

Electronic Throttle Module



Vehicle Make: Chevy & GMC

Model Year/Engine:
2006 6.6 L Duramax Diesel

Chassis: Silverado 2500/3500, Sierra 2500HD/3500, Kodiak C4500/C5500, Topkick C4500/C5500, Express, Savana 2500/3500/Cutaway.

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.

Three fixed speed preset modes are available that allow the engine to be operated in the range of 680 rpm (normal idle) to 1600 rpm. The 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 accessible on the top of the module.

The fast idle function includes interlock safeguards that must be satisfied before the engine speed can be increased. These enablers include: transmission in Park, parking brake set (hardwired input from the parking brake switch), engine started and idling below 1000 rpm, vehicle stationary (no speed), foot off service brake, and foot off accelerator.

A 10 LED diagnostic indicator is provided on the ETM65 module to display the selected operating mode, status of sensors monitored and other system 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.

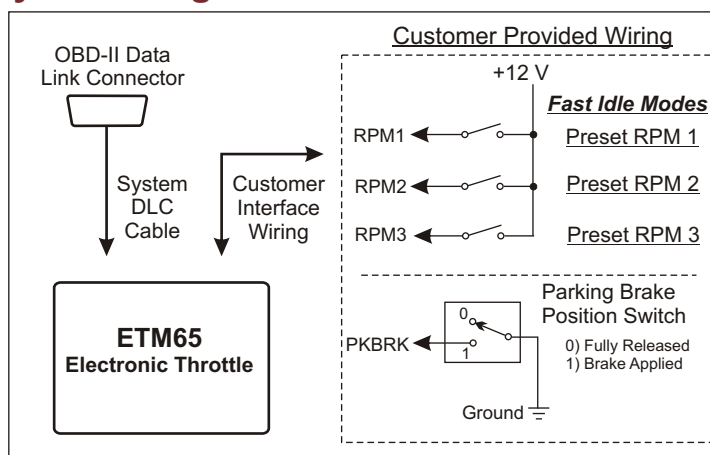
Applications

- Chevy/GMC 6.6L Duramax Diesel Engines
- Pumper Trucks
- Aerial Trucks
- Transit & Shuttle Buses
- 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 Electronic Throttle Module

Specifications

Modes of Operation

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 1600 rpm
Calibration method:	Internal potentiometers (3)

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 below 1000 rpm
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)

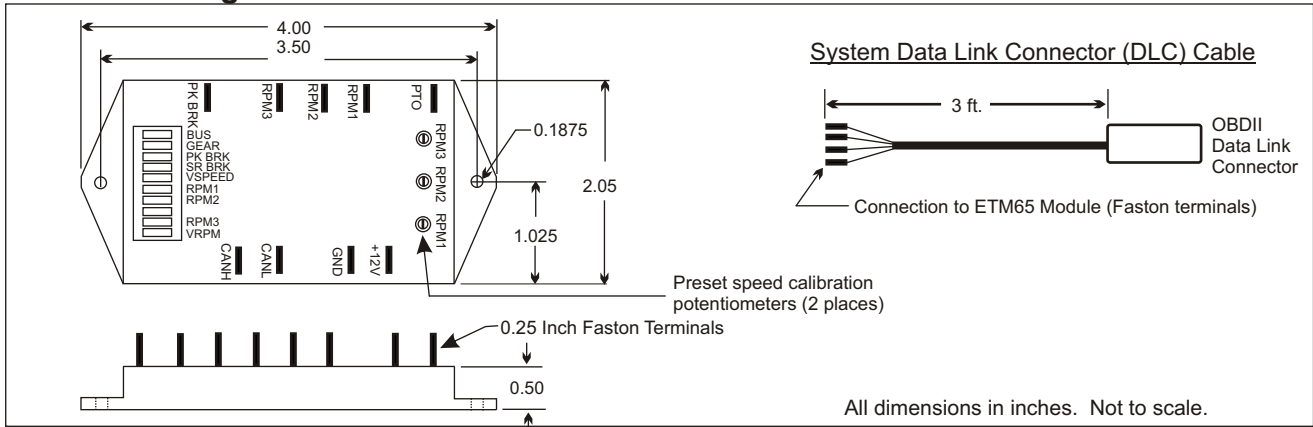
Parking Brake Input

The parking brake set interlock requires the installation of a wire from the parking brake switch to the PK BRK terminal on the ETM65 module. When a ground is applied to the terminal the parking brake set interlock is satisfied.

PTO Output

The PTO output is set (+12 volts @ 3 amps) when a mode input (RPM1, RPM2 or RPM3) is set, the safety enabler interlocks are satisfied, and the ETM65 module has entered the fast idle mode. If any interlock become unset the PTO output will turn off and the ETM65 module will release control of the engine rpm. The LED corresponding to the unset interlock will flash.

Mechanical Drawing



InPOWER LLC

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

www.InPowerDirect.com

Offered by:

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