



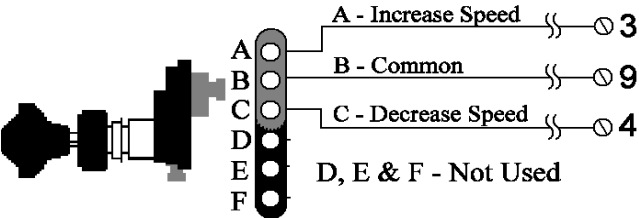
Throttle Control Potentiometer Change

The three terminal throttle control potentiometer that we have used for many years for Mercedes and ISC/ISM series Cummins engines (our p/n A247069) has been discontinued by the manufacturer and has been replaced by a newer style six terminal control (to which we assigned p/n A383925). The new design incorporates a more dependable and accurate hall effect sensor. It is fully sealed and resistant to environmental and chemical intrusion.

However, for most of our B-Series machines this is not a "plug and play" supersession. This is because on the majority of these units, we use two of these throttle controls; one in the rear control panel and one in side control panel (J-Box). Unlike it's predecessor, the design of the new throttle control does not allow for two controls to be in circuit with the engine, therefore an A384113 Side/Rear Selector Switch Retro-Fit Kit will be required to completely isolate one control from the other.

Also, the previous throttle control had the weatherpack receptacle pointing directly out of the back and the new control has the receptacle coming out of the side, so some minor modifications to the control panel may be necessary to mount the new control.

We realize that this retrofit may cause some inconvenience and we invested a lot of time researching for alternatives. However, due to changing technologies, we could not find a manufacturer that still produces a compatible three terminal throttle control potentiometer. Your understanding is greatly appreciated

 <p style="text-align: center;">A247069</p> <p style="text-align: center;">OLD DESIGN</p>	<p style="text-align: center;">A383925</p> <p><i>Includes 6 pole pigtail</i></p>  <p style="text-align: center;">NEW DESIGN</p>
 <p style="text-align: center;">OLD & NEW WIRING COMPARISON</p>	<p style="text-align: center;">A384113</p> <p><i>Wiring schematic included</i></p> 