

Increase your engine's RPMs to provide higher alternator output during heavy loading conditions with Vanner's Automatic Throttle Control.

Heavy-Duty Autothrottle Applications

Utility and Maintenance Vehicles

Increases engine RPM to provide full current output of the alternator when using various types of DC and AC tools and equipment.

The autothrottle is excellent for use with DC to AC inverters that operate electric drills, grinders, exhaust fans and blowers, plastic pipe fusion equipment and engineering test equipment. Vanner can provide a complete electrical distributing system for utility vehicles using DC to AC inverters, battery isolators and autothrottles.

Bucket and Boom Trucks: Power Take-offs

In vehicles with on-board hydraulic systems, the autothrottle will increase engine RPM, allowing equipment to operate at maximum efficiency and provide proper operating pressures. The autothrottle can be activated by a hydraulic pressure switch, which turns it on when the hydraulic system is engaged.

Emergency Vehicles

Particularly desirable in police cars, fire trucks, ambulances and other emergency vehicles when current exceeds alternator output at idle as a result of operating emergency rotating beacons, flashing warning lights, DC to AC inverters and other electrical equipment.

The Vanner autothrottle is activated by an ON/OFF switch (or through the master module disconnect switch on ambulances as mandated by KKK-A-1822D specifications). The autothrottle releases the high engine idle instantly when the shift lever is moved to any drive position or when the brake pedal is depressed to prevent the vehicle from surging. It reactivates when the gear shift lever is placed in park or neutral and when the foot brake pedal is released.

Heavy-Duty Automatic Throttle System

Vanner's heavy-duty autothrottle features a strong solenoid that can control the RPMs of the toughest diesel engine, under the most extreme environmental conditions. The twenty pound pull power of the autothrottle provides positive and constant RPM engine control. A key design feature incorporating a vernier control allowing one hand, precise adjustment has been built into the Model 73-46. This design feature ensures that the most critical adjustment can be made with ease and accuracy.

Complete installation instructions are included with each unit. When you really need top performance, the Vanner heavy-duty autothrottle is your solution.

Conserve Fuel and Eliminate Over-revving with the VoltGuard Low Voltage Actuator

When your battery is fully charged, the VoltGuard allows the engine to idle until the voltage drops to 12.5 volts. It then automatically activates the autothrottle until the battery has reached approximately 13.8 volts - at which time, the throttle is released after approximately 90 seconds. The VoltGuard automatically repeats this process as often as necessary. The VoltGuard can be used with Vanner as well as many other makes of automatic throttle controls, provided they are electrically activated (see wiring chart on reverse side).

Model 73-46

A heavy-duty automatic throttle system consisting of the solenoid cable assembly and the control module assembly.

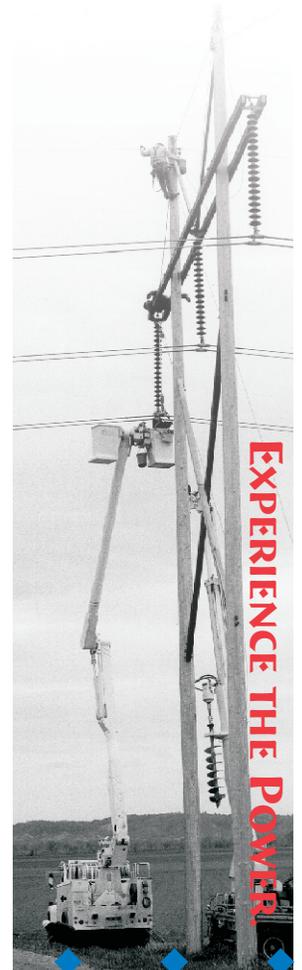
Model 73-48

The 73-48 Installation Kit consists of an ON/OFF toggle switch, 02264 isolation diode, fuse and fuse holder.



Autothrottle Features

- ◆ A flexible, heat-resistant, jacketed Morse cable with a stainless steel core to prevent sticking and stretching
- ◆ Installation and adjustments are simple, ensuring exact engine RPMs
- ◆ Control module easily mounts in remote protected areas such as driver's compartment.



Replacement Parts

Part Number	Description
02264	25 amp bridge rectifier
73-44	73-46 solenoid and 46" cable assembly
02031	Control module with harness
02045	Solenoid without cable assembly
05235	30 amp relay ('96 Chevy Diesel 6.5L)
B00167	46" cable assembly
05006	Ring terminal 1/4"



Vanner's policy is one of continuous improvement.
We reserve the right to change specifications without notice.



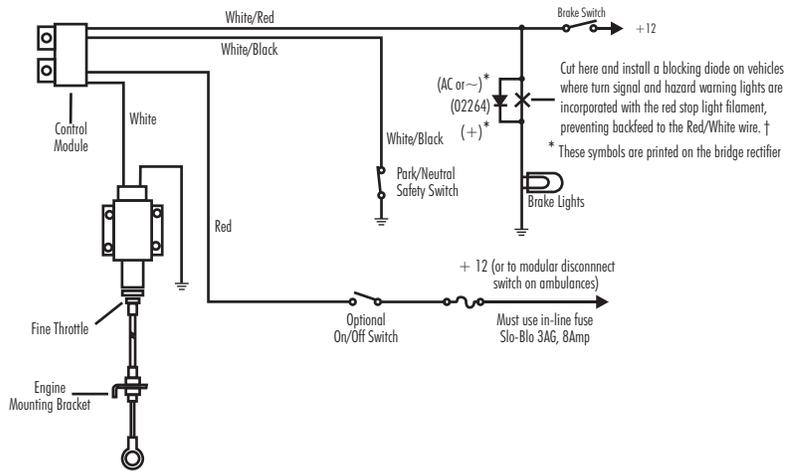
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Automatic Throttle System without optional VoltGuard



Automatic Throttle System with optional VoltGuard

