

FM36M1 CAN adapters

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Purpose of CAN adapters LV-CAN200 and ALL-CAN300

LV-CAN200 is used to read data from light vehicles, while ALL-CAN300 is used to read data from any type of transport: light vehicles, trucks, buses, agriculture transport and other special transport. Using these adapters FM36M1 device is able to collect and send vehicle data.

Parameter	Value
Supply voltage	+9..+50 V
Power supply current	Average 10 mA. Max (peak) 100 mA
Working temperature	-40..+85 °C
Max working humidity	60 % (non condensate).

LV-CAN200 and ALL-CAN300 program number selection

LV-CAN200 or ALL-CAN300 must be set to program number which depends on the vehicle model. **Needed program number is always written on LV-CAN200 or ALL-CAN300 mounting scheme.** Please contact Teltonika sales manager to get the latest supported vehicle list and mounting scheme for your vehicle providing information about car manufacturer, model and year.

LV-CAN200 and ALL-CAN300 program number configuration via SMS command

LV-CAN200 and ALL-CAN300 program number can be set remotely, using SMS command, where X

is new program number value (more CAN commands can be found in section [SMS/GPRS command list](#)):

"lvcansetprog X"

Selecting LV-CAN200 and ALL-CAN300 program number manually



Steps to set program number:

- Hold SWITCH down until LED starts blinking.
- Release the SWITCH.
- Then LED starts blinking and counting first digit of program number (one blink means digit 1, two blinks mean digit 2 etc).
- To stop counter push SWITCH.
- Release the SWITCH, then LED starts blinking and counting second digit of program number.
- To stop counter push SWITCH.
- Release the SWITCH, then LED starts blinking and counting third digit on program number.
- To stop counter push SWITCH.
- Release SWITCH, if programming is successful LED will blink 10 times.

SIMPLE-CAN - contactless CAN-BUS reader



SIMPLE-CAN is a contactless adapter used to read vehicle CAN data with LV-CAN200 or ALL-CAN300. If LV-CAN200 or ALL-CAN300 connection requires two CAN lines to get all data, then two SIMPLE-CAN readers are required.

Technical details

- Power supply voltage +9..+63 V.
- Power supply current: standby 1.6 mA, active 8.3 mA @ 12 V; standby 0.91 mA, active 4.3 mA @ 24 V.
- CAN-BUS speeds from 33.33 to 500 kb/s.
- Automatically sets CAN Low, CAN High polarity.
- Automatically adjusts signal level and speed.

SIMPLE-CAN works in the **listening mode only**, so that not all the data available on the CAN-BUS may be received using this solution. **The device automatically sets CAN L/H polarity**, but the calibration has to be always performed during installation process. Connection of previously calibrated unit to another car needs new calibration because the reader **automatically adjusts signal level and speed** to different CAN buses. The device also **automatically adapts** to the found **noise level**.



When power supply is connected, the LED shines continuously. It means that device is waiting for calibration. **Calibration process** has to be carried out when CAN-BUS twisted pair is tightened on SIMPLE-CAN and when ignition is ON. Please press the switch briefly and wait for the LED to start blinking every second. Automatic calibration process takes up to 10 seconds depending on the

vehicle's model. Correct calibration process is confirmed by LED starting to blink every 2 seconds (when the CAN-BUS is active). When the CAN-BUS enters sleep mode, SIMPLE-CAN device also enters sleep mode and takes 1.6mA @ 12V. In the sleep mode LED does not shine. If after calibration process LED shines continuously, it means that device is not calibrated yet, CAN-BUS transmission has failed or ignition during calibration was not ON.

Connecting FM36M1 CAN adapters ALL-CAN300 and LV-CAN200

FM36M1 connection with CAN adapter is different than with other FM devices, when connecting ALL-CAN300 and LV-CAN200 adapters. FM36M1 has closed USB connector and CAN adapter is connected with INPUT 5 and INPUT 6 wires as shown in figure below.



Connect LV-CAN200/ALL-CAN300 Pin 5 to FM36M1 Pin 12 (INPUT 5) or Pin 6 (INPUT 6) and connect light vehicle CAN adapter to other end of the cable.

Connect CAN adapter Pin 1 and Pin 2 to car's CAN bus. CAN interface location of the supported light vehicle is described on mounting scheme. Connect car power supply lines to Pin 3 positive, Pin 4 negative.


Pin 9 and 10 connections are optional depending on the exact car model.

For exact pinout see the sticker of light vehicle CAN adapter.

ATTENTION! For detailed diagram of connection between adapter and light vehicle

 **please contact Teltonika sales representative and provide information about car manufacturer, model and year.**

ATTENTION! Do not swap CAN L and CAN H lines.

 **Do not swap power supply lines. Make sure that voltage does not exceed 30V. Power supply lines should be connected at the end of installation work.**

FM36M1 ALL-CAN300 and LV-CAN200 parameters configuration

SCAN function

Scan function can be used when FM36M1 is connected to CAN adapter and PC (Figure below). After connection is made Press scan button to see available CAN parameters (Note, that car engine must be started). Enable CAN data which needs to be sent to server and save configuration by pressing "Save" button.



CAN bus data which can be read from your car is shown in "Light Vehicles Can adapter supported cars" document.

Offline configuration

Comming soon User can select which CAN parameter should be sent to server without connection to adapter. Please note that parameters depend on vehicle manufacturer and vehicle model. Please for further information check "Light Vehicles Can adapter supported cars" document.

There are two types of operations with CAN data elements:

- Monitoring of CAN bus data
- CAN bus data event capturing

Monitoring method is used when user wants to receive CAN data on regular basis, for example every 20 seconds.

Event functionality is used to store additional AVL packet when state of CAN element is changing. For example Speed changes, low fuel level, engine temperate, etc.

Send data to server field - allows enabling CAN element so it is added to the AVL data packet and sent to the server. By default, all CAN elements are disabled and FM36M1 records only GPS data.

It is possible to set CAN message priority: On Low Priority, On High Priority, and On Panic. Regular packets are sent as Low priority records. When low priority event is triggered, FM36M1 makes additional record with indication what was the reason for that was CAN element change. When High priority is selected, module makes additional record with high priority flag and sends event packet immediately to the server by GPRS. Panic priority triggers same actions as high priority, but if GPRS fails, it sends AVL packet to server using SMS mode if SMS is enabled in SMS settings.

Data Acquisition Type - defines when to generate event - when value enters defined range, exits it or both, also is possible to select event which you want to generate then you change values, like crossing both values in high and low levels (Hysteresis). High and Low levels - defines CAN value range. If CAN value enter or exits this range, FM36M1 generates event by "Data Acquisition Type" settings. Figure below show example of FM36M1 CAN configuration.



Available CAN Bus IO parameters and configuration can be found in Configurators CAN tab (Figure above) and in "Parameters ID".

All information about I/O element parameters description is in section [I/O settings](#).

All LV-CAN200/ALL-CAN300 I/O parameters configuration settings are described in "FM36M1 Protocols" document, except ALL-CAN300 bitmasks, which are described in the table below.

Property name	Size, bytes	Value bitmasks
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Control state flags 4

Byte0 (LSB):

- 0x01 - STOP
- 0x02 - Oil pressure / level
- 0x04 - Coolant liquid temperature / level
- 0x08 - Handbrake system
- 0x20 - AIRBAG

Byte1:

- 0x01 - CHECK ENGINE
- 0x02 - Lights failure
- 0x04 - Low tire pressure
- 0x08 - Wear of brake pads
- 0x10 - Warning
- 0x20 - ABS
- 0x40 - Low Fuel

Byte2:

- 0x01 - ESP
- 0x02 - Glow plug indicator
- 0x04 - FAP
- 0x08 - Electronics pressure control
- 0x10 - Parking lights
- 0x20 - Dipped headlights
- 0x40 - Full beam headlights

Byte3:

- 0x40 - Passenger's seat belt
- 0x80 - Driver's seat belt

**Agricultural
machinery flags**

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Byte0 (LSB):

- 0x01 - Mowing
- 0x02 - Grain release from hopper
- 0x04 - First front hydraulic turned on
- 0x08 - Rear Power Take-Off turned on

Byte1:

- 0x01 - Excessive play under the threshing drum
- 0x02 - Grain tank is open
- 0x04 - 100% of Grain tank
- 0x08 - 70% of Grain tank
- 0x10 - Drain filter in hydraulic system of drive cylinders is plugged
- 0x20 - Pressure filter of drive cylinders hydraulic system is plugged
- 0x40 - Alarm oil level in oil tank
- 0x80 - Pressure filter of brakes hydraulic system is plugged

Byte2:

- 0x01 - Oil filter of engine is plugged
- 0x02 - Fuel filter is plugged
- 0x04 - Air filter is plugged
- 0x08 - Alarm oil temperature in hydraulic system of chassis
- 0x10 - Alarm oil temperature in hydraulic system of drive cylinders
- 0x20 - Alarm oil pressure in engine
- 0x40 - Alarm coolant level
- 0x80 - Overflow chamber of hydraulic unit

Byte3:

- 0x01 - Unloader drive is ON. Unloading tube pivot is in idle position
- 0x02 - No operator!
- 0x04 - Straw walker is plugged
- 0x08 - Water in fuel
- 0x10 - Cleaning fan RPM
- 0x20 - Trashing drum RPM

Byte4:

- 0x02 - Low water level in the tank
- 0x04 - First rear hydraulic turned on
- 0x08 - Standalone engine working
- 0x10 - Right joystick moved right
- 0x20 - Right joystick moved left
- 0x40 - Right joystick moved front
- 0x80 - Right joystick moved back

Byte5:

- 0x01 - Brushes turned on
- 0x02 - Water supply turned on
- 0x04 - Vacuum cleaner
- 0x08 - Unloading from the hopper
- 0x10 - High Pressure washer (Karcher)
- 0x20 - Salt (sand) disperser ON
- 0x40 - Low salt (sand) level

Byte6:

- 0x01 - Second front hydraulic turned on
- 0x02 - Third front hydraulic turned on
- 0x04 - Fourth front hydraulic turned on
- 0x08 - Second rear hydraulic turned on
- 0x10 - Third rear hydraulic turned on
- 0x20 - Fourth rear hydraulic turned on
- 0x40 - Front three-point Hitch turned on
- 0x80 - Rear three-point Hitch turned on

Byte7:

- 0x01 - Left joystick moved right
- 0x02 - Left joystick moved left
- 0x04 - Left joystick moved front
- 0x08 - Left joystick moved back
- 0x10 - Front Power Take-Off turned on

Security state flags	8	<p>Byte0 (LSB):</p> <ul style="list-style-type: none"> 0x20 - Bit appears when any operate button in car was put 0x40 - Bit appears when immobiliser is in service mode 0x80 - Immobiliser, bit appears during introduction of a programmed sequence of keys in the car <p>Byte1:</p> <ul style="list-style-type: none"> 0x01 - the key is in ignition lock 0x02 - Ignition on 0x04 - Dynamic ignition on 0x08 - Webasto 0x20 - Car closed by factory's remote control 0x40 - Factory-installed alarm system is actuated (is in panic mode) 0x80 - Factory-installed alarm system is emulated by module <p>Byte2:</p> <ul style="list-style-type: none"> 0x01 - Parking activated (automatic gearbox) 0x10 - Handbrake is actuated (information available only with ignition on) 0x20 - Footbrake is actuated (information available only with ignition on) 0x40 - Engine is working (information available only when the ignition on) 0x80 - Reverse is on <p>Byte3:</p> <ul style="list-style-type: none"> 0x01 - Front left door opened 0x02 - Front right door opened 0x04 - Rear left door opened 0x08 - Rear right door opened 0x10 - Engine cover opened 0x20 - Trunk door opened <p>Byte4:</p> <ul style="list-style-type: none"> 0x01 - Car was closed by the factory's remote control 0x02 - Car was opened by the factory's remote control 0x03? - Trunk cover was opened by the factory's remote control 0x04 - Module has sent a rearming signal 0x05? - Car was closed three times by the factory's remote control - High nibble (mask 0xF0 bit) 0x80 - CAN module goes to sleep mode
Tachograph driver card presence	1	<ul style="list-style-type: none"> 0x00 - No driver card 0x01 - Driver1 card presence 0x02 - Driver2 card presence 0x03 - Driver1 and driver2 cards present
Driver 1 states	1	<ul style="list-style-type: none"> 0xX0 - Break/rest 0xX1 - Availability 0xX2 - Work 0xX3 - Driving 0x0X - No time-related warning detected 0x1X - Limit #1: 15 min before 4 1/2 h
Driver 2 states	1	<ul style="list-style-type: none"> 0x2X - Limit #2: 4 1/2 h reached (continuous driving time exceeded) 0x3X - Limit #3: 15 minutes before optional warning 1 0x4X - Limit #4: optional warning 1 reached 0x5X - Limit #5: 15 min before optional warning 0x6X - Limit #6: optional warning 2 reached

Send data with 0, if ignition is off

Depending on LV-CAN200/ALL-CAN300 I/O parameters and ignition status, FM36M1 can send locked (last known) LV-CAN200/ALL-CAN300 I/O and active (real time) parameters values or reset values to 0. When ignition is off, LV-CAN200/ALL-CAN300 I/O parameters values sent to server are:

LV-CAN200/ALL-CAN300 I/O element	Status
Vehicle Speed	reset
Accelerator pedal position	reset
Total fuel used	lock
Fuel level (liters)	lock
Engine RPM	reset
Total mileage	lock
Fuel level (%)	lock
Program number	lock
Module ID	lock
Engine Work Time	lock
Engine Work Time (counted)	lock
Total Mileage (counted)	lock
Fuel Consumed (counted)	lock
Fuel Rate	reset
Program number	lock
AdBlue Level (%)	lock
AdBlue Level (liters)	lock
Engine Load	reset
Engine Temperature	active
Axle 1 Load	lock
Axle 2 Load	lock
Axle 3 Load	lock
Axle 4 Load	lock
Axle 5 Load	lock
Control State Flags	active
Agricultural Machinery Flags	active
Harvesting Time	lock
Area of Harvest	reset
Mowing Efficiency	active
Grain Mown Volume	active
Grain Moisture	active
Harvesting Drum RPM	reset
Gap Under Harvesting Drum	active
Security State Flags	active
Tachograph Total Vehicle Distance	lock
Trip Distance	reset
Tachograph Vehicle Speed	reset
Tachograph Driver Card Presence	active
Driver1 States	active
Driver2 States	active
Driver1 Continuous Driving Time	active
Driver2 Continuous Driving Time	active
Driver1 Cumulative Break Time	active

Driver2 Cumulative Break Time	active
Driver1 Selected Activity Duration	active
Driver2 Selected Activity Duration	active
Driver1 Cumulative Driving Time	active
Driver2 Cumulative Driving Time	active

LV-CAN200/ALL-CAN300 Important Information

Program Number logic change

Due to the growing number of supported cars, program numbers have exceeded "999". In order to maintain one number format, we are moving from 3-digit to 4-digit program numbers.

In new LV-CAN200/ALL-CAN300 firmware (from 2017-09-01) all program numbers that were up to 999 are changed to start from 1000. So that further program numbers would continue the counting with 4-digit numbers.

However, all existing program numbers stay the same, but "1" is added to the front. Device still understands the entered 3-digit program number (via SMS/GPRS), it will automatically add "1" before it. If you enter "247" - device number will turn into "1247". In Bootloader only 4-digit format is available, just add "1" to the front of the needed program number.

Example

When using older connection schemes where program number displayed as 3-digit program number:



Using LV-CAN200/ALL-CAN300 Bootloader from soft version 2017-09-27 it is necessary to add "1" to the front of program number:

