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PRODUCTREVIEWS

# Rowe Electronics PDM60 Power Distribution Module

By Moshe K. Levy #108259

**IT'S NO SECRET THAT BMW RIDERS** love farkles, and that farkles require plenty of power to run. Auxiliary fuse block modules such as Centech and Fuzeblock are ubiquitous on touring rigs, as riders seek means of organizing the rat's nest of wires that multiple accessories can generate.

Rowe's American-made PDM60 is to these old-fashioned devices what the computer is to the typewriter. Using the self-monitoring digital PDM60, power distribution and organization are easier than ever, with several key advantages versus old fuse blocks:

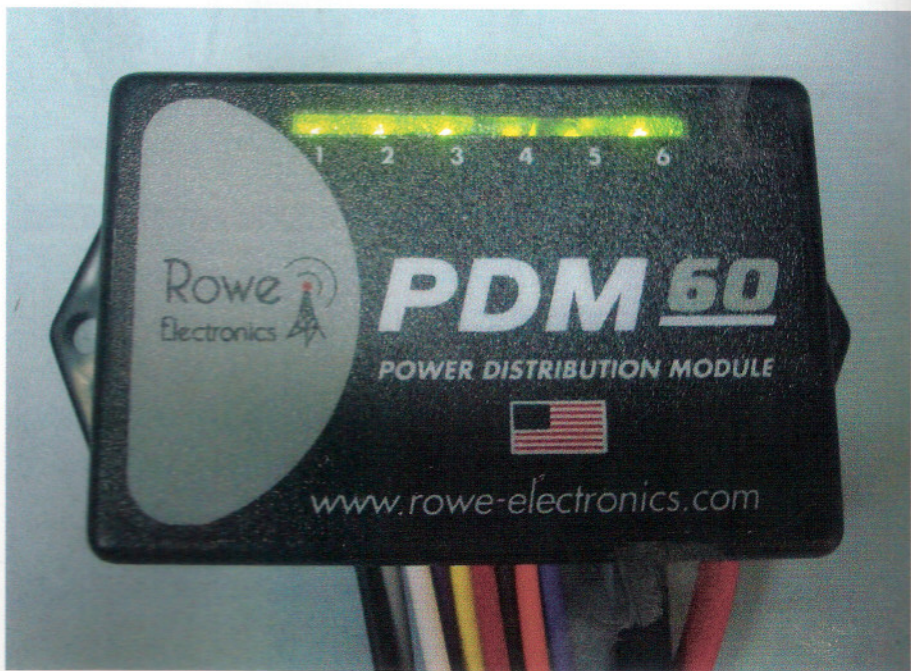
**Ease of Troubleshooting:** If a circuit is shorted or there is an over current scenario on a fuse block, the user must hunt down and replace the fuse, which can be time consuming if access requires disassembly of body panels. On the PDM60, the circuit

interrupts automatically and shuts down. To reset, simply turn the bike off and on again.

**Elimination of Relays:** On fuse block devices, high inrush accessories such as air horns require the use of relays within the wiring harness. With the PDM60, such relays are not necessary, reducing the complexity and cost of related accessory installations.

**Sealed Design:** Some off-roaders who ride in harsh conditions worry about the longevity of fuse blocks, which are exposed to the elements. The PDM60 is fully encapsulated, and Rowe claims to have actually submerged the unit without failure. This is a key reliability feature, which those who ride in the dirt, mud and rain would appreciate.

**Programmability:** The digital design allows for the end user to customize



settings such as circuit behavior mode (inactive, live, trigger, and so on), current limit for each circuit and delay on/off settings.

In addition to these four main benefits, the Rowe device's bright LED display is also useful to riders for diagnostic purposes. Each circuit is monitored with tri-color LEDs that indicate functionality: Green for good, yellow for inactive or unused and red for circuit fault/power interruption.

Connections are via direct splice to six wired circuits, including a handy integrated SAE-type connector commonly found on heated garments. Total capacity is 60 amps, comparable to old fuse blocks, and the PDM60 is fully compatible with the CAN-BUS found on modern BMWs. Likewise, total dimensions of 2" height x 3" width x 0.9" depth are comparable to old fuse blocks, so finding space (or retrofitting) should be a snap.

Overall, the device is very well constructed and performed exactly as advertised. For this touring rider, the ease of troubleshooting was a welcome improvement since my former Centech is mounted under my passenger pillion, which is



usually loaded down with luggage en route. Pulling over and having to unpack the entire luggage for under-seat access and fuse replacement are an inconvenience the PDM60 abolishes, and that alone is worth the upgrade.

The PDM60 retails for \$149 and has a one-year warranty. For ordering or more information, visit [www.rowe-electronics.com](http://www.rowe-electronics.com) or contact [blake@rowe-electronics.com](mailto:blake@rowe-electronics.com). ☺

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