

Features settings

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Eco/Green Driving



When vehicle parameters exceed the values of *Max Acceleration*, *Max Braking* or *Max Cornering* parameters, the scenario is activated: a record is generated, and the digital output status is changed to 1 when configured. You can configure all three parameters in m/s^2 units. The scenario is activated until the current Acceleration, Braking, or Cornering value decreases below the set parameter value. Parameters used with *Eco/Green Driving* functionality are given in a table below.

Parameter name	Description
Scenario Settings	Enable/Disable Green driving functionality
Max Acceleration	Value which can be reached while accelerating without triggering harsh acceleration event.
Max Braking Acceleration	Value which can be reached while braking without triggering harsh braking event.

Calculate	Setting which can be used to create customised calculations for Max Acceleration, Max Braking and Max Cornering based on the users vehicle. PLEASE NOTE: calculations will show as 0.5 until vehicle weight and power number will not be inserted.
Select Drive Type	Based on vehicle's drive type, e.g. front-wheel drive, rear-wheel drive, all-wheel drive
Select Transmission Type	Based on vehicle's transmission type e.g. manual, automatic, dual clutch (DCT)
Select Driving Mode	This is used to set low, medium and high settings for early acceleration. Sensitive - for most restrictive settings, for example carrying cargo. Normal - medium restrictive settings, used for normal day to day operations. Insentitive Clutch - least restrictive settings for drivers
Enter Vehicle Weight (kg)	Actual weight of the car or the one registered in the logbook (required)
Enter Vehicle Power (kw)	Actual engine power of the vehicle, same as registered in the logbook (required)
Source	Which source (GPS or accelerometer) data will be collected from.
Eco/Green Driving Duration	If enabled, additional record with Eco/Green Driving event duration (ms) will be saved and send to server. When GPS is selected as the data source duration accuracy will be in seconds.
Output Control	Which FMC234 Digital Output will be used for accesory (buzzer, LED and etc.) activation/deactivation.
DOUT ON Duration	A value in miliseconds (ms), for how long DOUT should be active.
DOUT OFF Duration	A value in miliseconds (ms), for how long DOUT should be inactive.

Advanced Eco Driving

From 03.25.14.Rev.03 base firmware version new [parameter](#) has been added (Eco Driving Maximum and Eco Driving Average) to [FMT100](#) device. This parameter is **enabled** by default.

When this parameter is enabled device uses an advanced Eco Driving algorithm and sends different IO (maximum, average) elements instead of IO to server. When enabled, device does not send Green Driving value IO element [254](#).

Parameter name	Description
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Eco Driving Average	If Eco/Green driving is enabled and accelerometer is selected as the data source, enabling Eco Driving Average will cause records with Eco Driving event Average value to be saved and send to the server.
Eco Driving Maximum	If Eco/Green driving is enabled and accelerometer is selected as the data source, enabling Eco Driving Maximum will cause records with Eco Driving event Maximum value to be saved and send to the server.

Data output

Data from accelerometer/GPS are continuously monitored and processed and are used to decide whether a harsh event has occurred. If either of three cases is satisfied, an event is generated and a record is saved and sent to the server ([FMC234](#) must be properly configured in order to send the record). Event value is multiplied by 100 before sending/saving records to get more precision when displaying data.

Auto calibration

The auto-calibration process is following:

1. The vehicle is stopped.
2. There is a straight road ahead.
3. Send SMS "*auto_calibrate:set*" to the FMB device.
4. Accelerate to >30 km/h for 5 sec.
5. FMB will send a response when calibration is completed successfully.

Calibration is saved to internal flash memory, which means it will stay after a reset. To check auto-calibration status send a following short text message to the FMB device: "*auto_calibrate:get*".

Over Speeding

When vehicle speed exceeds configured maximum speed value the scenario is activated, an event record is generated. Detected speed has to be greater than configured max speed +3% of configured max speed for the overspeeding event to start. To stop overspeeding event detected speed has to be lower than configured max speed -3% of configured max speed. Configurable parameters:



- Scenario settings - defines priority of over speeding scenario: 0 - disabled, 1 - low, 2 - high, 3 - panic.
- Max speed - it is max allowed speed which can be reached. If speed exceeded configured value, then event will occur.
- Send SMS to - GSM number to which SMS event will be sent.

- SMS text - SMS text.

Jamming

Jamming	
Scenario Settings	
Disable	Low Priority
High Priority	Panic Priority
Eventual Records	
Disable	Enable
Output Control	
None	DOUT 1
DOUT 2	
DOUT ON Duration (ms)	200
DOUT OFF Duration (ms)	200
Time Until Jamming Event Detection (s)	60

When a device detects GSM signal jamming, it activates the Jamming scenario. The device then starts a configurable timeout before responding that is intended to reduce false positives. After the timeout ends, the device generates an event record and digital output status is changed to 1 when configured. If the device regains a GSM signal before the countdown ends, no event will be generated and output will not be controlled. This Digital Output activation can be used to trigger measures to disrupt potential thieves using GSM signal jamming to steal your vehicle.

Connecting a Buzzer to the Digital Output to emit sounds as soon as jamming is detected is the most straightforward use of this scenario.

The Digital Output can be directly connected to the vehicle's alarm system to ensure the thief can not avoid triggering it.

It can also be connected to the central lock system to ensure that all the doors are locked.

A relay can be used to disable the starter motor. Usually used with the Immobilizer scenario.

Alternatively, the Digital output can also be connected to an LED visible to the driver to inform the driver when Jamming occurs.

Note that this scenario will not work with [Deep Sleep](#), [Ultra Deep Sleep](#) and [Online Deep Sleep](#) modes, since they disable the device's GSM module to save power.

Eventual Records parameter can be configured: when it is disabled scenario status value will appear in each AVL record, otherwise, it will be appended only to eventual records.

For a more visual explanation, take a look at the video made by Teltonika explaining the use-case of Jamming Detection: [Teltonika Jamming Detection scenario](#)

DOUT Control Via Call

DOUT Control Via Call	
Digital Output Control	
None	DOUT 1
DOUT 2	
DOUT Deactivation Settings	
None	DIN 1
DIN 2	DIN 3
Duration Timeout (s)	5

The scenario is activated and digital output is ON when a call is received from a number that is on the authorized numbers list.

Call control functionality is the following:

- When [FMC234](#) is configured to control DOUT1/DOUT2 the device waits for an incoming call from a configured secure number. If a call is received [FMC234](#) turns on DOUT1/DOUT2 for a user defined *Duration Timeout*. If duration timeout set to "0" DOUT1/DOUT2 will be OFF.
- DOUT1/DOUT2 can be turned off by *Duration Timeout* or by digital input 1, digital input 2 or digital input 3.
- DOUT1/DOUT2 will always be ON if, for example, DOUT deactivation is set to DIN1, but DIN1 will be never turned ON, or when duration timeout is set to the maximum value (2147483647) which is about 68 years.

Immobilizer

Immobilizer	
Scenario Settings	
Disable	Low Priority
High Priority	Panic Priority
Eventual Records	
Disable	Enable
Output Control	
None	DOUT 1
DOUT 2	
iButton List Check	
Disable	Enable
Send SMS To	
SMS Text	Immobilizer
Ignition Off timeout(s)	30

If *DOUT Control* is disabled, the scenario will only generate events without digital output activation. If *DOUT Control* is enabled DOUT1/DOUT2 turns ON if ignition turns ON (*Ignition Source* is

configured to 1). After any iButton ID (or RFID card) is attached, DOUT1/DOUT2 turns OFF. After iButton identification configured *Ignition Source* can be turned OFF (*Ignition Source* is configured to 0) for no longer than 30 seconds, otherwise, the immobilizer must be repeated. If the *iButton List Check* parameter is enabled, the authorization will be successful only if the attached iButton is specified in the iButton list.

From the firmware version [03.25.14](#) iBeacon authentication was introduced. iBeacon authentication works in the same way as iButton authentication. To use authorized iBeacons, the iBeacon list should be filled in the device configurator. Instructions how to list iBeacons in FMB devices can be found [here](#).

By using iBeacon authorization, the immobilizer feature can be used with devices that don't have a 1-wire data connection available.

The "Ignition Off Timeout" parameter is used to set the duration after which authorization is activated when the ignition is turned off. For example, if the Ignition off timeout is set to 30 seconds when the driver turns the ignition off, he has 30 seconds until the immobilizer security check turns on again. In other words, if the driver turns off the ignition and turns it back on in less than 30 seconds, then he will not have to attach the iButton to the reader again.

The "No Authentication Timeout" is used as a backup option in order to turn on the vehicle. For example if you set the "No Authentication Timeout" to 60 seconds, then you need to turn on the ignition and keep it active for 60 seconds, then the authorization will be successful (it will bypass the iBeacon or iButton authorization) and user will be able to turn on the vehicle on.

SECO



The solution, introduced in firmware version 03.28.02, is designed to stop a stolen vehicle without causing accidents. It accomplishes this by pulsing digital output to disable the fuel pump at intervals until the vehicle slows down to a configured speed, at which point the pump is fully disabled. Parameters used with *SECO* functionality are given in a table below.

Parameter name	Description	Parameter ID
Scenario Settings	Enable/Disable SECO functionality	12250
Eventual Records	If disabled - scenario status value will be appended in each AVL record	12251
Output Control	Available scenario settings for module Digital output activation/deactivation	12252
Speed	Digital output will be activated if vehicle speed consistently lower than configured during "Speed check period"	12254

Speed Pulse scenario	Valid if "Output Pulse" feature enabled. Scenario will be activated if vehicle speed consistently lower than configured during "Speed check period". After activation digital output will be activated and disabled continuously until speed will be lower then configured in "Speed" field and longer then "Speed check period"	12259
Speed check period	Time span during which vehicle speed must be lower than configured for output to activate.	12255
Momevent timeout	Accelerometer's instant movement timeout after which output will be activated (GNSS OFF)	12256
Output pulse	Pulse scenario adds additional output control which helps to slow down vehicle before fully disabling fuel pump.	12253
DOUT ON duration	A value in milliseconds, for how long DOUT should be active	12257
DOUT OFF duration	A value in milliseconds, for how long DOUT should be inactive	12258

SECO SMS Commands

Secure engine cut-off (SECO) functionality is available for device with at least one DOUT. For SECO functionality to work, DOUT must to be selected. SECO has DOUT control priority higher than immobilizer scenario.

SECO scenario can only be enabled or disabled by SMS commands:

- "secoon" - to activate SECO functionality.
- "secooff" - to disable SECO functionality.

The structure of sending SMS commands: [FMB130 SMS/GPRS Commands](#)

1. SMS responses

To SMS command „secooff“ device will give response: „Seco off received. DOUTX off“.

To SMS command „secoon“ response:

1. „Seco on received. Waiting for conditions“.
2. „Seco on received. DOUTX pulsing“.
3. „Seco on received. DOUTX on“.

When response is not 3 all later SMS will be received. Example: SMS 1 received and pulse configured, then SMS 2 will be received when speed is lower than configured and SMS 3 will be received when speed reaches 0 km/h.

Note: Sending commands to the device without DOUT will give response "SECO not available for this device". When DOUT is not selected in configuration response will be: "Error. no DOUT configured". This secure vehicle disabling solution is supported by any Teltonika FMB series tracker (excluding FMX640 series trackers), also SIM card is in order to get data to your server.

For more information about SECO configuring please see [here](#)

iButton Read Notification

iButton Read Notification

Output Control

<input checked="" type="radio"/> None	<input type="radio"/> DOUT 1
<input type="radio"/> DOUT 2	

DOUT ON Duration(ms)

iButton List Checking

<input checked="" type="radio"/> Disable	<input type="radio"/> Enable
--	------------------------------

Depend On Ignition

<input checked="" type="radio"/> Disable	<input type="radio"/> Enable
--	------------------------------

Output control parameter let user chose which DOUT will iButton blink. After connecting of iButton DOUT will blink for period of time, which configured in DOUT ON Duration parameter. The iButton List checking parameter configures that device reads the iButton ID from list or not. For example if configured as Enabled, device will not blink DOUT unless the iButton is in iButton list. If Depend on Ignition parameter is enabled then Output will be triggered only if ignition is off (in addition to being in a list if iButton List Checking is also enabled). Output control examples when iButton is detected (if None is selected in Output Control - all of the following steps will be skipped):

- If both iButton List Checking and Depend on Ignition are disabled - Output is triggered.
- If iButton List Checking is enabled and Depend on Ignition is disabled - Output is triggered only if iButton is in the list.
- If iButton List Checking is disabled but Depend on Ignition is enabled - Output is triggered only if ignition is off.
- If both iButton List Checking and Depend on Ignition are enabled - Output will trigger if iButton is in the list and ignition is off.

iButton Read Notification parameters:

- Output control - available scenario settings for module Digital output activation/deactivation
- DOUT ON/OFF duration - a value in seconds, for how long DOUT1/DOUT2 should be active or inactive.
- iButton List checking - parameter configures that device reads the iButton ID from list or not.
- Depend on Ignition - Output will be triggered only if ignition is off

GNSS Fuel Counter

GNSS Fuel Counter	
City Consumption (L/100km)	0
Highway Consumption (L/100km)	0
Average Consumption (L/100km)	0
City Speed (km/h)	30
Highway Speed (km/h)	90
Average Speed (km/h)	60
Correction Coefficient	1
Fuel Consumption On Idling (L/h)	1
Higher Speeds Add (%)	20
Highway Consumption Every (km/h)	50

To configure *Fuel Counter* parameters use fuel consumption norms which are presented in the technical documentation of the vehicle. By default speeds for these fuel consumption norms are: City - 30 km/h, Average - 60 km/h, Highway - 90 km/h. These values can be changed.

When speed is higher than the highway fuel consumption speed, x% of highway fuel consumption is added every extra y km/h, by default [FMC234](#) adds 20% every 50 km/h of extra speed. For example, the fuel consumption is (1.2 * (Highway Fuel Consumption)) at 140 km/h and (1.4 * (Highway Fuel Consumption)) at 190 km/h.

Correction coefficient is used to correct every value of fuel consumption which is sent to the server through an expression of ((Used Fuel) * *Correction coefficient*). By default, it is 1, with minimum and maximum values of accordingly 0.01 and 2. For example, when the correction coefficient is 1 and [FMC234](#) calculates that the amount of used fuel over 35 m distance is 20 ml, the value of 20 ml will be sent to the server, and if correction coefficient is 1.2, the value of $20 * 1.2 = 24$ ml will be sent to the server.

Fuel Consumption on Idling is used to calculate fuel consumption when the ignition is on, but the vehicle is stationary. The consumption value is 1 l/h by default, with a minimum and maximum of accordingly 0 and 5 l/h. This parameter is less than 1.0 l/h for almost all diesel cars and is equal to about 1.5 - 2.0 l/h for gasoline cars.

DOUT Control Via Ignition

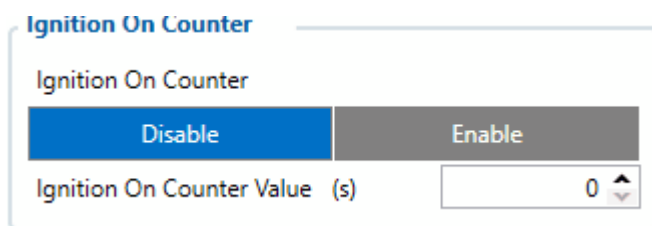
DOUT Control Via Ignition	
DOUT Control via Ignition Scenario	
Disable	Enable
DOUT Control	
None	DOUT1
DOUT2	
DOUT Deactivation Via DIN	
None	DIN1
DIN2	DIN3
Ignition Off Timeout(s)	5

This feature allows direct control of DOUT by configured ignition source status. When enabled, the function will start to monitor ignition status, and once the ignition changes state from On to Off after configured Ignition Off a timeout, selected DOUT (Digital Output) will be turned On.

Turning DOUT Off is possible with enough voltage applied to the configured DIN (Digital Input). Voltage requirements: DIN1 - 7.5V, DIN2-4 - 2.5V.

Parameter name	Description
DOUT Control via Ignition Scenario	Enable/Disable DOUT Control Via Ignition scenario
DOUT Control	Scenario controls configured DOUT if ignition timeout exceeds its limit
DOUT Deactivation Via DIN	DOUT is turned off if configured DIN is in on (voltage applied) state
Ignition Off timeout	Duration (in seconds) after which DOUT is turned on, when ignition is turned off

Ignition ON Counter

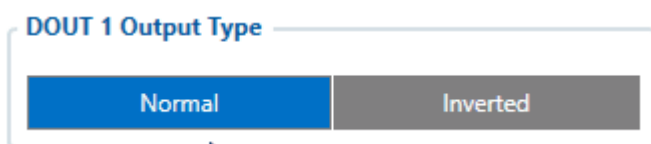


Ignition ON Counter scenario counts the time spent with the ignition in the resolution of seconds. It is possible to configure a starting value of the counter. Maximum value: **2147483647** seconds or 596523.235 hours **NOTE THAT**, when entering a starting value, the value must be in seconds!

Example of Ignition On Counter **I/O** element:

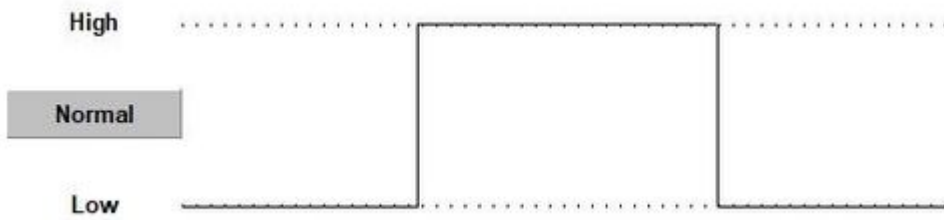
Ignition On Counter	0
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DOUT 1 Output Type



DOUT 1 Output Type functionality sets the initial *DOUT1* state. If functionality is configured in *Normal* mode digital output inactive state is low and when it is controlled by any scenario digital output is set to high state. Whenever functionality is configured in *Inverted* mode digital output inactive state is high and when it is controlled by any scenario digital output is set to low state.

DOUT1 in **Normal** state:



DOUT1 in **Inverted** state:



- **Notice!** Digital output type control functionality will not affect SMS/GPRS command **setdigout** execution.

 Available from Firmware version: [3.27.07.Rev.00](#)

GNSS Jamming



GNSS Jamming is the transmission of radio signals that disrupts communications between tracker and satellites by decreasing the signal to noise ratio. When a device detects GNSS signal jamming, it activates the GNSS Jamming scenario. The device then generates and sends a record to the server, depending on hardware model activates Digital Output and optionally sends SMS notification to configured GSM number. After device regains GNSS signal, Digital Output is immediately deactivated and a new record is sent to the server. This Digital Output activation can be used to trigger measures to disrupt potential thieves using GNSS signal jamming to steal your vehicle.

GNSS Jamming record is stored in AVL ID 318 parameter and has 3 possible values:

- 0 - No Jamming,
- 1 - Jamming warning status, which means that signal and accuracy is disrupted but device is able to hold GPS fix for at least 5 seconds.
- 2 - Jamming critical status, which means that device is not able to acquire GPS fix.

Worth mentioning, that Jamming Detection can go from any state to any other in 1 second intervals. It is completely dependent on received NMEA data by GNSS receiver. Therefore, it is possible in repeated jamming scenario for the state to rapidly go from 0 to 2 and backwards. Also, GNSS Jamming functionality is capable to separate indoor areas (e.g. underground parking) from events when jamming is actually happening. This is possible because in-band jamming will affect internal PGA (Programmable Gain Amplifier) degrade, as a result, CNR (Carrier-to-noise ratio) will degrade as well. On the other hand, if CNR degrade is degraded only because of underground or signal covered, internal PGA gain will keep almost the same.

Eventual Records parameter can be configured: when it is disabled scenario status value will appear in each AVL record, otherwise, it will be appended only to eventual records.

Note: GNSS Jamming is only available since 03.29.00.Rev.601 or newer firmware version.

Note: GNSS Jamming is not available on 3.80, 3.82 but available on 5.10, 5.1.5, 5.1.8 or newer GNSS module firmware versions. GNSS module version can be checked by SMS\GPRS command - getver

Note that this scenario will not work with [Deep Sleep](#), [Ultra Deep Sleep](#) and [Online Deep Sleep](#) modes, since they disable the device's GNSS module to save power.