Digit #9** The ninth digit of the VIN code is the check digit:
 - It is to check accuracy of VIN record, and is made out through computation after confirming the other sixteen digits of the VIN.
- **Digit #10** The tenth VIN position represents the model year code:
 - "5" represents the year 2005.
- **Digit #11** The eleventh VIN position represents the assembly plant code:
 - "D" represents the "Chery Automobile Co., Ltd."
- **Digits #12, #13, #14, #15, #16, #17** The last six VIN positions represent the production sequence number.
 - This represents the actual production number of the vehicle.

INTERNATIONAL SYMBOLS

International Symbols

The graphic symbols illustrated in the following International Control and Display Symbols chart are used to identify various instrument controls. The symbols correspond to the controls and displays that are located on the instrument panel.

01

International Control and Display Symbols

					
1	2	3	4	5	6
					
7	8	9	10	11	12
					
13	14	15	16	17	18
					
19	20	21	22	23	24

besm010003

1 - High Beam
2 - Fog Lamps
3 - Headlamp, Parking Lamps, Panel Lamps
4 - Turn Signals
5 - Hazard Warning
6 - Front Windshield Washer
7 - Front Windshield Wiper
8 - Front Windshield Wiper and Washer
9 - Front Windshield Defroster
10 - Blower Motor Fan
11 - Rear Window Defroster
12 - Rear Window Wiper

13 - Rear Window Washer
14 - Fuel
15 - Engine Coolant Temperature
16 - Battery Charging Condition
17 - Engine Oil
18 - Seat Belt
19 - Brake Failure
20 - Parking Brake
21 - Hood
22 - Trunk
23 - Horn
24 - Cigarette Lighter

FASTENER USAGE

Fastener Usage

WARNING!
Use of an incorrect fastener may result in component damage. Failure to follow these instructions may result in personal injury or death.

Fasteners and torque specification references in this Service Manual are identified in metric format.

During any maintenance or repair procedures, it is important to salvage all fasteners (nuts, bolts, etc.) for reassembly. If the fastener is not salvageable, a fastener of equivalent specification must be used.

ELECTRICAL CIRCUIT DIAGNOSIS INFORMATION

DIAGNOSING AN ELECTRICAL FAILURE

Performing Efficient Electrical Circuit
Diagnosis and Troubleshooting

01-16

01-16

Electrical Diagnostic Simulation Tests

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Precautions For Handling Control Modules
and Electrical Components

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How To Check Electrical Connectors

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DIAGNOSING AN ELECTRICAL FAILURE

Performing Efficient Electrical Circuit Diagnosis and Troubleshooting

STEP	DESCRIPTION
Step 1	Obtain detailed information about the conditions and the environment when the electrical incident occurred.
Step 2	Operate the affected system, road test the vehicle if necessary. Verify the parameter of the incident. If the problem cannot be duplicated, refer to “Electrical Failure Simulation Tests”.
Step 3	Gather the proper diagnostic material including the following: • Electrical Power Supply Routing Diagram • System Operation Descriptions • Applicable Service Manual Sections • Check for any Service Bulletins Identify where to begin diagnosis based upon your knowledge of the system operation and the customer comments.
Step 4	Inspect the system for mechanical binding, loose connectors or wiring damage. Determine which circuits and components are involved and diagnose using the Electrical Power Supply Routing Diagram and Harness Layouts.
Step 5	Repair the circuit or replace the component as necessary.
Step 6	Operate the system in all modes. Verify the system functions properly under all conditions. Confirm you have not inadvertently created an additional new incident during your diagnosis or repair steps.

Electrical Diagnostic Simulation Tests

Often the symptom is not present when the vehicle is brought in for service. If possible, re-create the conditions present at the time of the incident. Doing so may help avoid a No Trouble Found Diagnosis. The following illustrates tests to simulate the conditions/environment under which the owner experiences an electrical incident.

The tests are broken into the seven following topics:

- Vehicle Vibration Test
- Heat Sensitive Test
- Freezing Test
- Water Intrusion Test
- Electrical Load Test
- Cold or Hot Start Up Test
- Voltage Drop Test

NOTE :

Always get a thorough description of the incident from the customer. It is important for simulating the conditions of the problem.

Vehicle Vibration Test

The problem may occur or become worse while driving on a rough road or when the engine is vibrating (idle with A/C on). In such a case, check for a vibration related condition. Refer to the following vehicle areas:

Connectors & Harness

- Determine which connectors and wiring harness would affect the electrical system you are inspecting. Gently shake each connector and harness while monitoring the system for the incident you are trying to duplicate. This test may indicate a loose or poor electrical connection.

NOTE :

Connectors can be exposed to moisture. It is possible for a thin film of corrosion to form on the connector terminals. A visual inspection may not reveal this without disconnecting the connector. If the problem occurs intermittently, perhaps the problem is caused by corrosion. It is a good idea to disconnect, inspect and clean the terminals on related connectors in the system.

Sensors & Relays

- Gently apply a slight vibration to sensors and relays in the system you are inspecting. This test may indicate a loose or poorly mounted sensor or relay.

Engine Compartment

- There are several reasons a vehicle or engine vibration could cause an electrical complaint. Some of the things to check for are:
 - Connectors not fully seated.
 - Wiring harness not long enough and is being stressed due to engine vibrations or rocking.
 - Wires laying across brackets or moving components.
 - Loose, dirty or corroded ground wires.
 - Wires routed too close to hot components.
- To inspect components under the hood, start by verifying the integrity of the ground connections (See Ground Inspection described later). First, verify that the system is properly grounded. Then check for any loose connections by gently shaking the wiring or components as previously explained. Using the wiring diagrams, inspect the wiring for continuity.

Behind The Instrument Panel

- An improperly routed or improperly clamped harness can become pinched during accessory installation. Vehicle vibration can aggravate a harness which is routed along a bracket or near a mounting screw.
- An unclamped or loose harness can cause wiring to be pinched by seat components (such as slide guides) during vehicle vibration. If the wiring runs under seating areas, inspect wire routing for possible damage or pinching.

Heat Sensitivity Test

The customer's concern may occur during hot weather or after the vehicle has sat for a short time. In such cases you will want to check for a heat sensitive condition.

To determine if an electrical component is heat sensitive, heat the component with a heat gun or equivalent.

CAUTION:

Do not heat components above 60°C (140°F).

If the incident occurs while heat testing the component, replace or properly insulate the component as needed.

Freezing Test

The customer may indicate the incident goes away after the vehicle warms up (winter time). The cause could be related to water freezing somewhere in the wiring/electrical system. There are two methods to check for this:

- The first method is to arrange for the owner to leave the vehicle overnight. Make sure it will get cold enough to duplicate the complaint. Leave the vehicle parked outside overnight. In the morning, do a quick and thorough diagnosis of those electrical components which could be affected.
- The second method is to put the suspect component into a freezer long enough for any water to freeze. Reinstall the part into the vehicle and check for a reoccurrence of the incident. If it occurs, repair or replace the component as needed.

Water Intrusion Test

The incident may occur only during high humidity or in rainy/snowy weather. In such cases the incident could be caused by water intrusion on an electrical part. This can be simulated by soaking the car or running it through a car wash.

Electrical Load Test

The incident may be electrical load sensitive. Perform diagnosis with all accessories (including A/C, rear window defogger, radio, fog lamps) turned on.

Cold or Hot Starting Test

On some occasions an electrical incident may occur only when the vehicle is started cold, or it may occur when the vehicle is restarted hot shortly after being turned off. In these cases you may have to keep the vehicle overnight to make a proper diagnosis.

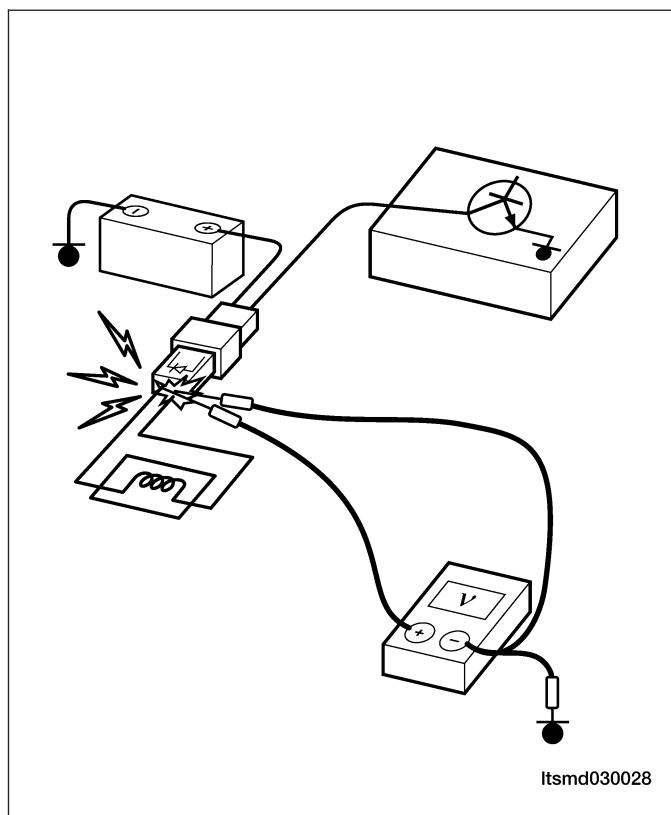
Voltage Drop Test

Voltage drop tests are often used to find components or circuits which have excessive resistance. A voltage drop in a circuit is caused by a resistance in the circuit during operation.

- Check the circuit using a Digital Multimeter (DMM).
- When measuring resistance with a DMM, remember that contact by a single strand of wire will give a reading of 0 ohms. This would indicate a good circuit. When the circuit operates, this single strand of wire is not able to carry the current. The single strand will have a high resistance to the current. This will be indicated as a slight voltage drop.
- Unwanted resistance can be caused by the following:
 - Undersized wiring (single strand example)
 - Corrosion on switch contacts
 - Loose wire connections or splices

Precautions For Handling Control Modules and Electrical Components

- Never reverse polarity of battery terminals.
- Only install components specified for the vehicle.
- Before replacing the control module, check the input and output and functions of the components.
- When disconnecting components:
 - Do not apply excessive force when disconnecting a connector.
 - If a connector is installed by tightening bolts, loosen mounting bolt, then remove it by hand.
- When connecting components:
 - Before installing a connector, make sure the terminal is not bent or damaged, and then correctly connect it.
 - When installing a connector by tightening bolts, tighten the mounting bolt until the painted area of the connector becomes even with the surface.
- Do not apply excessive shock to the control module by dropping or hitting it.
- Be careful to prevent condensation in the control module due to rapid temperature changes and do not let water or rain get on it. If water is found in the control unit, dry it fully and then install it in the vehicle.
- Be careful not to let oil get on the control module connector.
- Avoid cleaning the control module with volatile oil.
- When using a DMM, be careful not to let the test probes touch each other causing a short circuit. Prevent the power transistor in the control module from being shorted to damaging battery voltage.
- When checking input and output signals of the control module, use the specified test adapter (if applicable).



How To Check Electrical Connectors

Many electrical problems are caused by faulty electrical connections or wiring. It is also possible for a sticking component or relay to cause a problem. Before condemning a component or wiring assembly always, check the electrical connectors for good continuity.

How To Probe Connectors

- Connector damage and an intermittent connection can result from improperly probing the connector during circuit checks.
- The probe of a DMM may not correctly fit the connector cavity. To correctly probe the connector, follow the procedures below using a “T” pin. For the best contact, grasp the “T” pin using an alligator clip.

Probing From Harness Side

- If the connector has a rear cover connector, remove the rear cover before probing the terminal.
- Do not probe waterproof connectors from the harness side. Damage to the seal between the wire and connector may result.

Probing From Terminal Side

- Female Terminal:
 - Do not insert any object into the female connector that is bigger than the male terminal.
- Male Terminal:
 - Carefully probe the contact surface of each terminal using a “T” pin. Do not bend terminal.

How To Check Proper Contact Spring Tension Of Terminal

- An enlarged contact spring of a terminal may create intermittent signals in the circuit.
- If an intermittent open circuit occurs, follow the procedure below to inspect for open wires and enlarged contact spring of female terminal.
 - Use a male terminal which matches the female terminal.
 - Disconnect the suspected faulty connector and hold it terminal side up.
 - While holding the wire of the male terminal, attempt to insert the male terminal into the female terminal.
 - While moving the connector, check whether the male terminal can be easily inserted or not.

NOTE :

If the male terminal can be easily inserted into the female terminal, replace the female terminal.

ELECTRICAL INFORMATION

HOW TO READ ELECTRICAL SCHEMATICS

Connector Symbols	01-21
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HOW TO LOCATE ELECTRICAL SCHEMATICS IN THE SERVICE MANUAL

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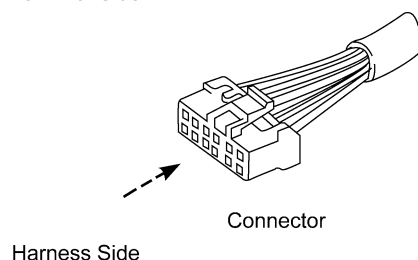
HOW TO READ ELECTRICAL SCHEMATICS

Connector Symbols

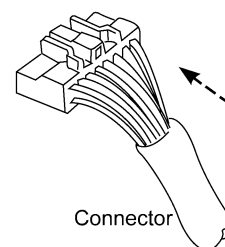
- Connector symbols shown from the terminal side are enclosed by a single line and followed by the direction mark.
- Connector symbols shown from the harness side are enclosed by a double line and followed by the direction mark.
- Most of the connector symbols in the wiring diagrams are shown from the terminal side.

EXAMPLE

Terminal Side



Harness Side



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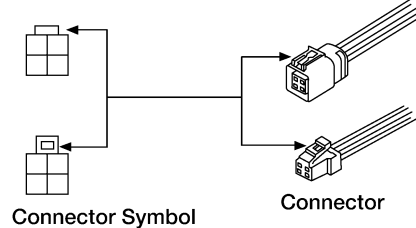
- In wiring diagrams, male terminals are shown in black and female terminals are shown in white.

NOTE :

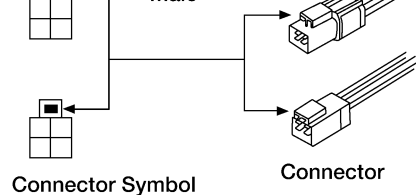
Connector guides for male terminals are shown in black and female terminals in white in wiring diagrams.

EXAMPLE

Female

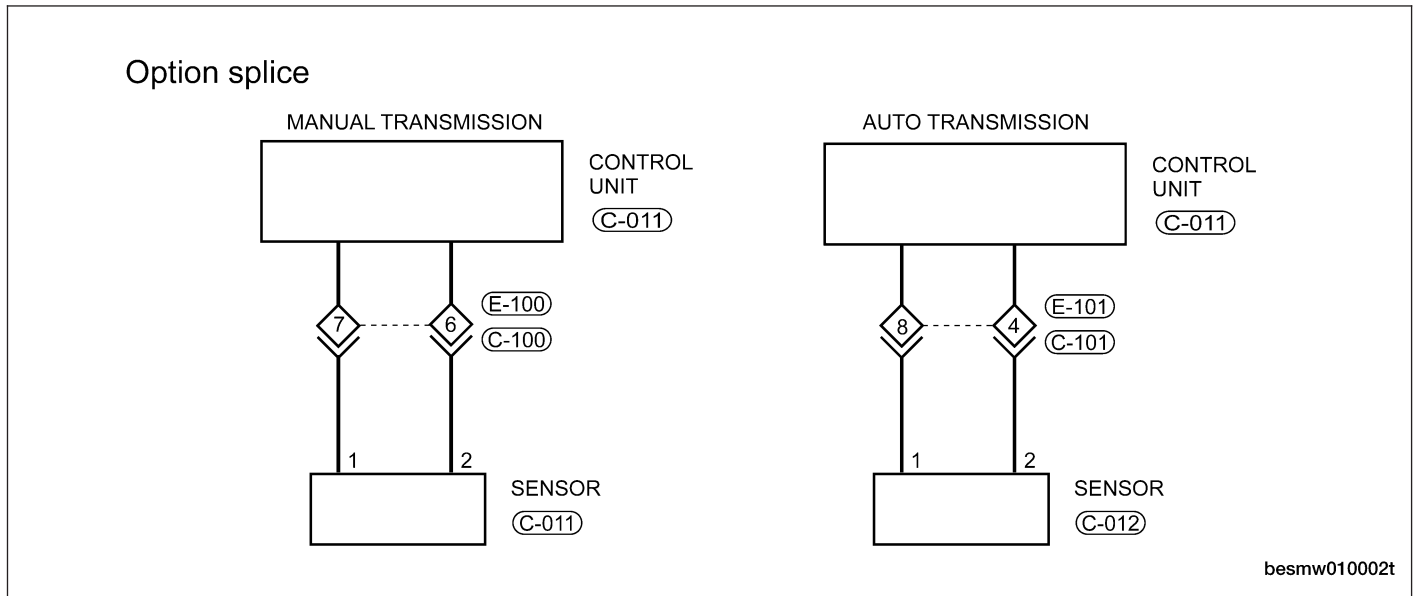


Male



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Option Splices

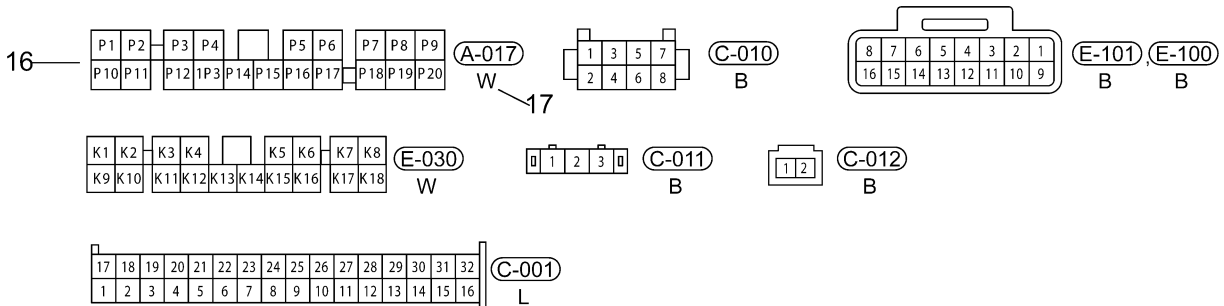
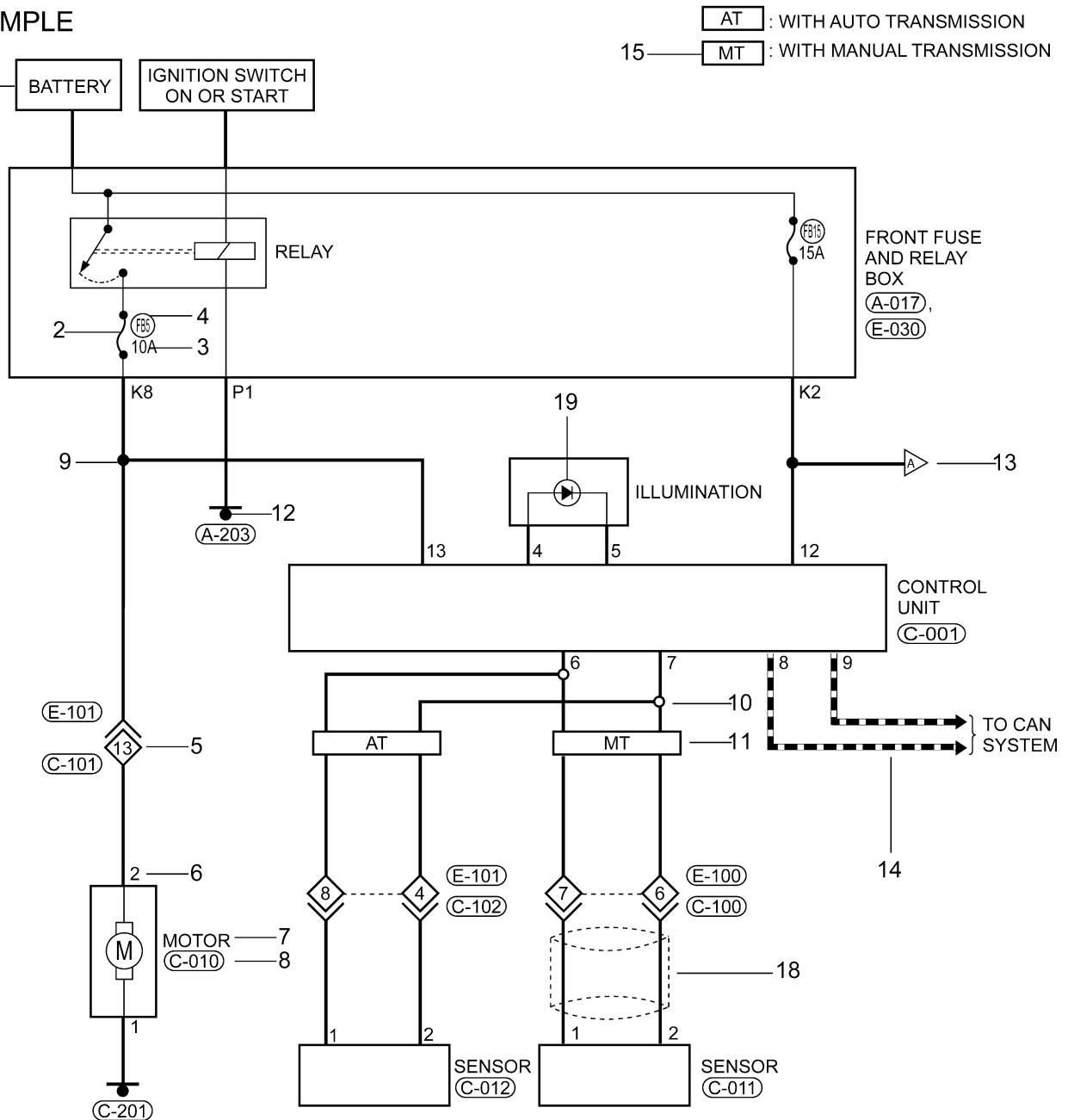


- Option splices are shown with solid diamond-shaped boxes with identification numbers inside.

Electrical Schematic - Example

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EXAMPLE



besmw010001t

HOW TO READ ELECTRICAL SCHEMATICS

NUMBER	ITEM	DESCRIPTION
1	Power source	This represents the condition when the system receives battery positive voltage.
2	Fuse	The single line represents that this is a fuse.
3	Current rating	This represents the current rating of the fuse.
4	Fuse location	This represents the location of the fuse in the Power Fuse Box or Front Fuse and Relay Box.
5	Connectors	This represents connector E-101 is female and connector C-101 is male.
6	Terminal number	This represents the terminal number of a connector.
7	Component name	This represents the name of a component.
8	Connector number	This represents the connector number. The letter represents which harness the connector is located in.
9	Splice	The shaded circle represents that the splice is always on the vehicle.
10	Optional splice	The open circle represents that the splice is optional depending on vehicle application.
11	Option abbreviation	This represents that the circuit is optional depending on vehicle application.
12	Ground (GND)	This represents the ground connection (See Ground Distribution in Section 16 Wiring). Ground connector number has no view face.
13	Page crossing	This arrow represents that the circuit continues to an adjacent page. The "A" corresponds with the "A" on the adjoining page of the electrical schematic.
14	Data link	This represents that the system branches to another system identified by cell data code.
15	Option description	This represents a description of the option abbreviation used on the page.
16	Connector views	This represents the connector information. This component side is described by the connector symbols.
17	Connector color	This shows a code for the color of the connector: B = Black W = White R = Red G = Green L = Blue Y = Yellow BR = Brown O = Orange GR = Gray
18	Shielded line	The line enclosed by broken line circle represents shielded wire.
19	Light-emitting diodes	As an illumination tool, in the circuit and instrument cluster.

HOW TO LOCATE ELECTRICAL SCHEMATICS IN THE SERVICE MANUAL

Electrical Schematic Index

The following table shows where to locate a specific electrical schematic for a vehicle component or system. The electrical schematics are found throughout the service manual and are easily identified by their components or vehicle systems.

NOTE :

Some service manual chapters DO NOT contain electrical schematics, and will be identified as **None** in the Component/Vehicle System column.

SERVICE MANUAL CHAPTER	COMPONENT / VEHICLE SYSTEM
01 - General Information	• None
02 - Engine	• None
03 - Electronic Engine Controls	• Engine Control Module (ECM) • Engine Coolant Temperature Sensor • Knock Sensor • Upstream Oxygen Sensor • Downstream Oxygen Sensor • Crankshaft Position Sensor • Camshaft Position Sensor • Ignition Coil • Canister Control Valve • Front Fuse and Relay Box • A/C Compressor • Immobilizer • Fuel Injectors • Manifold Absolute Pressure Sensor (1.6L Only) • Accelerator Pedal Position Sensor • Vehicle Speed Sensor • Throttle Pedal Position Sensor • Power Steering Switch • Clutch Pedal Switch (if equipped) • Electronic Throttle Control Actuator
04 - Fuel Delivery	• Fuel Injectors • Fuel Level Sensor and Fuel Pump
05 - Starting & Charging	• Starter Motor • Ignition Switch • Clutch Pedal Switch (if equipped) • Generator
06 - Cooling System	• Cooling Fan
07 - Exhaust	• None

HOW TO LOCATE ELECTRICAL SCHEMATICS IN THE SERVICE MANUAL

SERVICE MANUAL CHAPTER	COMPONENT / VEHICLE SYSTEM
08 - Transaxle & Transfer Case	• Transaxle Control Module (TCM) • Automatic Transaxle Shifter Selector • Automatic Transaxle Assembly • Manual Transaxle Assembly • Winter Mode Switch • EPDE Solenoid Valve • Backup Lamp Switch • Integrated Torque Management (ITM) Control Module
09 - Driveline & Axle	• None
10 - Suspension	• None
11 - Steering	• Power Steering Switch
12 - Brakes	• Antilock Brake System (ABS) Module • Wheel Speed Sensors • Brake Switch • Parking Brake Switch • Brake Fluid Level Switch
13 - Heating & Air Conditioning	• Manual Temperature Control System • Blower Motor • A/C Compressor • Refrigerant Pressure Switch
14 - Restraints	• Restraints Control Module • Seat Belt Buckle Switch • Front Crash Sensors • Driver Airbag • Passenger Airbag

HOW TO LOCATE ELECTRICAL SCHEMATICS IN THE SERVICE MANUAL

SERVICE MANUAL CHAPTER	COMPONENT / VEHICLE SYSTEM
15 - Body & Accessories	• Windshield Wiper Motor • Windshield Washer Motor • Rear Window Defroster • Power Door Locks • Power Windows • Power Mirrors • Sunroof Control Unit • Radio • Interior Lights • Exterior Lights • Oil Pressure Switch • Warning Buzzer • Body Control Module (BCM) • Instrument Cluster • Key Switch • Power Outlet • Data Link Connector • Immobilizer Module • Horn
16 - Wiring	• Power Distribution • Front Fuse and Relay Box • Power Fuse Box • Ignition Switch • Ground Distribution

01

Abbreviation List

TERM	ABBREVIATION
Antilock Brake System	ABS
Accelerator Sensor	AES
Accelerator Pedal Position Sensor	APS
Automatic Temperature Control	ATC
Automatic Transaxle Fluid	ATF
Body Control Module	BCM
Brake Pressure Sensor	BPS
Camshaft Position	CMP
Clutch Pedal Position Switch	CPP Switch
Crankshaft Position	CKP
Data Link Connector	DLC
Diagnostic Trouble Code	DTC
Engine Control Module	ECM
Engine Coolant Temperature	ECT
Engine Speed	RPM
Evaporative Emission	EVAP
Evaporative Emission Canister	EVAP Canister
Evaporative Emission System	EVAP System
Exhaust Gas Recirculation Valve	EGR Valve

HOW TO LOCATE ELECTRICAL SCHEMATICS IN THE SERVICE MANUAL

TERM	ABBREVIATION
Front Left Wheel Speed Sensor	FLS
Front Right Wheel Speed Sensor	FRS
Rear Left Wheel Speed Sensor	RCS
Rear Right Wheel Speed Sensor	RRS
Ground	GND
Heated Oxygen Sensor	O2S
Idle Air Control	IAC
Intake Air Temperature	IAT
Ignition	IGN
Ignition Control	IC
Injector	INJ
Input Shaft Speed Sensor	ISS Sensor
Knock Sensor	KS
Manifold Absolute Pressure	MAP
Mass Air Flow	MAF
Malfunction Indicator Lamp	MIL
Oil Pressure Switch	OPS
Output Shaft Speed Sensor	OSS Sensor
Positive Crankcase Ventilation Valve	PCV Valve
Power Supply	PWR
SRS Airbag Control System	SRC
Throttle Position Sensor	TPS
Transaxle Control Module	TCM
Turbine Speed Sensor	TSS
Vehicle Identification Number	VIN
Vehicle Speed Sensor	VSS