Prerequisites

Required Information *[*needed for final activation of hardware - see last page]*

- Name of asset* *(ex: Propane Truck #20)*
- Detailed information about the asset* *(year, make, model, VIN, license plate, etc.)*
- State, area, organization, or group the asset belongs to *(ex: North Region, MN tankers, etc.)*
- ESN of each device to be installed* *(ESN is found on the back of each unit with a barcode)*
- Current odometer reading and engine hours

Required Equipment

LMU - ST4345

Fuse Taps
2 Standard, 2 Mini

Required Tools

- Drill and assorted drill bits
- Slotted, Philips, and/or Torx bits *(you may need tamper resistant Torx bits)*
- Panel removal tool or plastic pry bar *(to remove dash panel(s) as needed)*
- Small socket set
- Zip Ties *(to hold cabling in place)*

Before You Begin

TURN TO THE LAST PAGE - WRITE DOWN THE REQUIRED INFORMATION!!!

- Decide where the hardware components will be located. If necessary remove any dash panels with removal tool.
- Device should be secured within reach of the diagnostic cable to be installed.
- Must be protected from moisture, excessive dust/dirt, heat (away from heater vents) and unobtrusive to driver operation or field of view.
- Routing of the cable between the factory diagnostic port and the telematics device does not cause excessive bending/kinking or areas where vibration may jeopardize the integrity of the hardware.
- Cabling must not impede function of any rotating or moving parts (ex. Steering mechanisms, wiper mechanisms, or brake pedal)
- Ensure that the mounting location has enough integrity to accommodate the additional weight and vibration of the device.
- Label side must face the sky.

STEP ONE

Decide where to mount the device, either inside the cab or dash compartment as long as the device is not obstructed by metal casing and the cabling is within reach of the connection sources.

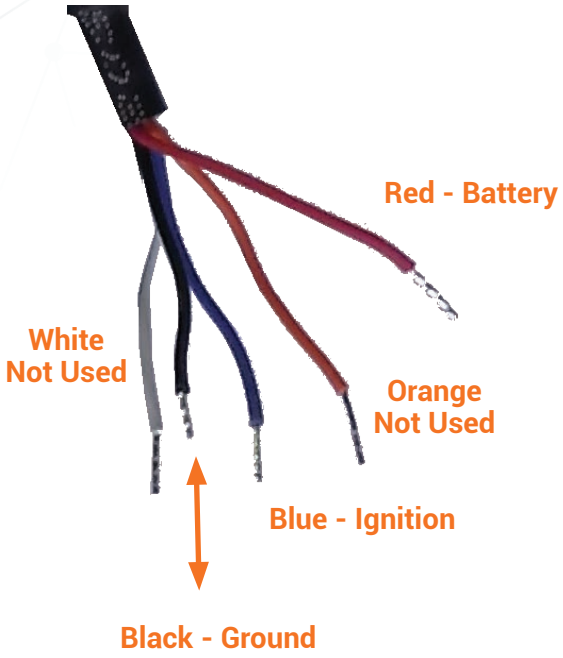
3-Wire Installation

STEP ONE Chassis ground-Connects to the BLACK wire of the Power Harness

A clean, bare-metal chassis ground point, battery ground, or electrical grounding bus bar where the resistance between the battery of the vehicle and this point is less than 2 ohms.

STEP TWO Constant 12V+ (Battery)-Connects to the RED wire of the Power Harness such as the key source or the fuse panel. *(fuse taps are provided in the hardware kit if needed, however soldering is the recommended connection.)*

A source of positive 12Vdc voltage that continuously has power regardless of the status of the ignition switch or any accessories. This source should supply between 11 and 14.5 volts of power normally and be capable of supplying at least 3A of current.

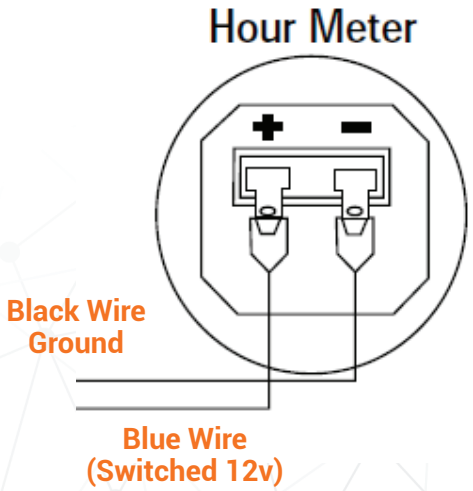


STEP THREE Switched 12V+ (Ignition/hour-meter)-Connects to the BLUE wire of the Power Harness

A source of positive 12Vdc voltage that shows 0 volts when the engine is not running and battery potential (usually 11-14.5 volts) when the engine IS running.

NOTE: The recommended point of connection for the BLACK and BLUE wires in a Mobile Equipment Manager installation would be directly at the factory hour-meter. This will provide the most accurate monitoring of engine runtime. Contact Pedigree Technologies if you have questions about alternate connection points.

This is acceptable assuming that the (+) wire for the hour-meter is the one that transitions from ON to OFF with the engine. ***If your particular hour-meter has a switching GROUND connection, this method is NOT acceptable!***



Testing / Confirmation Steps

Support will need the ESN number on the back of the device for installation confirmation. Write this number down before securing the device to the asset with zip ties or double sided tape.

Call Pedigree Technologies support to confirm installation **before** replacing any of the dash panels you may have removed during cable installation.

Install Confirmation: 701-499-0022

You will be prompted for the following information during the set up process

- Device ESN
- Name of Asset (ex. Service Truck 51)
- Year, make, and model
- VIN #
- License plate #
- Mileage Hours