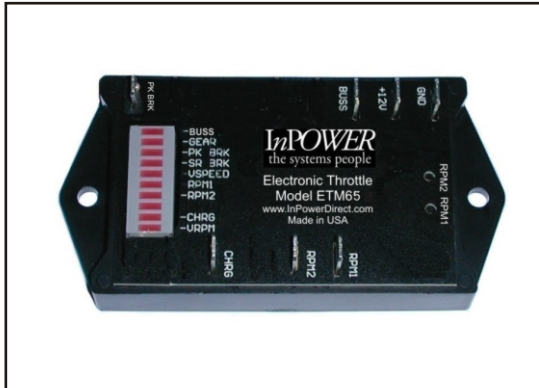


GM Electronic Throttle Module



Fast Idle Speed Control for 2006 Chevy & GMC Vehicles with 6.6 Liter Duramax Diesel Engines

The ETM65 Electronic Throttle Controller provides three modes of engine rpm control for Chevy & GMC trucks, vans, and buses equipped with the 6.6 Liter *Duramax* diesel engine and automatic transmission.

The ETM65 system can be set up to use either the engine data bus message for the parking brake interlock or a hardwired input from the parking brake switch. A terminal is provided to wire into the chassis parking brake position switch.

Three available modes of fast engine idle operation include two preset fixed speeds and *Charge Protect*, which will automatically increase engine speed to maintain the battery charge. Fast idle speed is limited to 1600 RPM. Ten LED indicators are provided to display the selected operating mode, system status, and error conditions.

The ETM65 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.

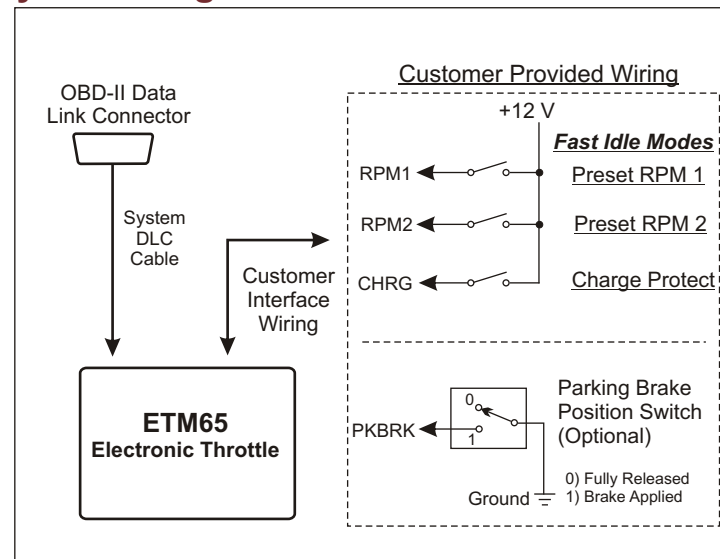
Applications

- Chevy/GMC 6.6L Duramax Diesel Engines
- Pumper Trucks
- Aerial Trucks
- Power Take-Off (PTO) Systems
- Emergency Vehicles
- Service and Rescue Trucks
- Hydraulic Systems
- Air Compressors
- Power Inverter Systems

Key Features

- Three 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
- Encapsulated electronics for maximum environmental protection
- Hardwired parking brake switch interlock input
- LED status and troubleshooting indicators

System Diagram



ETM65 Series Electronic Throttle Modules

Specifications

Modes of Operation

A. Preset RPM Modes

Function:	Increases idle to a preset rpm
Number of presets:	Two
Input identification:	RPM1 & RPM2
Activation:	Apply +12 V to input to select mode
Range of calibration:	680 to 1600 rpm
Calibration method:	Internal potentiometers (2)

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:	680 to 1600 rpm

Power Requirements

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

Safety Interlocks

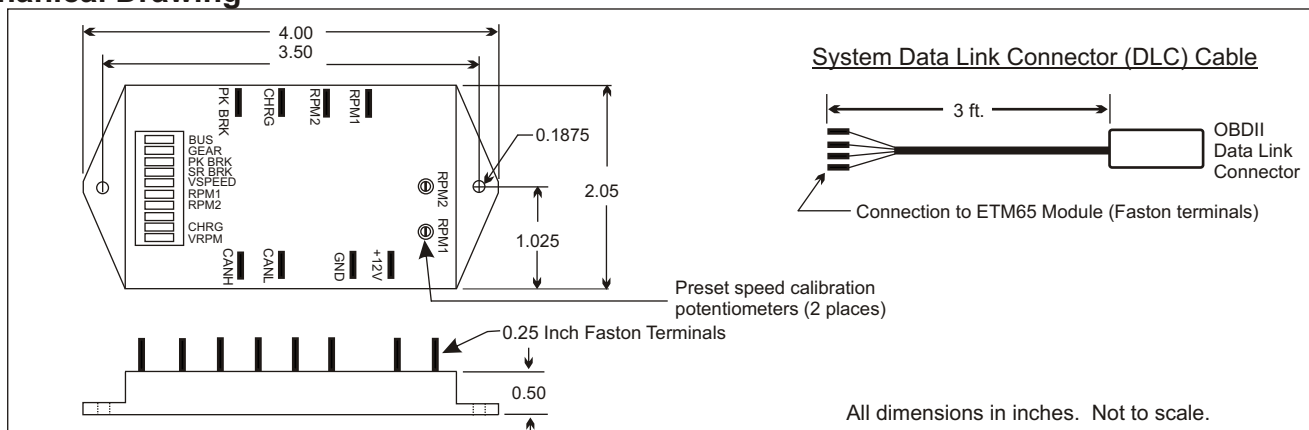
The following conditions must be met before the ETM65 controller will initiate a fast idle mode:

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)

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., Chassis with a non-GM instrument cluster). With no connection to the PK BRK terminal the system will default to the data bus message for the fast idle interlock. 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:

PDS45A-092105

© Copyright 2005 InPOWER LLC

Specifications subject to change without notice.