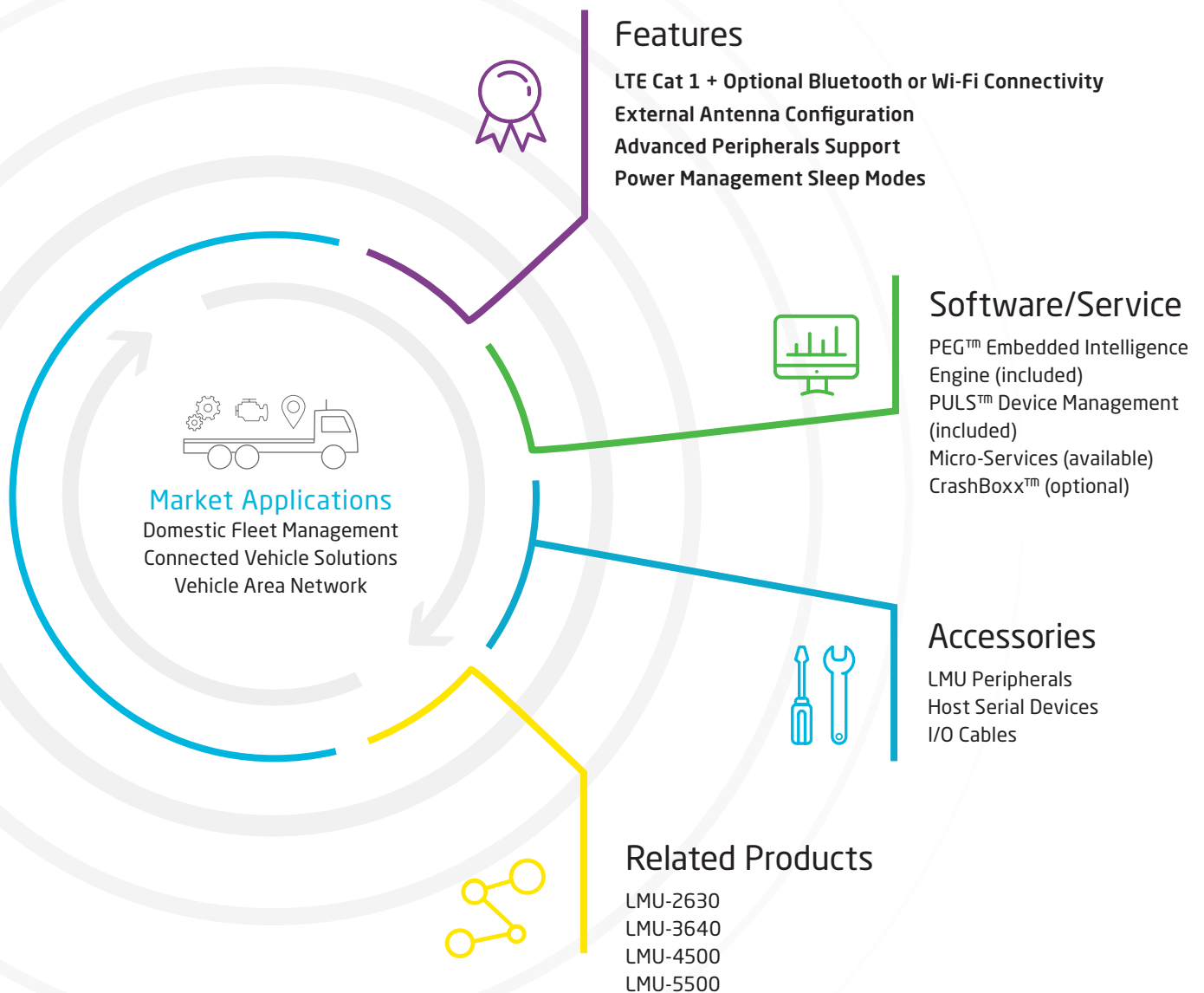


LMU-4233™



A Full-Featured Telematics Gateway Built for Optimal Flexibility

The LMU-4233™ is a full-featured telematics gateway designed to support enterprise applications requiring a range of wireless and peripheral connectivity options. Equipped with built-in ECU (Engine Control Unit) vehicle interface technologies for both light and heavy duty vehicles.



LMU-4233™ Technical Specifications

Cellular/Network

North American Variant I
LTE Cat 1 1900 (B2)/AWS 1700 (B4)/850 (B5)/700 (B12) MHz
HSPA/UMTS 850 (V)/1900 (II) MHz

North American Variant II
LTE Cat 1 AWS 1700 (B4)/700 (B13) MHz

Global Variant
HSPA/UMTS 800 (VI)/850 (V)/900 (VIII)/1800 (III)/1900 (II) MHz
GSM/GPRS 850/900/1800/1900 MHz

Americas Variant
HSPA/UMTS 850 (V)/1900 (II) MHz
GSM/GPRS 850/1900 MHz

Data Support

SMS, TCP, UDP Packet Data, CalAmp Telematics Cloud API

Satellite Location (GNSS)

Constellation Support Hybrid GPS, GLONASS, SBAS Engine (WAAS, EGNOS, MSAS)

Channels 55 Channel

Tracking Sensitivity -162 dBm

Acquisition Sensitivity -156 dBm (hot start)
-148 dBm (cold start)

Location Accuracy ~2.0m CEP Open Sky (GPS SBAS 24 hours static)

Location Update Rate Up to 4 Hz

AGPS Location assistance capable

Comprehensive I/O

Ignition Inputs 1 fixed bias

Digital Inputs 7 (high/low selectable 0-30 VDC)

Digital Outputs 5 (open collector relay 150mA)

Current Limited Outputs 2 (20mA)

Analog Inputs 4 (0-30VDC, +/-0.1V accuracy)

Accelerometer Built in, triple-axis (driver behavior, impact detection, motion sensing, tilt detection)

1-Wire® Interface 2 (driver ID, temperature sense)

Status LEDs 2 (GPS, cellular)

Certifications

Industry Certifications FCC, CE, IC, PTCRB, RoHS

Device Management

PULS™ Monitor, manage, upgrade firmware, configure and troubleshoot devices remotely

Embedded Intelligence Engine

PEG™ Update device functionality or develop new on the edge applications

CALIFORNIA PROPOSITION 65



WARNING:

This product can expose you to chemicals including Carbon black and Nickel, which are known to the State of California to cause cancer, and including Bisphenol A and 1,3-Butadiene, which are known to the State of California to cause birth defects or other reproductive harm. For more information go to www.P65Warnings.ca.gov

Electrical

Operating Voltage 12/24 VDC Vehicle Systems
9-30 VDC (start-up, operating)
7-32 VDC (momentary)

Power Consumption Typical 4mA @ 12V (deep sleep)
Typical 10mA @ 12V (sleep on network w/ SMS)
Typical 20mA @ 12V (sleep on network w/ GPRS)
Typical 70mA @ 12V (active tracking)

Battery Pack

Battery Capacity Up to 1000 mAh

Battery Technology Lithium-Ion

Charging Temperature 0° to +45° C

Environmental

Temperature -30° to +75° C (connected to primary power)
-40° to +85° C (storage)

Humidity 95% RH @ 50° C non-condensing

Shock and Vibration U.S. Military Standards 202G, 810F, SAE J1455

ESD SAE J1113-13 (4 KV Limit)

Physical/Design

Dimensions 4.3 x 3.2 x 0.86" (110 x 81 x 22mm)

Weight 4 oz. (113 g)

Connectors/SIM Access

External Cellular SMC

External GPS SMA (with tamper monitoring, 3.0v)

Power, Ground, Ignition, A/D 4-Pin Molex

I/O Connection Two 5-Pin Molex

Cellular Antenna 22-Pin Molex

Wi-Fi Option RP-SMA

Vehicle BUS DB-15

SIM Access Internal (2FF SIM)

Interface Standards

Bluetooth 4.0 Dual-Mode Classic, BLE

Wi-Fi a/b/g/i client mode

jPOD™ Truck J1939, J1708

vPOD Light Duty J1850 PWM, J1850 VPW
ISO 9141-2, KWP 2000, ISO-15765, CAN

Product Options

External antennas (GPS, cellular, combined GPS/cellular)

Serial adapter cable RS-232 8-wire (PPP, AT Commands, NMEA GPS output)

jPOD dongle for truck ECU interface

Connectorized I/O wiring harness

Built-in or external backup batteries