

SUBSYSTEM ACRONYMS

Some are English; some are German. We have them all (we think!).

Every carmaker uses various acronyms to describe different systems and equipment they install on their cars, and a company like Mercedes-Benz with a wide variety of different vehicles and options is certainly no exception. Their acronyms are complicated slightly because some of them are English acronyms while others use the original German alphabetic abbreviations, sometimes similar and sometimes not. Klopfsensor and knock sensor, thus, will get the same acronym, KS. But nothing will help you with ASD or FAN but a list. We have included some used on cars imported into the country privately.

Here are the major Mercedes-Benz acronyms and what they mean in English:

4MATIC	Automatically controlled four-wheel drive
A/C	Air Conditioning (<i>Automatic</i>)
A/C	Air Conditioning (<i>Tempmatic</i>)
AB	AirBag
ABS	Antilock Brake System
ABW	Distance Warning Device
ADA	Atmospheric Pressure-dependent Full-load Stop

ADM	Automatically Dimming Rearview Mirror
ADS	Adaptive Damping System
AG	Automatic Transmission
AKR	Antiknock Control
AIR	Secondary Air Injection
ALDA	Boost Pressure Aneroid Compensation
AP	Accelerator Pedal
ARA	Antijerk Control
ARF	Exhaust Gas Recirculation (EGR)
AS	Antenna System
ASD	Automatic Locking Differential
ASR	Acceleration Slip Control
AT	Automatic Transmission
ATA	Automatic Theft Alarm
BA	Backup Assist
BARO	Barometric Pressure (sensor)
BCAPC	Barometric Pressure - Charge Air Pressure Compensation
BDC	Bottom Dead Center

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BM	Base Module	ESA	Electric Seat Adjustment
BPC	Barometric Pressure Compensation	ESC	Electric Steering Column Adjustment
CA	Closing Assist (e.g., for trunks and doors)	ESCM	Engine System Control Module
CAN	Controller Area Network	EATC	Electronic Automatic Transmission Control
CC	Cruise Control (<i>Tempomat</i>)	ETC	Electronic Transmission Control
CDC	CD Changer	ETR	Emergency Tensioning Retractor
CF	Convenience Feature (courtesy lights, etc.)	ETS	Electronic Traction System
CFI	Continuous Fuel Injection System	EVAP	Evaporative Emission Control System
CKA	Crankshaft Angle	EZL	Electronic Ignition System
CKP	Crankshaft Position	FAN	Horns ("Fanfare")
CL	Central Locking	FFS	Frame Floor System
CLUS	Instrument Cluster	FP	Fuel Pump
CMP	Camshaft Position	GDB	Controlled Differential Brake
CST	Cabriolet Soft Top	GIM	Governor Impulse Method
CTEL	Cellular Telephone	GM	Base Module
CTP	Closed Throttle Position	GUS	Seatbelt Tensioner
DI	Distributor Ignition System	GUB	Seat Belt Extender
DM	Diagnostic Module	HAL	Rear Axle Steering
DTC	Diagnostic Trouble Code	HCS	Headlamp Cleaning System
EA	Electronic Accelerator	HFM-SFI	HFM Sequential Multiport Fuel Injection/Ignition System
EAG	Electronic Control for Automatic Transmission	HFS	Hands-Free System
ECL	Engine Coolant Level	HHT	Hand-Held Tester
ECT	Engine Coolant Temperature	HPF	HydroPneumatic Suspension
EDR	Electronic Diesel Control	HZS	Trunk Auxiliary Lock
EDS	Electronic Diesel System	HORN	HORN Signal System
EDW	Antitheft Warning System	HS	Heated Seats
EFP	Electronic Accelerator Pedal	IAT	Intake Air Temperature
EGR	Exhaust Gas Recirculation	IDC	In-Dash Controller
EIFI	Electronic Inline Fuel Injection	IFZ	Infrared Remote Control for Central Locking System
ELR	Electronic Idle Speed Control	INFO	Information Center
ELV	Electric Steering Column Adjustment	IR	Infrared
EMSC	Electric Mirror, Steering Column Adjustment, Heated Mirrors	IRCL	Infrared Remote Central Locking
		ISC	Idle Speed Control

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KAF	Retractable Rear Headrests
KE	Electronic Gasoline Injection System (CIS-E)
KS	Knock Sensor
KSS	Knock Sensor System
LH	Hotwire or Hotfilm Air Mass System
LH-SFI	LH-Sequential Fuel Injection System
LLR	Idle Speed Control
LS	Loudspeaker System
MAF	Mass Airflow
MAP	Manifold Absolute Pressure
MAS	Engine Systems Control Unit
MG	Manual Transmission
MIL	Malfunction Indicator Lamp
MT	Manual Transmission
MVA	Manifold Vacuum Assist
O2S	Oxygen (O ₂) Sensor
OBD	On-Board Diagnostics
OC	Oxidation Catalytic Converter
OSB	Orthopedic Seat Backrest
OT	Top Dead Center (TDC)
PEC	Pressurized Engine Control
PL	Power Locking
PML	Parameter Steering (Variable Assist)
PMP	Partial Intake Manifold Preheater
PNP	Park/Neutral Position
PS	Power Steering
PSE	Pneumatic System Equipment
RB	Roll Bar (or Antiroll Bar)
RD	Radio
REST	Residual Engine Heat Utilization
RHR	Retractable Rear Head Restraints
RHS	Rear Heated Seats
RPM	Revolutions Per Minute (engine or shaft speed)

RST	Roadster Soft Top
RTG	Retractable Trunk Lid Grip
SBE	Seat Belt Extender
SIH	Heated Seats
SLO	Starter Lockout
SMS	Service Microfiche System
SPS	Speed-Sensitive Power Steering
SR	Sliding/Pop-Up Roof
SRA	Headlamp Cleaning System
SRS	Supplemental Restraint System
SVS	Door and Trunk Closing Assist
TAF	Trunk Lid Auxiliary Fuse
TAV	Tank Aeration Valve
TB	Throttle Body
TC	Turbocharger
TCM	Transmission Control Module
TD	Speed Signal (Time Division), Electronic Ignition System
TDC	Top Dead Center
TIC	Transistorized Ignition Control
TN	Speed Signal, EZL/AKR Systems
TPC	Tire Pressure Control
TPM	Tire Pressure Monitoring
TRAP	Trap Oxidizer (for Diesel engines)
TRIP	Trip Computer, Tripmeter
TS	Towing Sensor
TSZ	Transistorized Ignition System
TVV	Tank Vent Valve
TWC	Three-Way Catalytic Converter
ÜRB	Rollover (Antirollover) Bar
UT	Bottom Dead Center (BDC)
VAF	Volume Airflow
VSS	Vehicle Speed Sensor
WOT	Wide-Open Throttle (full load)
ZV	Central Locking System