LOAD MANAGER

AUTOMATIC LOAD SHEDDING SYSTEM

MODEL #: 091-32

INPUT: 12 Volts DC

File: IM_091-32_reva.indd
Rev: A
Revised By: MFG
Date: 10-28-2013

3 YEAR WARRANTY

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INTRODUCTION

The Load Manager is a device which:

1. Sequentially energizes and deenergizes relays at approximately 1/2 second intervals in order to reduce transients in a vehicle's electrical system.

2. Detects when the vehicle's electrical load is greater than the output of the alternator. When this occurs, loads are sequentially deenergized until the alternator output is equal to the load.

The Load Manager features an input which permits selecting the load shedding feature or operating only as an automatic load sequencer. It is possible to completely override the Load Manager and operate all relays simultaneously by connecting one input to the vehicle ground. An indicator circuit is included to operate a small LED indicator panel. This provides the vehicle's driver with the information that the Load Manager is active and loads are being removed from the system.

INSTALLATION AND PROGRAMMING

I. INSTALLATION OF THE LOAD MANAGER

Recognizing that priorities may change after an installation is made, the Load Manager is designed so that the sequence of load removal may be easily altered.

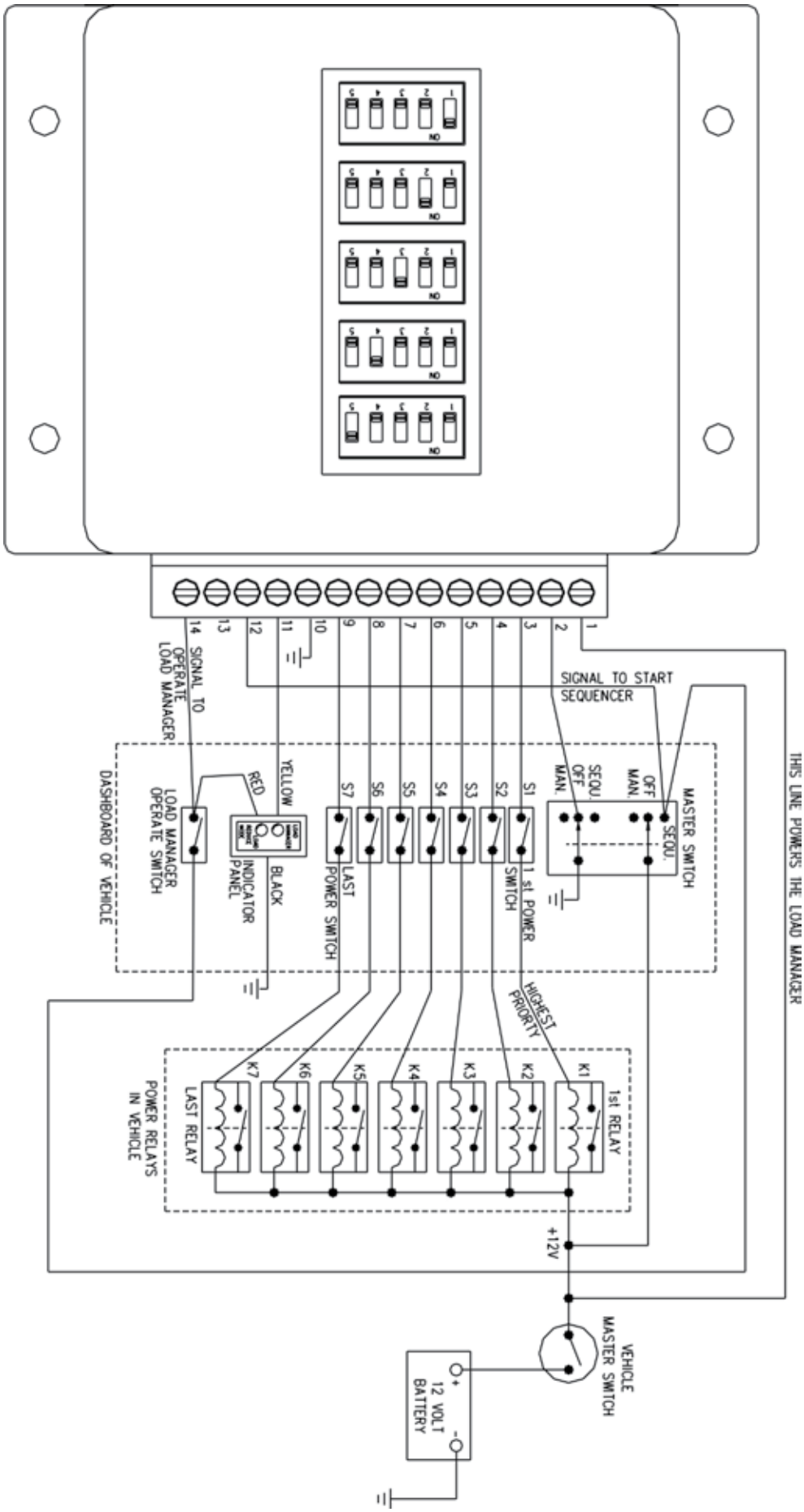
At installation, the highest priority load is wired to relay 1 which is operated by terminal 3.

The second highest priority load is wired to relay 2 which is operated by terminal 4. A total of 7 relays, decreasing in priority are operated by terminals 5, 6, 7, 8, & 9. See the schematic of figure 1. Upon start-up, when the Load Manager operates as a sequential loading device, the loads are applied in priority order with the highest priority first.

When the Load Manager feature is enabled and excessive electrical loads cause a drop in battery voltage, the Load Manager will deenergize loads at approximately 60 second intervals starting with the lowest priority. Loads will be removed until the voltage returns to normal.

Note: The relays are not part of the Load Manager and are supplied by the installer.

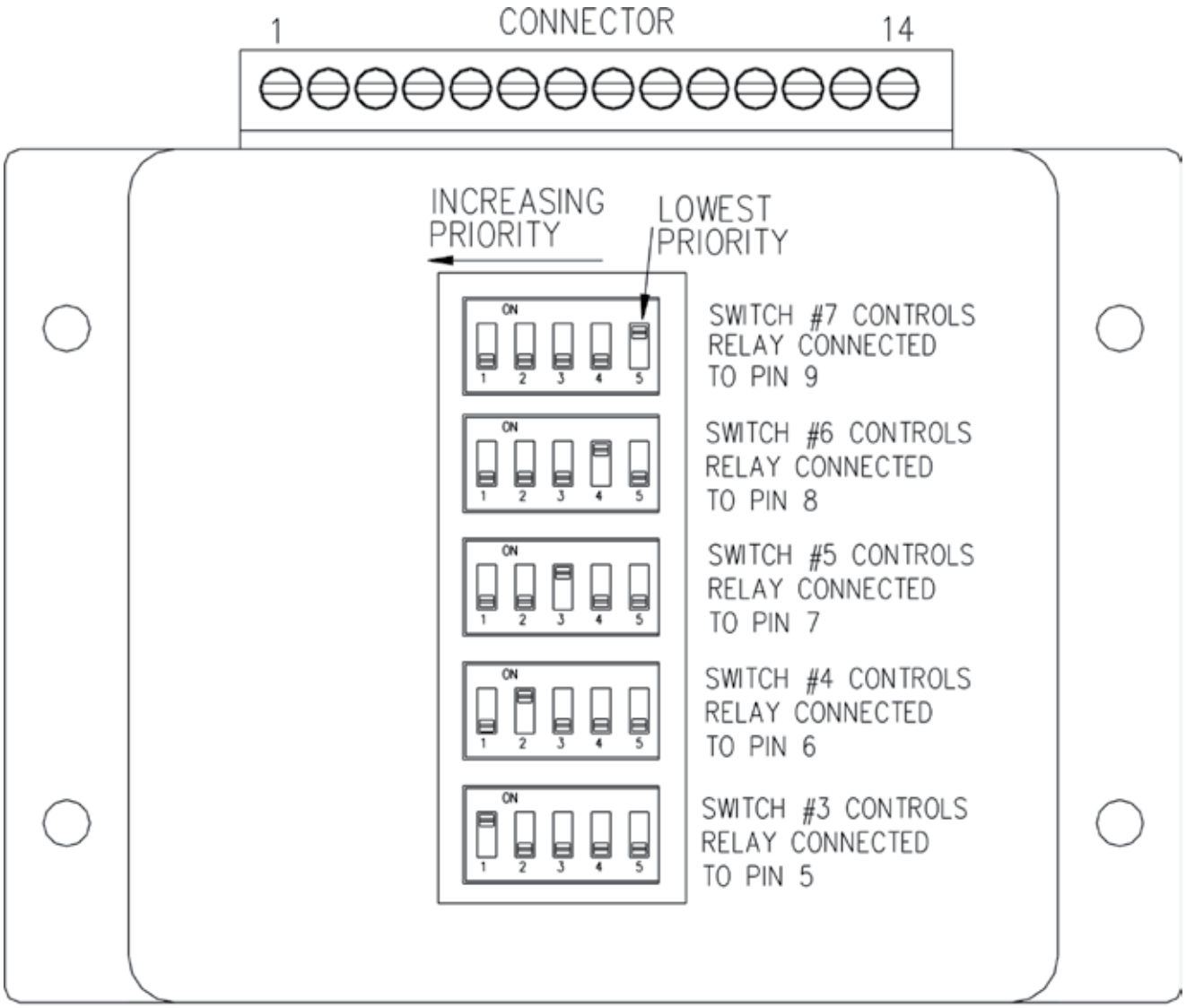
II. WIRING DIAGRAM



III. PROGRAMMING OF THE LOAD MANAGER

After installation the user may vary the priority by altering the switch setting from the BASIC SETTINGS illustrated in figure 2. Each switch controls the operation of a relay. The actuation sequence of a particular relay is controlled by the individual levers of each switch. Lever #5 is the lowest priority, while lever #1 is the highest. It is thus possible to arrange the relay operating priority for the 5 lowest priority relays.

IV. PROGRAMMING DIAGRAM



TOP VIEW OF LOAD MANAGER

NOTES AND CAUTIONS

I. NOTE

The LOAD MANAGER is designed to operate relays. It is not necessary to connect to all outputs. Any outputs, at the discretion of the installer, may remain unused. Nothing should be connected to the unused outputs. Relays must have a coil resistance of 40 ohms or greater.
DO NOT LOAD ANY OUTPUT WITH A RELAY WITH A RESISTANCE LESS THAN 40 OHMS

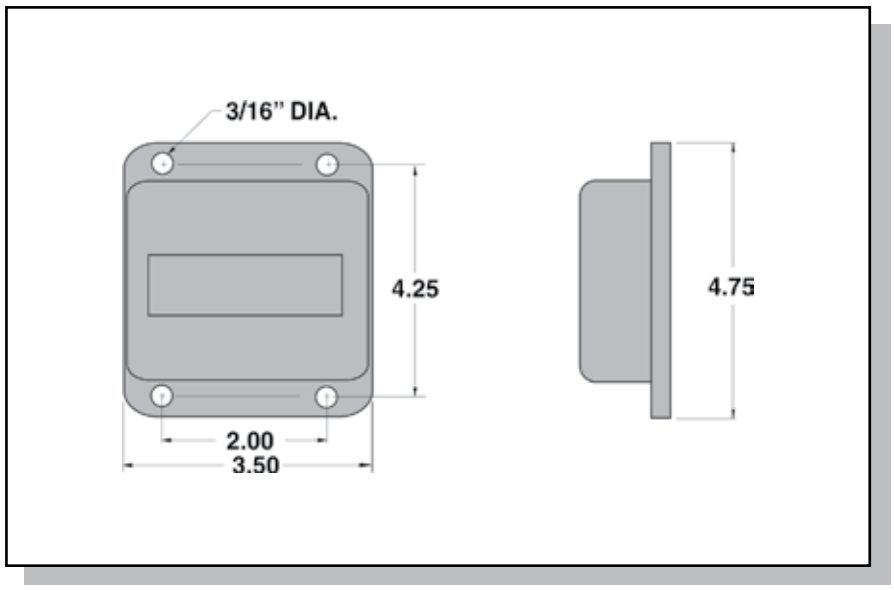
II. CAUTION

There are 5 switches, each with 5 levers. Only one lever on each switch may be in the "ON" position.

SPECIFICATIONS

Model Number	Input Voltage (Vdc)	Minimum Relay Coil Resistance (Ohms)	Load Shed Factory Set Point (Vdc)	Weight (lbs)
091-32	12	40	11.5	.5

OUTLINE DRAWING



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INSTALLATION RECORD

DATE INSTALLED _____

INSTALLED BY _____

VEHICLE IDENTIFICATION _____

VEHICLE OWNER _____

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