

# Template:FMM CAN adapters FMM640



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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 FMM640 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

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[LV-CAN200](#) and [ALL-CAN300](#) program number can be set remotely, using SMS command, where X is new program number value:

"lvcansetprog X"

## Selecting LV-CAN200 and ALL-CAN300 program number manually

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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 FMM640 CAN adapters ALL-CAN300 and LV-CAN200

Connect USB Plug to FMM640 device, connect Light Vehicles Can adapter to other end of the cable. Connect Light Vehicles Can adapter Pin 1 and Pin 2 to cars 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. Pins 9, 10 connections are optional it depends on exact car model.

For exact pinout see sticker on Light Vehicles 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.**

## FMM640 ALL-CAN300 and LV-CAN200 parameters configuration

Because FMM640 have [LV-CAN200/ALL-CAN300](#) RX and TX in its own pinout, device configuration can be performed via micro-USB when CAN adapter is connected to the vehicle.

When FMM640 is connected to LV-CAN200 or ALL-CAN300, user can see all information that is received from the vehicle in configurator [LV-CAN200](#) section, all data are highlighted by green background color. Information in this section is automatically refreshed. CAN bus data which can be read from your car is provided in "Light or All Vehicles CAN adapter supported cars" document. The [LV-CAN200](#) I/O element can be configured like any other I/O element in FMM640 configurator.

When using offline configuration method user can select which CAN data will be read from [LV-CAN200](#) or [ALL-CAN300](#) and sent directly to the server without connection to adapter. Please note that parameters depend on vehicle manufacturer and vehicle model. For further information check "Light and All Vehicles CAN adapter supported cars" document.

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 "FMM640 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
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**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
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## Security state flags 8

Byte0 (LSB):

- 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

Byte1:

- 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

Byte2:

- 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

Byte3:

- 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

Byte4:

- 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

<b>Tachograph driver card presence</b>	1	0x00 - No driver card 0x01 - Driver1 card presence 0x02 - Driver2 card presence 0x03 - Driver1 and driver2 cards present
<b>Driver 1 states</b>	1	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
<b>Driver 2 states</b>	1	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, FMM640 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:

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

<b>Driver1 States</b>	active
<b>Driver2 States</b>	active
<b>Driver1 Continuous Driving Time</b>	active
<b>Driver2 Continuous Driving Time</b>	active
<b>Driver1 Cumulative Break Time</b>	active
<b>Driver2 Cumulative Break Time</b>	active
<b>Driver1 Selected Activity Duration</b>	active
<b>Driver2 Selected Activity Duration</b>	active
<b>Driver1 Cumulative Driving Time</b>	active
<b>Driver2 Cumulative Driving Time</b>	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:

