ETM67A

GM Electronic Throttle

Applications

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

Key Features

- Three user-adjustable speed presets with priority control.
- Charge Protect automatic fast idle mode.
- Engine Control Module programming for speed presets not required.
- No Chevy/GMC options required
- Direct interface to engine data bus
- Hardwired parking brake switch input
- LED status and troubleshooting indicators

Technical Description

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.

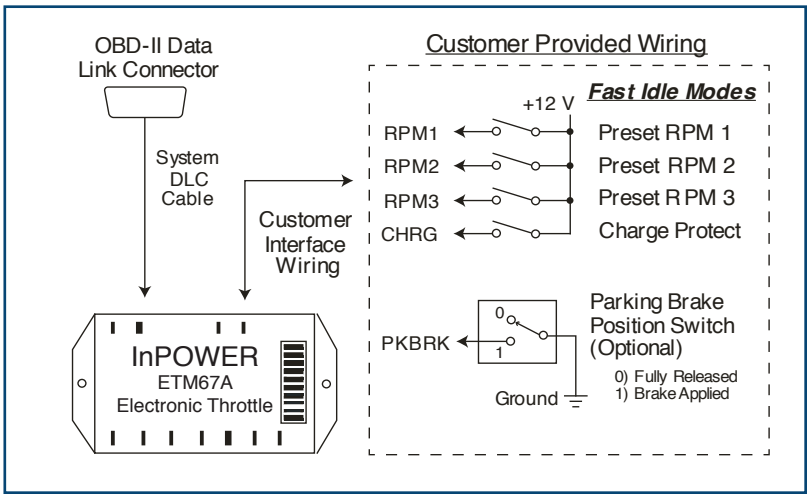
The ETM67A Electronic Throttle Controller offers four modes of engine RPM control for certain Chevy & GMC trucks, vans, buses and sport utility vehicles equipped with gas or diesel engines and automatic transmissions.

These modes include three preset fixed speeds and Charge Protect, which will automatically increase engine speed to maintain the battery charge. The three speed preset modes are selected by applying +12 volts to the RPM1, RPM2 or RPM3 mode input terminals. The three fast idle presets can be individually adjusted by calibration potentiometers on the top of the module. Ten LED indicators display the selected operating mode, system status, and error conditions.

The following chassis ready condition safeguards must be satisfied before the engine speed will increase: transmission in Park, parking brake set, engine running, vehicle stationary (no speed), foot off service brake, and foot off accelerator.

The ETM67A 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 with a three foot cable that plugs into the vehicle's OBD-II Data Link Connector.

System Diagram



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Specifications

Modes of Operation

Fast Idle Modes

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:	650 to 1500 rpm (diesel) 650 to 2000 rpm (gas)
Calibration method:	Internal pntiometers (3)

B. Charge Protect Mode

Function:	Varies rpm to maintain battery charge
Input identification:	CHRG
Activation:	Apply +12 V to input to select mode
RPM range:	900 to 1700 rpm

Chassis Ready Conditions

The following conditions must be met before the ETM67 controller will initiate a fast idle mode:

1. Engine running at idle speed below 1000 rpm
2. No vehicle speed
3. Automatic transmission in PARK
4. Service brake not depressed
5. Accelerator pedal not depressed
6. Parking brake set

Owner's Manual

For installation and operating instructions see InPower document OM-64.

Power Requirements

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

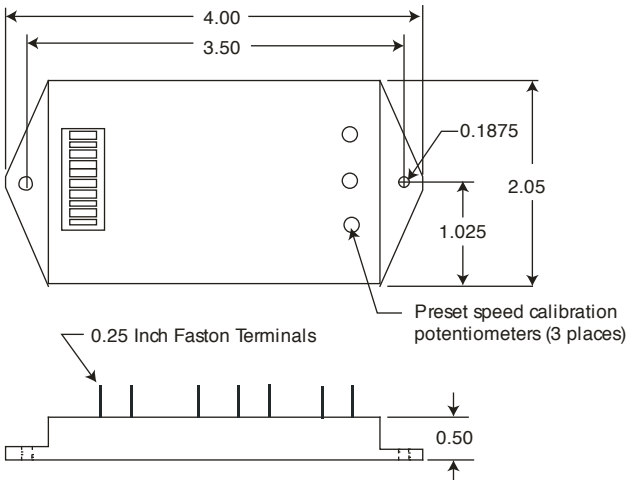
Parking Brake Input

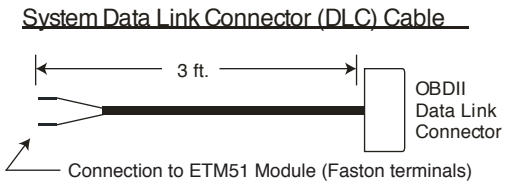
The parking brake set enabler requires the installation of a wire from the parking brake switch to the PK BRK terminal on certain chassis. When a ground is applied to the terminal the parking brake set enabler is satisfied.

PTO Output

The PTO output is set (+12 volts @ 3 amps) when a mode input (RPM1, RPM2 or RPM3) is set, the chassis ready conditions are satisfied, and the ETM67A module has entered the fast idle mode. If any of these enablers drop out the PTO output will turn off and the ETM67A module will release control of the engine RPM. The LED corresponding to the unsatisfied chassis ready condition will flash.

Mechanical Drawing





All dimensions in inches. Not to scale.