CANTRAK DISPLAYS & GENERIC ENGINE MONITORING FOR J1939/J1587 ENGINES

APPLICATIONS

Plug-and-go solution for the display of J1939 and J1587-transmitted engine and transmission data.

FEATURES

- Compatible with most diesel engines and transmissions
- Large sunlight readable graphical display, 160 x 128 pixels
- Adjustable contrast and backlight
- ISO and SAE standard icons are used for the parameters
- Menu and text based alarm systems are in multiple languages
- Soft function tactile and audible push-keys
- Flexible display options: multi-window screens, with analogue gauge, digital text or graphs
- Data is available in several formats and measurement units
- Comprehensive fuel management and trip computer facilities
- Engine and transmission fault data is handled by a user warning and acknowledgement system

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Generic Engine Monitor (GEM) CANtrak displays transmitted J1939 and J1587 engine and transmission data, active and stored alarms where supported, plus is a trip and fuel computer. The GEM application runs on the renowned CANtrak 7200/7210 robust industrial graphical

The GEM offers user selectable icon based display layouts as well as including a comprehensive multi language text based fault warning and acknowledgement system.

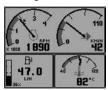
Key feature changes and upgrades

- Enhanced Fuel Computer Operation
- SAE J1587 Legacy Protocol added
- Tri-Screen now is configurable similar to the Quad-Screens
- Configuration Menu now has optional PIN Personal Identification Number to lock other users out from making Config Menu changes
- · Quad-Screens can now be "locked" to prevent unauthorised changes
- · SAE 1939 Source Addressing has greater configurability
- Service Interval counter/display can now be disabled
- The DM1 message "No Active Faults" no longer triggers an alarm
- · Many new parameters added

Typical GEM display screens

Tri-screen, analogue readout

displays.



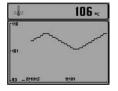
Quad screen digital



Quad screen analogue



Uni-screen, graph (history) readout











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FEATURES

- Automatic last screen store and a keyboard lock
- A number of Engineering screens are available such as Comms and Message Database Viewers
- Alarm data and engine source filtering are user selectable. If supported by the ECU engine configuration data can be viewed
- Users are able to specify the engine service interval prompt and also the fuel tank capacity for fuel and distance to empty calculations
- Electrical connection to data and power lines is via a sealed Deutsch 12 way connector
- Front cover (optional)

SPECIFICATIONS

DISPLAYED DATA IF RECEIVED FROM THE ENGINE AND TRANSMISSION ECU'S

ELECTRICAL PRES

Electrical Potential

Battery Potential Switched

Net Battery Current

Alternator Potential

Alternator Current

FUEL

Fuel Remaining

Fuel Rate

Instantaneous Fuel Economy

Trip Fuel Economy

Trip Fuel

Trip Fuel Rate

Total Fuel Used

Fuel Leakage 1

Fuel Leakage 2

DISTANCE

Distance Remaining

Trip Distance

Total Vehicle Distance

PRESSURE

Fuel Delivery Pressure

Barometric Pressure

Auxiliary Pressure 1

Boost Pressure

Air Inlet Pressure

Air Filter 1 Differential Pressure

Injector Metering Rail 1 Pressure

Injector Metering Rail 2 Pressure

Coolant Pressure

Engine Oil Pressure

Transmission Oil Pressure

Clutch Pressure

Air Start Pressure

PRESSURE

Injection Control Pressure

TEMPERATURE

Engine Coolant Temp

Engine Intercooler Temp

Engine Coolant Temp

Engine Intercooler Temp

Engine Oil Temperature 1

Transmission Oil Temperature

Turbo Oil Temperature

Fuel Temperature

Intake Manifold 1 Temp

Air Inlet Temp.

Exhaust Gas Temp

Auxiliary Temp 1

Engine ECU Temp

Exhaust Gas Port 1 Temp

Exhaust Gas Port 2 Temp

Turbo 1 Compressor Inlet Temp

PERCENTAGE

Fuel Level

Acceleration Position

Throttle Position

Engine Oil Level

Coolant Level

Estimated % Fan Speed

Drivers Demand % Torque

Actual Engine % Torque

Torque Use at RPM

01940 000 0011

SPEED

Input Shaft Speed

Output Shaft Speed

Engine Speed

Turbo 1 Speed

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SPECIFICATIONS

DISPLAYED DATA IF RECEIVED FROM THE ENGINE AND TRANSMISSION ECU'S	
SPEED	MISCELLANEOUS
Engine Desired Operating Speed Navigation Wheel based Vehicle Speed	Torque Convertor Lock-Up Engaged Current Gear
TIME	Selected Gear CANTX Disable
Total Engine Hours Trip Engine Hours Service Hours	CANTA Disable
PART No.	
GEM Software on a CANtrak 7200	Please contact SeaStar Solutions
GEM Software on a CANtrak 7210	Please contact SeaStar Solutions
FAULTS (suspect parameter number) AVAILABLE WITH RELEVANT MESSAC	GE SUCH AS TOO HIGH/TOO LOW
Engine coolant pressure	Battery voltage - switched
Accelerator Pedal Position	Battery voltage - actual
Engine Load	Exhaust temperature
Fuel pressure	Fuel temperature
Fuel level	
	Engine oil temperature
Water in fuel	Engine oil temperature Transmission oil temperature
Water in fuel Engine Oil level	· ·
	Transmission oil temperature
Engine Oil level	Transmission oil temperature Fuel rate
Engine Oil level Engine Oil filter differential pressure	Transmission oil temperature Fuel rate Engine speed
Engine Oil level Engine Oil filter differential pressure Engine Oil pressure	Transmission oil temperature Fuel rate Engine speed Total Engine hours
Engine Oil level Engine Oil filter differential pressure Engine Oil pressure Boost Pressure	Transmission oil temperature Fuel rate Engine speed Total Engine hours Total Fuel used
Engine Oil level Engine Oil filter differential pressure Engine Oil pressure Boost Pressure Intake manifold temperature	Transmission oil temperature Fuel rate Engine speed Total Engine hours Total Fuel used Auxiliary Temperature #1
Engine Oil level Engine Oil filter differential pressure Engine Oil pressure Boost Pressure Intake manifold temperature Air inlet pressure	Transmission oil temperature Fuel rate Engine speed Total Engine hours Total Fuel used Auxiliary Temperature #1 Navigation Based Vehicle speed
Engine Oil level Engine Oil filter differential pressure Engine Oil pressure Boost Pressure Intake manifold temperature Air inlet pressure Barometric pressure	Transmission oil temperature Fuel rate Engine speed Total Engine hours Total Fuel used Auxiliary Temperature #1 Navigation Based Vehicle speed Engine speed sensor
Engine Oil level Engine Oil filter differential pressure Engine Oil pressure Boost Pressure Intake manifold temperature Air inlet pressure Barometric pressure Engine coolant Temperature	Transmission oil temperature Fuel rate Engine speed Total Engine hours Total Fuel used Auxiliary Temperature #1 Navigation Based Vehicle speed Engine speed sensor Timing Sensor

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