

ETM68A

GM Electronic Throttle



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 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
- Engine Control Module programming for speed presets not required
- No special Chevy/GMC options required
- Direct interface to engine data bus
- Hardwired parking brake switch input
- LED status and troubleshooting indicators

Technical Description

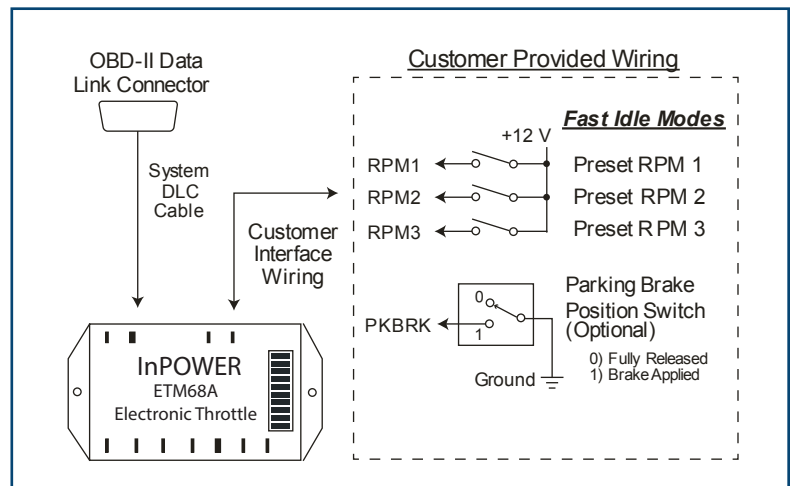
The ETM68A Electronic Throttle Controller provides three modes of engine RPM control for certain Chevy & GMC trucks, vans, and buses equipped with gas or diesel engines and automatic transmissions.

Select one of the three fixed high idle modes by applying +12 volts to the RPM1, RPM2 or RPM3 mode input terminal. The three fast idle presets can be individually adjusted via calibration potentiometers accessible on the top of the module. Ten LEDs display the selected operating mode, system status, and error conditions.

The fast idle function includes chassis ready conditions safeguards that must be satisfied before the engine speed can be increased. These enablers include: transmission in Park, parking brake set, engine running, vehicle stationary (no speed), foot off service brake, and foot off accelerator.

The ETM68A 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 the included three foot cable plugs into the vehicle's OBD-II Data Link Connector.

System Diagram



Specifications

Modes of Operation

Fast Idle Modes:

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 potentiometers (3)

Chassis Ready Conditions

The following conditions *must* be met before the ETM68 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

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 ETM68A module has entered the fast idle mode. If any of these enablers drop out, the PTO output will turn off and the ETM68A module will release control of the engine rpm. The LED corresponding to the unsatisfied chassis ready condition will flash.

Mechanical Drawing

