MANIMAX II : Electrical Diagram

S16: MANIMAX PANNEL LIGHTING CONNECTOR

S16

E4-A: JOYSTICK:
ROCKER SWITCH / UP / DOWN
1: + IN1 (E4-A1) UP (brown)
2: + IN2 (E4-A2) DOWN (white)
3: 12V (POLYFUSE 500mA) (red)
4: + IN3 (E4-A3) TRIGGER (black)

E4-B: Joystick Buttons 3 & 4
E4-C: Air pressure sensor 1 & 2 (HYDRAULIC FLOAT OPTION)
E4-D: Panel Switch # 1 & 2 (PLOWING & HARNESS MODES)
E4-E: Panel Switch # 3 (Option)
E4-F: Panel Switch # 4 (Option)
E4-G: Air pressure sensor (Hoist) (3) / IN Aux.(4)

1: + IN1 (green)
2: +IN2 (white)
3: 12V (POLYFUSE 500mA) (red)
4: GND (black)

AV1:
Joystick air intake valve

1: GND OUT
2:+12V 1A.

E4-A JOYSTICK | LIGHT PANEL | E4-B J3&4 | E4-C APS1&2 | E4-D SW1&2 | E4-E SW3 | E4-F SW4 | E4-G APS-B

AV1

BUZZER

MANIMAX II tm
Model: 910-PANCTRL

S12
AV5@22

FUSE 10A

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E2-A LOW OIL | S4-A VSS | S2-B PTO | S2-C SPARE | S2-D SPARE | POWER INPUT 12VDC 10A (MAX)

12C / 18AWG

MANIMAX II tm
910-PANAVX

AV5 AV6 AV9 AV10 AV7 AV8 AV11 AV12 AV13 AV14 AV21 AV19 AV20 AV15 AV16 AV22 AV17 AV18

S12

ACE

S12: OUT: AV5@22 (OUT GND - 4A.)

1@10: GND OUT:

1- YELLOW: AV7-8 (925-OPTGGD) & 11-12 (925-OPTGHB)
2- GREY: AV5-6 (925-OPTTAB) & 9-10 (925-OPTBARPP)
3- BROWN: AV13 (925-OPTLRPNF)
4- WHITE: AV14 (925-OPTLRPNF)
5- BLACK: AV15
6- BEIGE: AV16
7- GREEN: AV17-18
8- ORANGE: AV19-20
9- BLUE: AV21
10- MAUVE: AV22

11- RED: +12V
12- PINK: +12V

NOTE:
10A fuse.
Only replace with a fuse of the same amperage.

Caution:
Wiring harnesses should be installed and secured to avoid wear or damage caused by heat and friction.

POWER INPUT: Vehicle DC power

White (B): 12V BAT (Constant 12 VDC+). 15A fuse recommended.

Green (A): 12V ACC (Ignition sense 12 VDC+). 5A fuse recommended.

Black (C) : Chassis Ground.

(OPTION:925-OPTBNH)
E2-A: Low oil level sensor
1: GND (black)
2: GND Return (yellow)

(OPTION: 925-OPTPTO / +)
S2-B: OUT-B :PTO OUT (violet)
S2-C: OUT-C: AUX. UNUSED (black-red)
S2-D: OUT-D: AUX. UNUSED (beige-red)
1: GND OUT (1A. max)
2: +12V (red)

(OPTION:925-OPTVSS)
S4-A: VSS (Ground speed signal in and out)
1: +12V (POLYFUSE 750mA) (white)
2: GND (black)
3: Speed In (green)
4: Speed Out (green)

Possible Inputs for Ground Speed Signal (speedometer):

- Electrical cable (910-CABCORDAE) ❸B
- Magnetic cable (910-CABCOREAM) ❸C

- ECM cable (910-ENTMEC-TV) ❸D
(Not shown)

Ground Speed Signal Input:
P4:+12v (white)
P5: Ground (black)
P6: VSS signal (green)

Ground Speed Signal Output

Towards spreader controller (green)

Electrical Cable

❸B 910-CABCORDAE
4 meters (910-CABCORDAE) ❸B

Pin 6: Automatic transmission square wave pulse signal

Instructions:
Connect the green wire to the VSS terminal provided by most truck manufacturers. This terminal is frequently found in the fuse-relay panel, either outside behind the cab or under the hood.
If the vehicle is not equipped with sucha VSS terminal, it is frequently possible to also connectto the transmission control module (TCM) such as Allison or some ECM's such as International. Refer to technicaldocumentatino provided by the body builder.

Magnetic Cable

❸C 910-CABCOREAM
4 meters (910-CABCOREAM) ❸C

Pin 4: +12v
Pin 5: Ground
Pin 6: Transmission VSS signal

White: Sine wave signal
Black: Ground

Instructions:
If the dash speedometer makes use of a magnetic pulse sensor mounted on the drive shaft coming out of a manual transmission and does not have an ECM (before 1998), you should install a dual output threaded sensor. One signal to be provided to the speedometer, the other to the control equipment.
Notes:
1) It is sometimes possible on certain trucksto install a second speed signal sensor directly onthe transmission.
2) This type of VSS connection should be avoided on all electronically controlled automatic transmissions.

Original transmission magnetic pulse signal sensor

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MANIMAX II

2012-10-15 V1.02