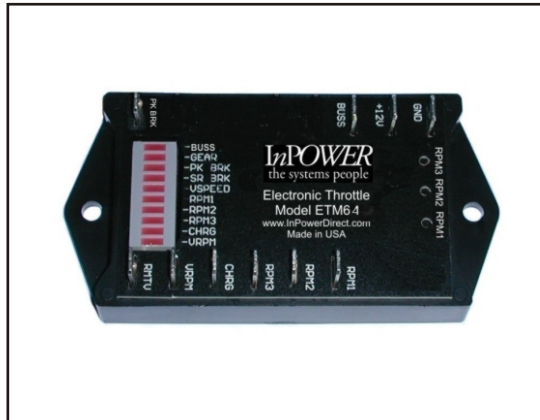


GM Electronic Throttle Module

Fast Idle Speed Control for Chevy and GMC Trucks, Vans and Sport Utility Vehicles



Vehicle Compatibility
 This electronic throttle is compatible with only certain GM vehicle configurations. To determine the electronic throttle that matches your vehicle model year, chassis, engine and transmission refer to the *Throttle Selector* menu of InPower's web site, www.InPowerLLC.com.

Applications

- Emergency Vehicles
- Work Trucks
- Transit & Shuttle Buses
- Pumper Trucks
- Service and Rescue Vehicles
- Hydraulic Systems
- Air Compressors
- Power Inverter Systems
- Warning Light Systems

The ETM64 Electronic Throttle Controller provides five modes of engine rpm control for certain Chevy & GMC trucks, vans, buses and sport utility vehicles equipped with automatic transmissions.

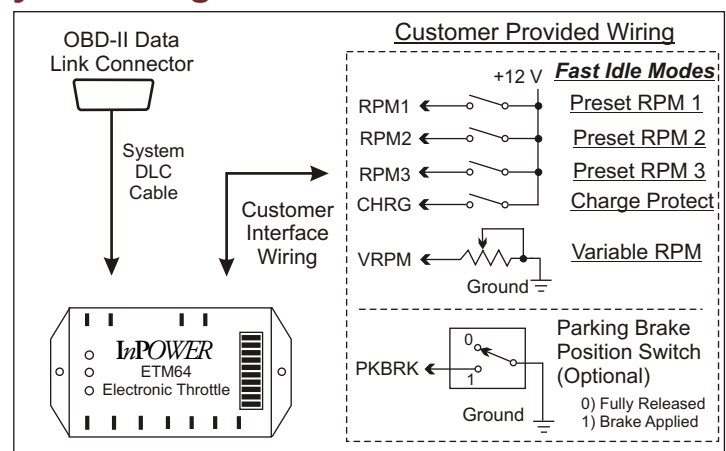
Five available modes of fast engine idle operation include three preset fixed speeds, a variable speed control via a external potentiometer, and *Charge Protect*, which will automatically increase engine speed to maintain the battery charge. Ten LED indicators are provided to display the selected operating mode, system status, and error conditions. A set-up jumper option is provided that can allow the air conditioner system to either be enabled or disabled during fast idle operation (disabling the A/C allows for a more stable engine speed).

The ETM64 controller module is compact, measuring only 2 x 4 inches. Wiring terminations utilize 0.25 inch Faston (blade) terminals. The controller mounts under the dash and is supplied with a three foot cable that plugs into the vehicle's OBD-II Data Link Connector. A terminal is provided to wire into the chassis parking brake position switch.

Key Features

- Five modes of fast idle operation
- Engine Control Module programming for speed presets not required
- No Chevy/GMC options required
- Direct interface to engine controller data bus
- Selectable A/C enable mode for applications requiring A/C operation during fast idle
- Hardwired parking brake switch input
- LED status and troubleshooting indicators

System Diagram



ETM64 Electronic Throttle Module

Specifications

Modes of Operation

A. Preset RPM Modes

Function: Increases idle to a preset rpm
 Number of presets: Three
 Input identification: RPM1, RPM2 & RPM3
 Activation: Apply +12 V to input to select mode
 Range of calibration: 680 to 2000 rpm
 Calibration method: Internal potentiometers (3)

B. Charge Protect Mode

Function: Varies rpm to maintain battery charge
 Input identification: CHRGM
 Activation: Apply +12 V to input to select mode
 RPM range: 680 to 1700 rpm

C. Variable RPM Mode

Function: Varies rpm as a function of external resistance change
 Input identification: VRPM
 Adjustment: 10k Ohm potentiometer between input terminal and ground
 RPM range: 680 to 2000 rpm

Power Requirements

Input Voltage: 8 to 16 volts dc (from Ignition Switch)
 Input Current: 30 milliamps

Owner's Manual

For installation and operating instructions see InPower document OM-35.

Chassis Ready Conditions

The following conditions must be met before the ETM64 controller will initiate a fast idle mode:

1. Engine running at idle speed
2. No vehicle speed (less than 3 MPH)
3. Automatic transmission in PARK
4. Service brake not depressed
5. Accelerator pedal not depressed
6. Parking brake set (hardwired input from switch, or default to engine data bus message)

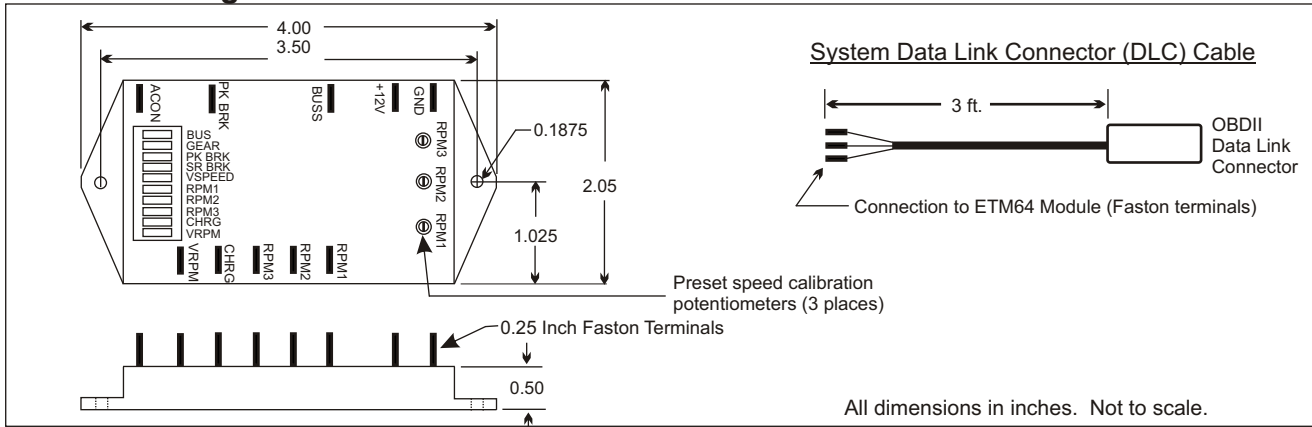
A/C On Mode

Due to an inherent speed instability in the GM engine controller during fast idle operation, the ETM-64 controller disables air conditioner operation during fast idle operation on the gas engine vehicles. A terminal ("ACON") is provided, that when wired to +12 volts, will override the A/C disable and allow the A/C to operate during the fast idle mode. In this mode the engine speed will momentarily drop every time the A/C compressor cycles on or off. For 2003-2005 6.6 Duramax diesel engines, the A/C will continue to function during fast idle.

Parking Brake Input

A terminal ("PK BRK") is provided that allows a hardwired connection to the parking brake switch. This can be used if the vehicle configuration does not provide a data bus message for the parking brake sensor status (e.g., C6500, C7500, C8500 and chassis with a non-GM instrument cluster). With no connection to the PK BRK terminal the system will default to use the data bus message for the fast idle enabler. Or, the terminal can be wired to the parking brake switch, which applies a ground to indicate that the parking brake is applied.

Mechanical Drawing



InPOWER LLC

3555 Africa Road
 Galena, Ohio 43021
 Tel 740-548-0965
 Fax 740-548-2302

www.InPowerDirect.com

Offered by:

PDS44E 041811

© Copyright 2011 InPOWER LLC

Specifications subject to change without notice.