



# 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.

### Safety Interlocks

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)

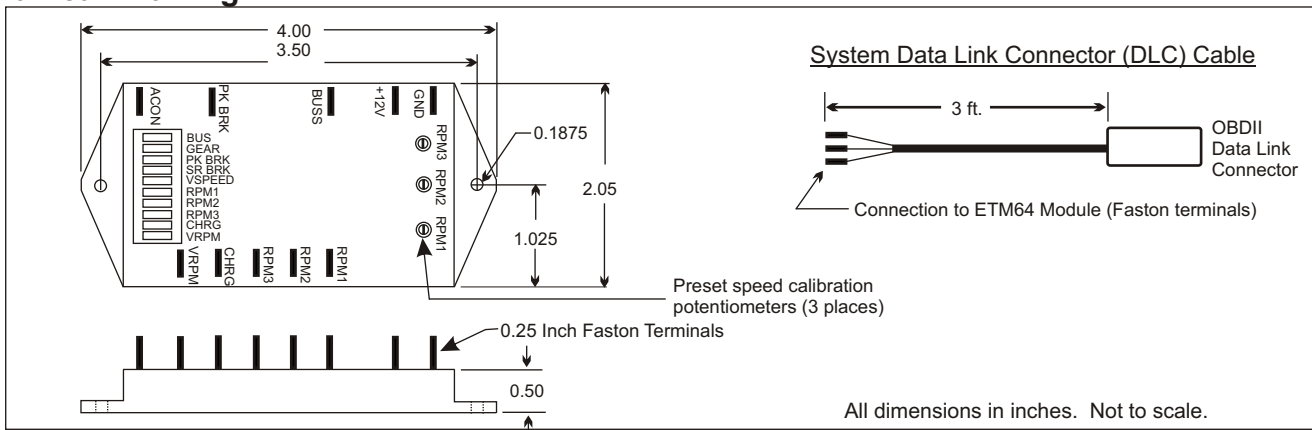
### A/C On Mode

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 the use 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



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PDS44C-121205

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