



# ROWE PDM60

POWER DISTRIBUTION MODULE



## Instruction Manual

### Overview:

Thank you for your purchase of our product. The PDM60 unit was designed with one goal in mind: providing you, the owner, with years and years of superior, hassle free electrical performance.

The unit provides 6 circuits, totaling 60 Amps, of load handling capability. It is designed to connect directly to a primary (12V) power source (vehicle battery), and efficiently disperse and monitor power to your electrical/electronic applications. Each circuit on the unit has a preset output capacity, determined by the unit programming (maximum 15 amp load rating), and a specific operational behavior; the details of which are specified further in the instructions below.

### Getting Started:

Connect the (BLACK) ground wire to a suitable ground source on the frame or battery

Connect the heavy gauge (RED) power lead directly to your battery.

Connect the trigger wire (GRAY WIRE) to any switched power source. (i.e. a headlight, or tail-light circuit, handlebar switch etc.) – The unit is inactive (off) until an electrical signal is detected on the unit's GRAY activation trigger wire. Upon detection of an electrical signal on the trigger wire, the PDM60 will activate. (upon reception of an activation signal, there is a 6 second delay before the circuits will go live and begin distributing power) The programmed delay allows all of the available battery power to be utilized for starting purposes. After 6 seconds, your unit will power up, and begin distributing power to your accessories. LED indicators will show the status of each circuit. (see color key below)



### Circuit Selection:

You have a choice as to which of the available circuits you wish to use for your various applications. Circuit capacity, and behavior are varied to perform effectively with a variety different types of applications, and user preferences.

In the stock configuration, there are three 15 Amp, and three 5 Amp circuits available. The three 15Amp circuits are designed for high amperage applications like heated clothing, driving lights, etc., while the 5Amp circuits are well suited for lower Amperage applications. (i.e. GPS, intercom, phone, music player, etc.)

Circuit #1, a 15Amp circuit, is capable of being externally switched; there is an input signal wire for that circuit. (BLUE WIRE) The PDM60 looks for a ground signal on the BLUE wire. When a ground signal is present, circuit #1 will go live. The circuit #1 BLUE input trigger wire can be connected to a handlebar switch (or other type), that connects to a ground source. (frame) This allows circuit #1 to be independently controlled from all of the other circuits on the unit. This is a useful feature for switching high amperage driving lights, heated clothing, etc. during vehicle operation.

The #1 circuit trigger wire can also be connected straight to a ground source to make circuit #1 activate and de-activate along with all of the other circuits.

Lastly, two of the circuits, one high amp and one low amp, have an automatic 180 second delayed time-out feature programmed in. These are Circuit #2 (PURPLE – 5A) and circuit #6 (ORANGE – 15A). When the PDM60 is powered down, these two circuits will stay live for an additional 180seconds, and then will automatically power down. This is useful for GPS systems, communications equipment, etc.

\*\* Review the Quick Reference chart on the next page below for a snapshot of circuit behavior.





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## Connecting Your Devices:

Connecting your devices is easy. Connect the output wire from the PDM60 circuit you wish to use to the positive (+) power lead of your device. Connect the ground (-) side of your device power wire to any suitable ground source. (to eliminate electrical noise, ground audio or communications equipment directly to the ground pole of the battery) That's it. One wire from the PDM60 to your device. –

\*\*\* Important – To ensure long-term, hassle free operation, make sure that all of your circuit wiring connections are secure, insulated to prevent accidental shorting, and sealed against the elements. Also, be sure to always connect to a quality ground source.

## Operation:

The LEDs indicate the status of each circuit. If a short or an overcurrent situation occurs, the circuit will interrupt automatically and shut down. To reset, you simply turn the unit off, and turn it back on again to reset. The PDM60 is fully sealed/encapsulated and can be mounted virtually anywhere without concern for moisture, dust and dirt intrusion. There are no serviceable parts on the module; it's designed for use in harsh operational conditions. The unit will survive and perform as effectively on a moto-croser as it will on a cruiser  
With a PDM60, you'll never have to replace, or hunt down a blown fuse again.

## Quick Reference:

### #1 BLUE WIRE - INPUT (CIRCUIT #1 - SWITCH INPUT)

External switch Input wire (connect to any ground source to activate circuit #1). Best used via an external single pole switch; To Ground=On (you can permanently connect this lead to ground for standard, non-switched use of circuit #1)

### #8 GRAY WIRE – INPUT (IGNITION TRIGGER)

Ignition trigger wire - (apply +12 Volts to activate circuits #2 through #6); connect to positive side of tail light wiring or other +12 volt source activated via ignition key

### OUTPUT CIRCUIT DETAIL

Wire Color	Circuit/LED	Max AMP Load	Switched Via	Delay ON	Delay OFF
Orange	6	15 Amps	Ignition Trigger	6 seconds	180 seconds
Brown	5	5 Amps	Ignition Trigger	6 seconds	None - Instant
Red	4	15 Amps	Ignition Trigger	6 seconds	None - Instant
Yellow	3	5 Amps	Ignition Trigger	6 seconds	None - Instant
Purple	2	5 Amps	Ignition Trigger	6 seconds	180 seconds
White	1	15 Amps	Ign. Trigger/Ext. Switch	6 seconds	None - Instant

## LED Indicators:

After installing the module and properly connecting all wires, turning on the bike ignition will activate the unit. The LED indicators on the top of the module will illuminate, indicating power present. The legend below details the information the LEDs reveal.

**Green LED** – Active - functioning properly

**Red LED** - Fault - Circuit interrupted due to fault

**Orange LED** – Inactive - disabled by switching mode/customized programming, or intermittent fault

We are available to answer questions or field comments during standard business hours. Should you have any questions, or need assistance, feel free to contact us and we will assist you in any way we can.