



Countries: AUSTRALIA, BAHAMAS, BOLIVIA, BRAZIL, BELIZE, CANADA, CHILE, TAIWAN, COLOMBIA, COSTA RICA, DOMINICAN REPUBLIC, ECUADOR, EL SALVADOR, TRINIDAD AND TOBAGO, UNITED STATES, URUGUAY, VENEZUELA, MEXICO, ARUBA, NICARAGUA, PERU, PUERTO RICO, Curaçao, GUAM, GUATEMALA, GUYANA, HAITI, HONDURAS, JAMAICA, KOREA, SOUTH KOREA, PANAMA, SOUTH AFRICA

Document ID: IK1200037

Availability: ISIS, Bus ISIS, FleetISIS

Revision: 6

Major System: ENGINES

Created: 11/17/2006

Current Language: English

Last Modified: 10/29/2015

Other Languages: [Français](#), [Español](#).

Author: Joe Christopher

Viewed: 15258

[Less Info](#)

Hide Details

Coding Information

Copy Link 	Copy Relative Link 	Bookmark View My Bookmarks	Add to Favorites 	Print 	Provide Feedback 	Helpful 2693	Not Helpful 2165
----------------------	-------------------------------	--	-----------------------------	------------------	-----------------------------	----------------------------	--------------------------------

Title: DLCII ECM / IDM Connector Identification and Terminal / Connector Part Numbers FAQ 153042R

Applies To: 2003- 2006 VT-365, 2004- 2006 DT-466E, and 2004- 2006 DT-570E DLCII

CHANGE LOG

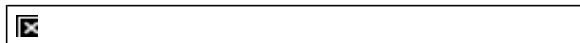
Please refer to the change log text box below for recent changes to this article:

10/29/2015 - Republished for system testing purposes.
10/28/2015 - Added keywords to article

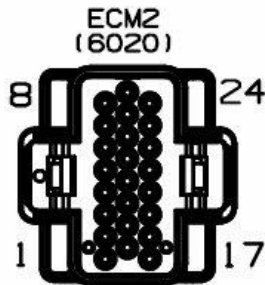
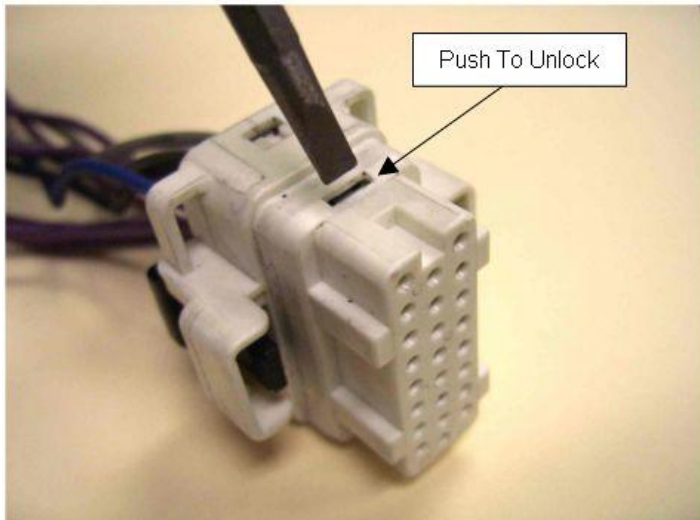
DESCRIPTION

Service and replacing ECM / IDM Connectors on DLCII Controllers, Feature 12VYC

The lock tab will snap when unlocked and protrude approximately 1/16 allowing terminals to be installed or removed. Be careful after unlocking the connector as all terminals will be released. When done snap the lock back into the connector so it is flush with the connector body. If adding wires for a remote throttle the correct ECM connector is X3 (6020). The X3 connector is the **WHITE** ECM connector second from the front as viewed from the drivers side of the engine compartment. The pin locations are marked on the connector. When using the diagrams below, note that the connector numbers are the same on the V-8 and I-6, however; the IDM/ECM assemblies are mounted one way on the I-6 and are inverted when mounted on the V-8 (upside down).



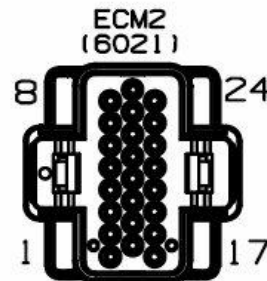
When Servicing the IDM / ECM Connectors : **DO NOT** take the connector apart without releasing the lock. There is a lock in the middle of the connector that must be released by depressing with a small screwdriver.



CONNECTOR
3562311C1

SEALING PLUG
3562316C1

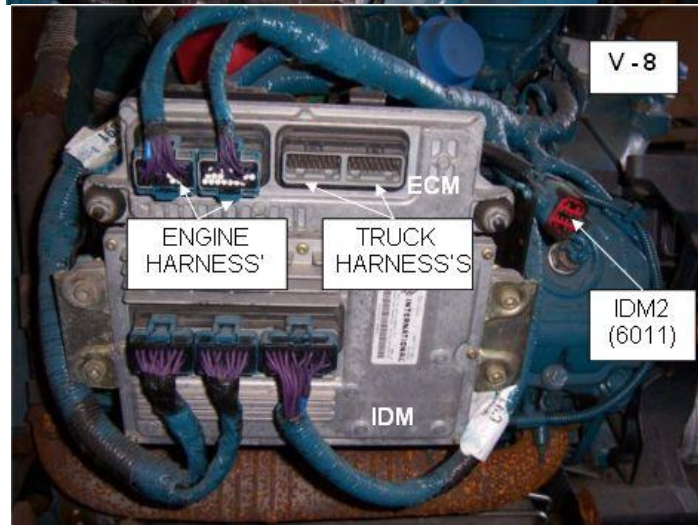
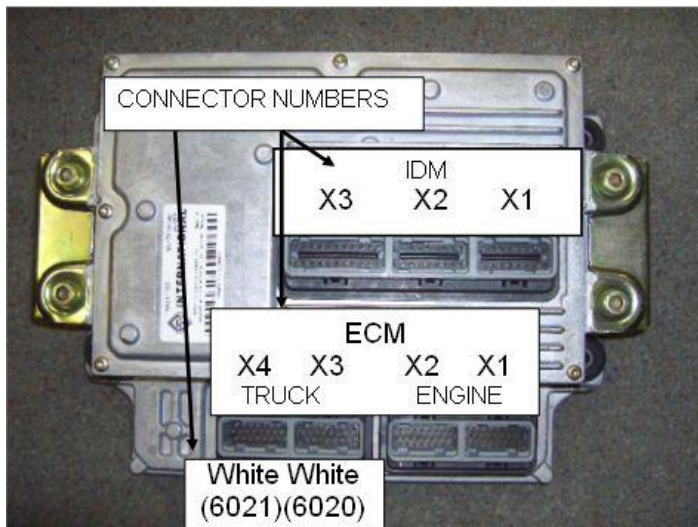
COVER
3562313C1



CONNECTOR
3562312C1

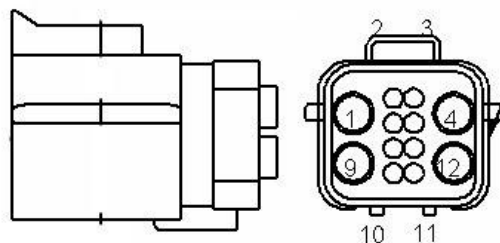
CAV	CIR	GA.	COLOR	TERM
1				
2				
3	K97C	18	VT	3562314C1
4	K34A	18	TN	3562314C1
5	K97J	18	VT	3562314C1
6	K97-GV	18	WH	3562315C1
7	K97-GW	18	WH	3562315C1
8	K97AD	18	VT	3562314C1
9				
10				
11	K97AR	18	VT	3562314C1
12	(+)	20	YL	3562314C1
13	(-)	20	GN	3562314C1
14	K46A	18	GY	3562314C1
15				
16				
17	K47B	18	GY	3562314C1
18				
19	K97CB	18	VT	3562314C1
20	K97CC	18	VT	3562314C1
21	K46B	18	GY	3562314C1
22				
23				
24	K97K	18	VT	3562314C1

CAV	CIR	GA.	COLOR	TERM
1	K97F	18	VT	3562315C1
2	K97Z	18	VT	3562315C1
3				
4	K97	18	VT	3562315C1
5				
6				
7				
8				
9	K47A	18	GY	3562314C1
10	K47	18	GY	3562314C1
11				
12	K98S	18	VT	3562314C1
13				
14	K23A	18	TN	3562314C1
15				
16				
17				
18	K98T	18	VT	3562314C1
19				
20	K3B(+)	18	DKBL	3562314C1
21	K3B(-)	18	GY	3562314C1
22				
23				
24	K97D	18	VT	3562314C1



Engine Side (6011)

SEALED MALE CONNECTOR BODY



CONNECTOR 3576268C1

CONNECTOR BODY LOCK 3576263C1

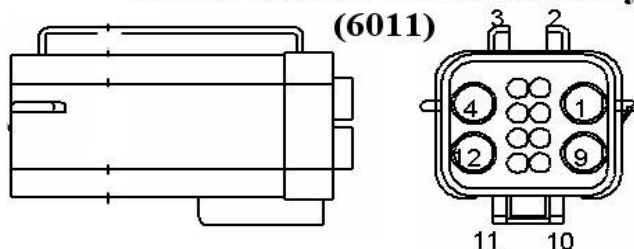
SEALING PLUG 0453133C1 {CAVITIES 1,4,9,12}

3527276C1 {CAVITIES 2,3,5,6,7,8,10,11}

Chassis Side

Sealed Female Connector Body

(6011)

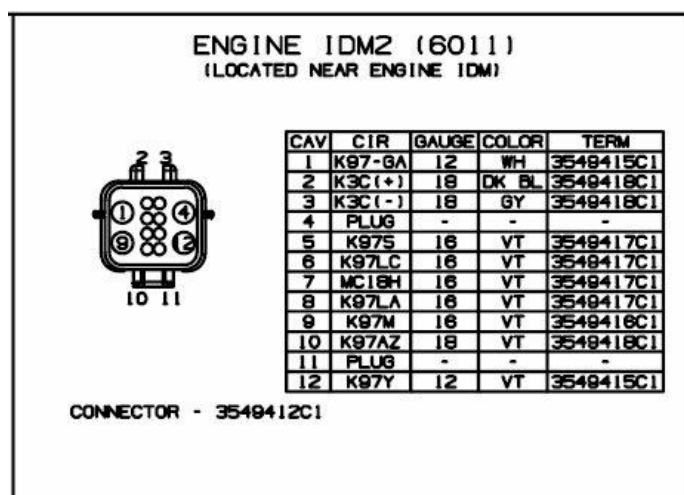


CONNECTOR 3549412C1

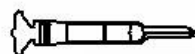
CONNECTOR BODY LOCK 3564169C1

SEALING PLUG 0453133C1 (CAVITIES 1,4,9,12)

3527276C1 (CAVITIES 2,3,5,6,7,8,10,11)



MALE TERMINAL
USE WITH 12-WAY CONNECTOR BODY



3549415C1 (10G, 12G)

3549416C1 (14G, 16G)

3549417C1 (14G, 16G)

3549418C1 (18G, 20G)

 Hide Details

Feedback Information

Viewed: 15257

Helpful: 2693

Not Helpful: 2165

No Feedback Found