

Mechanical Engine to CAN J1939 interface



Installation Instructions

Please read the following information before installing. A visual inspection of this product for damage during shipping is recommended before installation. It is your responsibility to ensure that qualified mechanical and electrical technicians install this product. If in doubt, please contact your local Murphy representative.

GENERAL INFORMATION

WARNING

BEFORE BEGINNING INSTALLATION OF THIS PRODUCT

- ✓ Disconnect all electrical power to the machine
- ✓ Make sure the machine cannot operate during installation
- ✓ Follow all safety warnings of the machine manufacturer
- ✓ Read and follow all installation instructions



Description

MeCAN™ is a compact, encapsulated interface module that translates resistive sender, fault switch and speed signals into SAE J1939 CANbus data. MeCAN allows quick and simple integration of 'mechanical', non-ECU engines into modern CANbus systems. Applications include the retrofit of older engine fleets with digital instruments, controls and telemetry, and the development of standard control panels for both ECU and non-ECU engines.

MeCAN has four inputs. Two inputs are for oil pressure and coolant temperature sensing, either by fault switches or resistive senders. One input is for engine speed sensing, using a magnetic pickup or charge alternator. Input signals are translated into SAE J1939 CANbus messages with appropriate PGN address, data scaling and transmission rate.

A fourth input is for the connection of a speed calibration potentiometer during setup mode only. DIP switches allow selection of normal/setup mode and two speed input ranges. An LED gives indication of operating mode and CANbus activity.

Two standard versions allow use with a speed input and either fault switches or Murphy ES series resistive senders:

part number	model/description
79.70.0014	MEC300-1 MeCAN I/O module, for use with Murphy ES pressure & temperature senders
79.70.0020	MEC300-2 MeCAN I/O module, for use with pressure & temperature switches (closing to negative DC on fault)

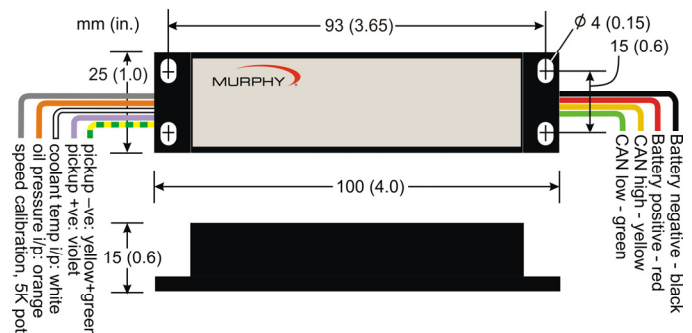
Custom solutions are also available for non-standard, volume OEM requirements.

MeCAN is compact and light enough for inclusion in many wiring harnesses, but can also be surface mounted via four fixing holes. The case is fully sealed in epoxy resin for high impact and environmental resistance.

Product specification

power supply:	MEC300-1 (79.70.0014)	MEC300-2 (79.70.0020)
operating voltage	7 to 35 VDC	
current consumption	25mA (typ.)	
Inputs:		
max. operating range	-2 to +35 VDC	
oil pressure, coolant temp	sender, Murphy ES series	switch, closed to negative on fault
speed input	10 – 60 VAC peak, adjustable 10 – 180 pulses per rev	
speed calibration	0 – 5 kOhm potentiometer	
output:		
CANbus	SAE J1939 protocol, 120 Ohm terminating resistor fitted.	
physical:		
case material	high-impact ABS, epoxy filled	
case dimensions (l x w x h)	100 x 25 x 15 mm / 4.0 x 1.0 x 0.6 in	
weight	approx. 60g / 0.13 lb	
operating temperature	-20°C to +85°C / -4°F to +185°F	
environmental sealing	IP65 case (with DIP switch film intact), exposed lead ends	
electromagnetic compatibility	2004/108/EC	

Connection & dimensions



ELECTRICAL CONNECTION & CONFIGURATION

Electrical connection

MeCAN connection is via 9 colour-coded flying leads (see diagram on page 1).

RED: Power supply positive DC

BLACK: Power supply negative DC

Connect these wires to a smooth DC power supply in the range 7 to 35 VDC. A 1 Amp anti-surge fuse is recommended in the positive DC line.

MeCAN operates with negative earth/ground or fully insulated DC systems. **DO NOT** use MeCAN with positive earth/ground systems.

YELLOW: CANbus high

GREEN: CANbus low

Connect these wires to the engine's CANbus, using the appropriate twisted-pair cable to J1939 specification. MeCAN includes a non-removable 120 Ohm CAN terminating resistor.

VIOLET: Speed input signal

YELLOW / GREEN: Speed input return

GREY: Speed input calibration (5kOhm potentiometer)

Connect the violet wire to a magnetic pickup or charge alternator speed signal output. Connect the yellow/green wire to the speed signal return wiring (or battery negative, on ground/ negative-return systems). This input requires a speed signal of 10 – 60 VAC peak.

Before speed input calibration (see section right), connect a 5kOhm potentiometer between the grey wire and battery negative DC. MeCAN allows adjustment for speed signals between 10 and 180 pulses per engine revolution. The potentiometer can be removed in normal operation.

BLACK: Sender/switch common (negative DC)

WHITE: Coolant temp sender/switch input

ORANGE: Oil pressure sender/switch input

Part number 79.70.0014 is designed for use with Murphy ES series resistive senders: see separate product info for pressure and temperature versus resistance data. For best measurement accuracy, use insulated return (2-wire) senders. Connect one terminal of each sender to the appropriate MeCAN input lead; connect the other sender terminals to MeCAN's Sender Common (black) wire. Where 1-wire (negative DC/ground return) senders are used, connect the black (sender common) wire to battery negative.

79.70.0020 is configured for use with switch contacts that close to negative DC on fault. For insulated return (2-wire) switches, connect one switch terminal to the appropriate MeCAN input; the second terminal from each switch (on 2-wire switches) or the body ground (on 1-wire switches) must be connected to MeCAN's sender/switch common (black) wire.

Speed input calibration

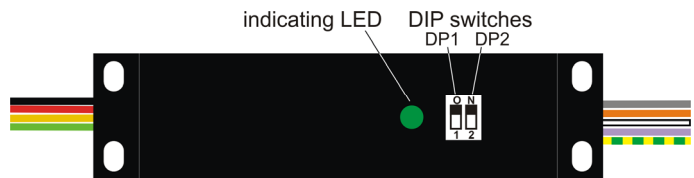
MeCAN's speed sensing input must be correctly calibrated before speed data can be correctly transmitted.



WARNING: speed calibration requires the setting of 2 DIP switches, which are environmentally protected by an adhesive film. To maintain sealing integrity, use a scalpel to carefully lift the film from the DIP switch, make switch adjustments, then replace the film firmly to ensure a good seal.

The speed calibration procedure is as follow:-

- Ensure minimum connection (details shown left) of CANbus, speed signal and (isolated) DC power supply wiring.
- Connect a 5 kOhm potentiometer between MeCAN's calibration input (grey wire) and battery negative DC.
- Connect (to the CANbus) and power-up a J1939 compatible RPM display, e.g. Murphy PowerView® PV101.
- Set MeCAN switch DP1 to OFF (down) for calibration mode:



- Set switch DP2 for the speed sensor range, if known:
 - ON (up) = 10 to 62 pulses per rev
 - OFF (down) = 55 to 180 pulses to rev
- Run engine to known speed.
- Power-up MeCAN. The LED flashes rapidly to indicate calibration mode.
- Adjust the 5kOhm calibration potentiometer until the J1939 RPM display indicates the known engine speed. If the indicated speed is too high/low and cannot be adjusted downward/upward, power down MeCAN, switch DP2 to a lower/ higher speed range, then repeat the procedure from g) above.
- Once the correct speed is indicated (and with MeCAN still powered), switch DP1 to ON (up) to save the calibration setting. Normal operation then resumes, indicated by a continuously lit LED (if CANbus traffic is detected) or a slow flashing LED if CANbus traffic is not present).
- Stop the engine and power-down MeCAN. The 5kOhm calibration resistor is not required for normal operation and may be removed. Restart the engine, power-up MeCAN and check for correct operation.

Mounting

MeCAN uses an epoxy-resin filled polycarbonate case for high impact and environmental resistance. The case is compact and light enough for inclusion in (or tie-wrapping to) an engine wiring harness; or it can be surface mounted via 4 x M4 (0.15 in) holes - see diagram on page 1 for dimensions.

OPERATION AND MAINTENANCE

Operation

MeCAN begins transmitting J1939 CANbus data immediately after power-up. Data can be viewed using a J1939 compatible display, e.g. the Murphy PV101, or used as part of a J1939 control system, e.g. Murphy CANstart or CASCADE modules.

Engine oil pressure and coolant temperature

Model 79.70.0014 transmits pressure and temperature data when the sender input is within normal resistance range. MeCAN also transmits appropriate SPN (Suspect Parameter Number) and FMI (Fault Mode Indicator) codes if:

- input resistance is out of normal sender range, e.g. open- or short-circuit
- oil pressure drops below 20 psi (warning message) and 10 psi (shutdown/derate message)
- coolant temperature rises above 90°C/194°F (warning message) or 110°C/230°F (shutdown message)

Model 79.70.0020 transmits pressure and temperature data in accordance with the switch position:

	<i>Input switch closed (to -DC)</i>	<i>Input switch open</i>
<i>oil pressure data</i>	0 psi & SPN/FMI code	100 psi
<i>coolant temp data</i>	105°C / 221°F & SPN/FMI code	90°C / 194°F

Oil pressure fault codes are not transmitted until 10 seconds after engine starting (once speed has risen above 800 RPM).

Engine speed data

RPM data is transmitted whenever a speed signal is present (above the minimum 10VAC peak). If engine speed exceeds 3500 RPM, MeCAN also transmits the appropriate overspeed fault SPN and FMI codes.

Battery voltage

MeCAN measures its DC power supply voltage and transmits this as J1939 'electrical potential' data (PGN 65271).

Hours run

MeCAN transmits 'engine hours run' data (PGN 65253). The hours run value is stored in non-volatile flash memory and increases only while engine speed is above 500 RPM. To prolong flash memory life, hours run data is updated at 3 minute intervals.

Maintenance and Warranty

MeCAN contains no user-serviceable parts. Maintenance is therefore limited to the following preventative checks:

- Check that MeCAN electrical connections are secure.
- Check that the case is mounted securely, with vibration and environmental exposure minimised where possible. The case may be wiped with a clean, damp cloth. Do not use cleaning solvents.

MeCAN is supplied with a two year warranty on parts and workmanship. In the event of a fault or technical query, and before returning equipment, please contact your Murphy representative for technical support.

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