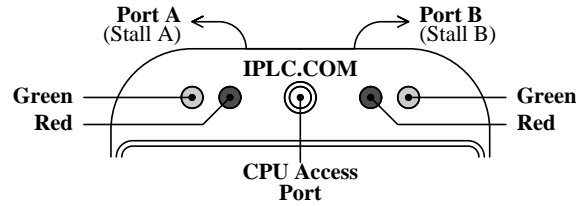


IPLC - About The LED Lights!

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IPLC M210 Diagnostic Lights

Each stall or port has two associated lights, one green and the other red. These lights reflect the status of the IPLC and the condition of any attached loads, such as block heaters, battery blankets, interior heaters, etc. The various light combinations and status is shown on the table below.

Stall Lights		Load Attached	Load Status Description
Green	Red		
Flashing Slowly	OFF	NO	Power is available. Ready to accept user load.
A Side Flashing Green	Side B Solid Red	NO	B Side Of The Unit Is Turned Off. No Power is available on the B side of the unit.
Flashing Slowly	OFF	YES	User equipment has an open circuit condition. ie. your cord is plugged into the unit but may not be connected to your block heater. Solution: unplug and check your equipment and retry.
ON	OFF	YES	All is OK! Load is accepted.
Flashing Quickly	OFF	YES	Load is too small, MUST be at least 1/4 Amp. This can also be caused if there is a hesitation when plugging in the cord. Solution: Unplug the cord, the unit will return to a slow flashing green, increase load size and retry.
OFF	ON	YES	Load is OVER maximum programmed load limit. The use of a block heater and interior warmer and battery blanket etc. may result in an overload. Solution: reduce the number of items connected to your cord and retry.
OFF	Flashing Quickly	YES	There is a short circuit in <u>your</u> equipment or the load is far greater than the rating of the device. Solution: Unplug and check your cord, block heater etc. for a short circuit, repair and retry or reduce the load size.
OFF	OFF	N/A	Power is NOT available. Call service personnel.

Before plugging in your car, ensure that the green light is flashing slowly. After plugging in, this green light should be lit solid and should remain solid. The unit offers 2 1/4 minutes of full power at this time for a test period. Factory programming provides a 2 hour power delay following the test period. After this two hour delay the IPLC begins monitoring the ambient temperature and provides power to your car as programmed. **Note regarding vehicles with sensor plugs** (ie GM, Chevrolet, Pontiac etc.). These sensor plugs are designed to allow power to flow to the vehicle at temperatures -18 celsius or lower. If the outside temperature is warmer than this when you plug in your vehicle, the green light will remain flashing same as prior to plugging in. When the temperature reaches -18 the green light will turn solid confirming a load is attached. The two hour power delay will still happen at this time unless it is removed with a data mate.