The Electra throttle ETC electronic throttle actuator tester was developed from the ground up as a modern DC motor actuated electronic throttle control actuator and tester. Here's an automotive diagnostic tool designed from the beginning as a full electronic throttle control and solenoid unit.

Using the same circuitry as the automobile ECM, this unit is tough made to last and extremely accurate. It can actuate the electronic throttle with a fine-tune precision needed to be able to test the internal dual TPS sensors.

It is also needed and useful when cleaning the throttle body plates.

Here are your possible uses for the Electra throttle:

1. When cleaning the electronic throttle body plates.
2. To be able to find sluggish and binding electronic throttle mechanisms and gears.
3. To test the ETC throttle body return spring which over time weakens and causes issues.
4. It has a useful rebuilders 400 Hertz setting actuate the throttle two times per second there by performing a month’s worth of activity in ten minutes.
5. Use it whenever you need a secure way to open the throttle body and not to worry about your finger.
6. If you need to test all sorts of solenoids with a 400 Hertz setting like the transmission pressure control solenoid, shift solenoids, evap perch and vent valves, PWM hydraulic solenoids, and any other 12-volt PWM operated electric valve.

7. PWM duty cycle controlled motors such as PWM radiator fan motors, AC blower motors, and other DC PWM controlled motors.

8. Used to test ETC internal dual or triple TPS throttle position sensors.

9. The fine tuning of the twenty kilohertz PWM duty cycle control signal is above the peg motor's resonant audible frequency for the human ear so it's Simon. It is also absolutely important when doing very slow ETC throttle actuation to determine if there is a blind spot at the TPS or throttle position sensor.

10. Work on the ETC system with confidence that you will not create other ETC issues with the ECM adaptive memory settings.

11. Work with a key off and engine off and disconnecting the throttle connector so no danger of messing up the ETC drivability memory and causing a lipping mode.

The Electra throttle has two frequency settings; 400 Hertz and the 20 kilohertz PWM control mode. The 400 Hertz mode allows for all solenoids testing and also used to test ETC throttle as rebuilders mode. The 20 kilohertz frequency mode is the normal ETC actuation mode. This tool is here and will give you many years of reliable service. Enjoy.