



DIGITAL TACHOGRAPH- Data Communication

Tachograph Generator 6041-001-MTG for Telematics



Features

This image shows the DTCO1381 Rel. 4.0 being equipped in this rig together with the DSRC and GNSS antennas for communication and GEO position via satellite. These antennas are normally mounted directly to the vehicles windscreen because of best transmission quality. This is also the reason why we fitted the antennas on top of the rig.

This assembly is only one example and can be configured to customers requirement. Like this particular one is prepared to take second tachograph with the same features that will require another set antennas. We would provide you with our detailed offer upon your wishes.

The front socket interfaces just below the Tachograph area has 4 mm female bushes that are clearly marked as to what they are. Operation and connection accessibility has been optimally arranged.

The 230V mains connection is on the right hand side, to right of the recessed grip. To the left are two fuses for the internal circuits of 12 and 24 Volts.

At the right from the row of switches is a rotary knob (potentiometer) for the speed desired adjustment. Adjacent is a dual pole rocker switch that turns the system on/off.

In order to put the tachograph into operation, there are three switches to each tachograph for: light, battery and ignition. The e-speedo at the left has two switches only, light (85d) and adjacent battery + ignition (30+15) the latter ones are put together over on switch. Each of these switches have a green control diode.

At the far right are two further diodes, red and green for the battery charging circuit. The red one lights up only when a fault occurs. The green diode lights intermittent when the battery is being charged, when fully charged the diode changes to permanent green.

An optimal unit in which four digital and one analogue tachograph can be fitted. These tachograph can be driven by one motor at a time or all together. Later addition of one or more and exchange of tachograph is possible at any time.

An ideal tool for the required testing proving the progress of software development by programming at telematics systems.

In particular important because of the differences between substantial deviation between programme levels.

Technical Data – 604 - 001- MTG

Operating voltage:	230 V
Internal voltage:	12 and 24 V
Current consumption:	max. 0.4 A
Fuse mains:	0.63 AT
Fuse internal 12V:	1.25 AT
Fuse internal 24V:	2.50 AT
ON/OFF rocker switch:	Mains
ON/OFF dual pole rocker switch :	System
ON/OFF rocker switch :	Light
ON/OFF rocker switch :	E-Speedo / KTCO1381
ON/OFF rocker switch tachograph 1:	Light
ON/OFF rocker switch tachograph 1:	Battery
ON/OFF rocker switch tachograph 1:	Ignition
ON/OFF rocker switch tachograph 2:	Light
ON/OFF rocker switch tachograph 2:	Battery
ON/OFF rocker switch tachograph 2:	Ignition
ON/OFF rocker switch tachograph 3:	Light
ON/OFF rocker switch tachograph 3:	Battery
ON/OFF rocker switch tachograph 3:	Ignition
ON/OFF rocker switch tachograph 4:	Light
ON/OFF rocker switch tachograph 4:	Battery
ON/OFF rocker switch tachograph 4:	Ignition
CAN_H	C4
CAN_L	C8
CAN_GND	C7
K-Line	D7
Information	D8
EMV	in accordance with EC-Directive 2004/108/EG
Mains cable	3-adrig ~2m
Dimensions	570 ×310×360 mm (B×H×T)
Weight	~17 kg

In order to support the buffer battery in the DTCO1381, we fit a rechargeable battery with loading system to the rig 6041-MTG. The red and green diodes at the right are indicating its functioning. The green diode is on all the time when the battery is fully loaded, as soon as this status changes the loading start and the green diode begins blinking until the battery is again fully loaded. The red diode comes on only when the system has developed a fault.