

PENNTEx IDLE CONTROLLER FOR INTERNATIONAL T444E '96 & later 3400 SERIES CHASSIS

INSTALLATION:

***** THE E.C.M. MUST BE PROGRAMMED TO THE FOLLOWING SETTINGS *****

'NOTE: Vehicles manufactured after January 1, 1995 the *REMOTE & IN-CAB* control settings can be changed using the electronic service tool.

Refer to publications TMT-2281, TMT-2284 for more information on the following engine speed control parameter settings. These parameters can be programmed by the factory or dealer. Use form PFM-121 10 (Appendix A of TMT-2284) when ordering chassis.

Service Tool Parameter	Required Setting
PTO MODE	IN-CAB + REMOTE
IN-CAB PTO MODE	PRESET
DISABLE CAB CONTROLS	NO
REMOTE PEDAL PRESENT	NO
SET SWITCH RPM	1200
RESUME SWITCH RPM	1200
VAR PTO MAX ENG RPM	2500
ENG RPM RAMP RATE	250
MAX PTO ROAD MPH	20

***** DISCONNECT THE GROUND CABLE FROM ALL BATTERIES *****

- 1) Remove retaining bolts and lower fuse panel as shown in fig. 1.
- 2) Connect the **red** wire from idler to circuit #86 at the back of the fuse panel as in fig. 1-A. This is a lt. green **18** awg. wire from fuse **#16** (*RADIO & CB RADIO, 10A*). This wire should provide +12 volts when the ignition switch is in the run position.
- 3) Connect the **orange** wire from idler to circuit #44 at the air park brake switch (pressure switch behind fuse panel near kick panel, fig. 2-A). This is an **18** awg. gray wire that grounds the park brake warning lamp through the pressure switch when the park brake is set. Do not connect to #44B.
- 4) Connect the **green** wire from idler to circuit #70B at the main brake switch. This is a 14 awg. red wire that should be +12 volts only when the brake pedal is pressed (fig. 3-A).
- 5) Connect the **black** wire from idler to chassis ground.
- 6) If the chassis is equipped with in-cab controls for CRUISE/PTO (*ON/OFF, SET/RESUME* switches, fig. 4-A) disconnect these switches from the E.C.M. at the 12 pin *MATE-N-LOCK* connector #394. These switches are not required for PennTex idler operation. Plug Penntex idler mating connectors into each half of OEM connector **#394** (E.C.M. & in-cab controls if equipped) as in fig. 4-B,C.
- 7) Mount idle speed controller (inside vehicle) in a location that is both easily accessible to driver and within wiring harnesses reach. (Harness extensions for controller are available)
- 8) Secure all loose wires and harness away from sharp edges and moving parts.
- 9) Re-install fuse panel.
- 10) Re-connect ground cable to all batteries.

TESTING:

- 1) Turn ignition switch to RUN position, but DO NOT START ENGINE. The air park brake should be set & gear selector in park. The "LOW" battery indicator (red), on the idler, should be lit. After approximately 10 seconds the "HIGH IDLE" indicator (yellow) should light up.
- 2) Press the main brake pedal. The "HIGH IDLE" indicator (yellow) should turn off. Release the brake and it should come back on with no delay.
- 3) Making sure that the vehicle can not roll, release the air park brake. The "HIGH IDLE" indicator should turn off. Set air park brake. The "HIGH IDLE" indicator (yellow) should light up.
- 4) Turn ignition to OFF position. All idler indicators should be off.
- 5) Start engine and press the "MANUAL ENGAGE" button. The "HIGH IDLE" indicator (yellow) should light and the engine idle speed should increase to 1200 RPM. Wait for alternator to recharge battery enough for the "LOW" indicator (red) to go off and the "OK" indicator (green) to come on. If the battery is very low the alternator may take a few minutes to recharge the battery before the voltage can increase. The alternator must also be capable of putting out more current than the fully loaded vehicle draws.
- 6) Press brake pedal to insure idle speed returns to normal and that the "HIGH IDLE" indicator turns off. If the batteries are not fully recharged the idler may automatically return to high idle. Repeat this step until battery is recharged.
- 7) If the vehicle is equipped with in-cab CRUISE/PTO controls (fig. 4-A) they should function normally as they would with "IN-CAB PTO MODE" set to "PRESET". To test these make certain that the PennTex idler is not engaged. Press the "ON" button momentarily. Press the "SET" button momentarily and the idle speed should increase. Press the brake pedal or "OFF" button to disengage. The same should work for the "RESUME" button.
- 8) INSTALLATION COMPLETE.