

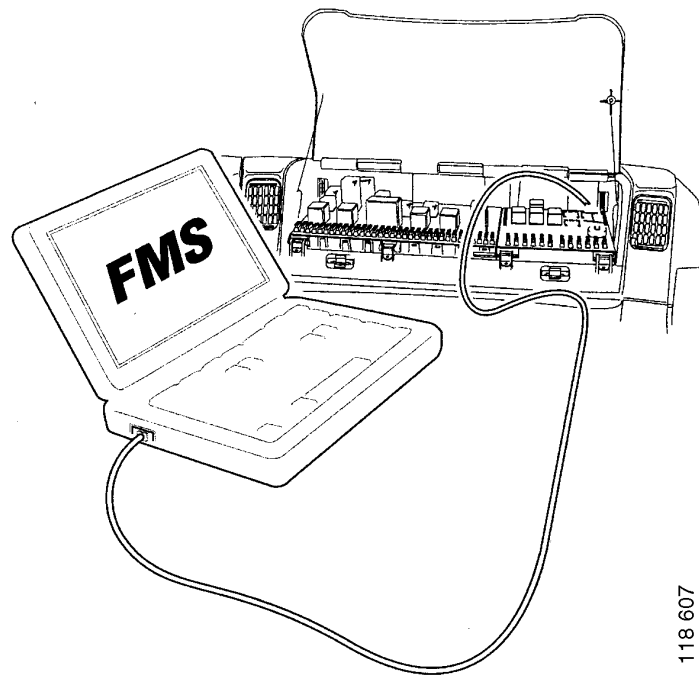
SCANIA

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Issue 1 **en**

FMS interface

Function description



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Function description

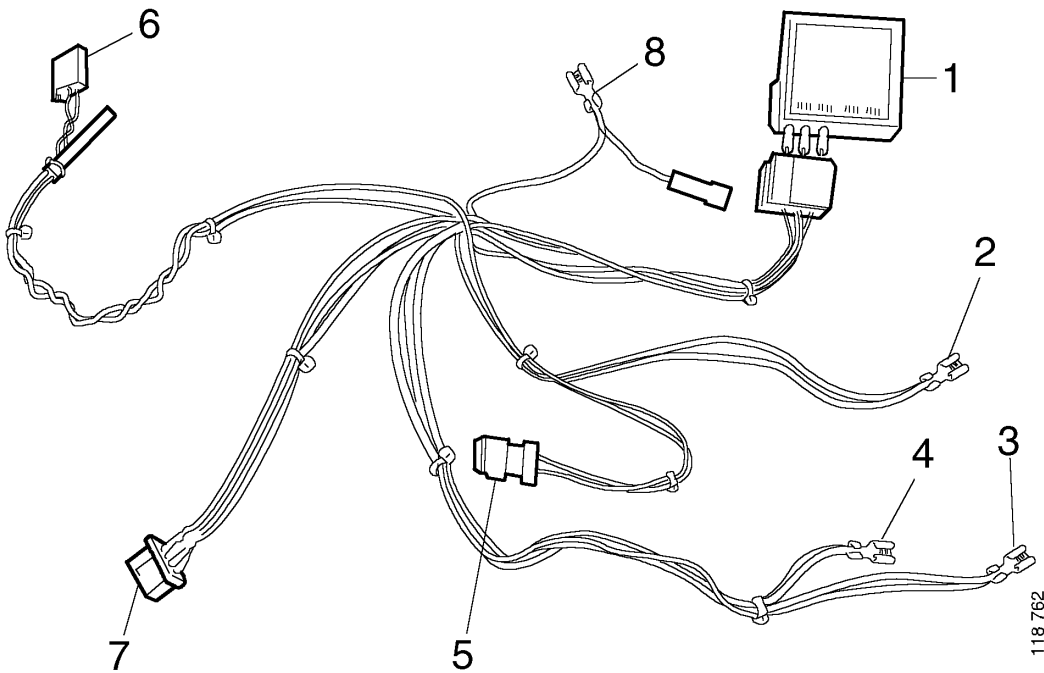
General

The Scania FMS interface will become an increasingly important unit in all vehicles. FMS is an abbreviation for Fleet Management System. A wiring is installed in the vehicle that is connected from the FMS control unit to the CAN bus (CAN = Controller Area Network). The FMS control unit collects all the necessary information from the CAN bus and converts it to signals in J1939 format. This information can then be presented on a trip computer, a computer connected to the vehicle or forwarded to the office. The FMS control unit has three different functions:

- it connects the different parts of the system to each other so that information can be displayed
- it acts as a firewall, which protects the system against external interference (one-way communication)
- it translates CAN bus signals to standard SAE J1939 format

Layout

The FMS interface comprises a number of cables that are connected to their respective components. See also wiring diagram 16:24-47.

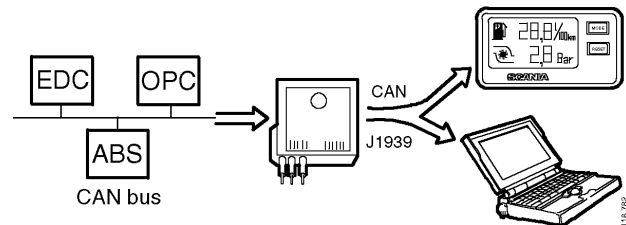


- 1 FMS control unit, E51
- 2 Earth connection
- 3 Voltage, 15 supply
- 4 Voltage, 30 supply
- 5 CAN connection for external FMS, C461, output signal
- 6 Connection to CAN bus in vehicle, input signal
- 7 Connection to trip computer
- 8 Connection for instrument lighting

Main functions

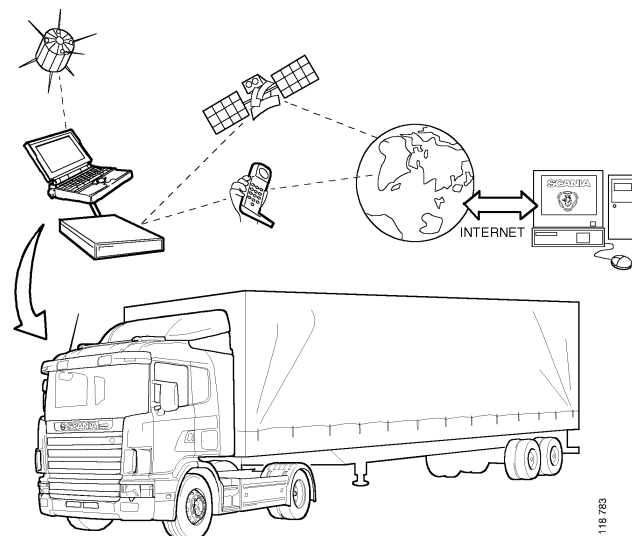
Control unit functions

The Scania FMS interface is flexible and enables any Scania-approved FMS systems available on the market to retrieve and process data from the CAN bus in the vehicle. The FMS control unit reads and conveys information from the CAN bus in the vehicle to the trip computer or external systems. This data can be used in different ways by the FMS systems. Information that can be presented includes fuel consumption (idling, power take-off, driving), charge air pressure, engine coolant temperature and oil pressure.



Advantages of the FMS system

A complete FMS system has many advantages. Scania has chosen to make available data from vehicles to other suppliers, as this provides a greater flexibility to both hauliers and suppliers of FMS for integrating internal and external systems in the vehicle. Depending on the actual FMS equipment, the vehicle information can be processed in different ways and transmitted to an office-based system for monitoring, tracking and maintenance. The system can perform specialised tasks, such as navigation, logistics, monitoring and positioning, or it can be used by the office to obtain a continuous flow of vehicle data. Office-based systems can compile statistics for the fleet and for individual vehicles.



Note: FMS systems not approved by Scania can cause problems if they are connected to the system.

