

## LMU-3030™

# Hardware and Installation Guide



**IMPORTANT: DO NOT INSTALL OR USE THE SOFTWARE OR DOCUMENTATION UNTIL YOU HAVE READ AND AGREED TO THE [LICENSE AGREEMENT](#) AND REVIEWED THE [LIMITED WARRANTY](#) AND [REGULATORY INFORMATION](#).**

## [\[edit\]](#)[\[top\]](#) 1 Introduction

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Welcome to the LMU-3030™ Hardware and Installation Guide. This manual is intended to give you information on the basic setup and installation of the CalAmp LMU-3030™ product(s) including hardware descriptions, environmental specifications, wireless network overviews and device installation.

### 1.1 About This Manual

The LMU-3030™ is one of the most flexible economy mobile tracking hardware products available. In order to accurately describe the functionality of these units we have broken this manual into the following sections:

- **System Overview** – A basic description of a CalAmp LMU-3030™ based tracking system. This includes a description of roles and responsibilities of each of the CalAmp components as well as a brief overview of the wireless data technologies used by the LMU-3030™.
- **Hardware Overview** – Describes the physical characteristics and interfaces of the LMU-3030™.
- **Installation and Verification** – Provides guidance for the installation of the LMU-3030™ in a vehicle and instructions on how to verify the installation is performing adequately.

## 1.2 About the Reader

In order to limit the size and scope of this manual, the following assumptions have been made about the reader.

- You are familiar with GPS concepts and terminology
- You have some experience with installing equipment in vehicles
- You are familiar with the use of AT Commands
- You are familiar with the use of terminal programs such as HyperTerminal or PuTTY

## 1.3 About CalAmp

CalAmp is a leading provider of wireless communications products that enable anytime/anywhere access to critical information, data and entertainment content. With comprehensive capabilities ranging from product design and development through volume production, CalAmp delivers cost-effective high quality solutions to a broad array of customers and end markets. CalAmp is the leading supplier of Direct Broadcast Satellite (DBS) outdoor customer premise equipment to the U.S. satellite television market. The Company also provides wireless data communication solutions for the telemetry and asset tracking markets, private wireless networks, public safety communications and critical infrastructure and process control applications. For additional information, please visit the Company's website at [www.calamp.com](http://www.calamp.com).

## 1.4 About the CalAmp Location Messaging Unit-LMU-3030™

The CalAmp Location and Messaging Unit-LMU-3030™ (LMU-3030™) is a mobile device that resides in private, commercial or government vehicles. The LMU-3030™ is a single box enclosure incorporating a processor, a GPS receiver, a wireless data modem, and a vehicle-rated power supply. The LMU-3030™ also supports inputs and outputs to monitor and react to the vehicular environment and/or driver actions.

## **Flexibility**

The LMU-3030™ features CalAmp's industry leading advanced on-board alert engine that monitors vehicle conditions giving you the most flexible tracking device in its class. The [PEG™](#) (Programmable Event Generator) application supports hundreds of customized exception-based rules to help meet customers' dynamic requirements. Customers can modify the behavior of the device to meet with a range of applications preprogrammed before shipment or in the field. Combining affordability and device intelligence with your unique application can give you distinct advantages over your competition.

## **Over-the-Air Serviceability**

The LMU-3030™ also incorporates CalAmp's industry leading over-the-air device management and maintenance system software, [PULS™](#) (Programming, Updates, and Logistics System). Configuration parameters, PEG rules, and firmware can all be updated over the air. Our web-based maintenance server, PULS™ scripts, and firmware, can all be updated over-the-air. PULS™ offers out-of-the-box hands free configuration and automatic post-installation upgrades. You can also monitor unit health status across your customers' fleets to quickly identify issues before they become expensive problems.

## **2 - System Overview**

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### **2.1 Overview**

The entire purpose behind a fleet management system is to be able to remotely contact a vehicle, determine its location or status, and do something meaningful with that information. This could include displaying the vehicle location on a map, performing an address look-up, providing real-time driving directions, updating the vehicles ETA, monitoring vehicle and driver status or dispatching the vehicle to its next pick up.

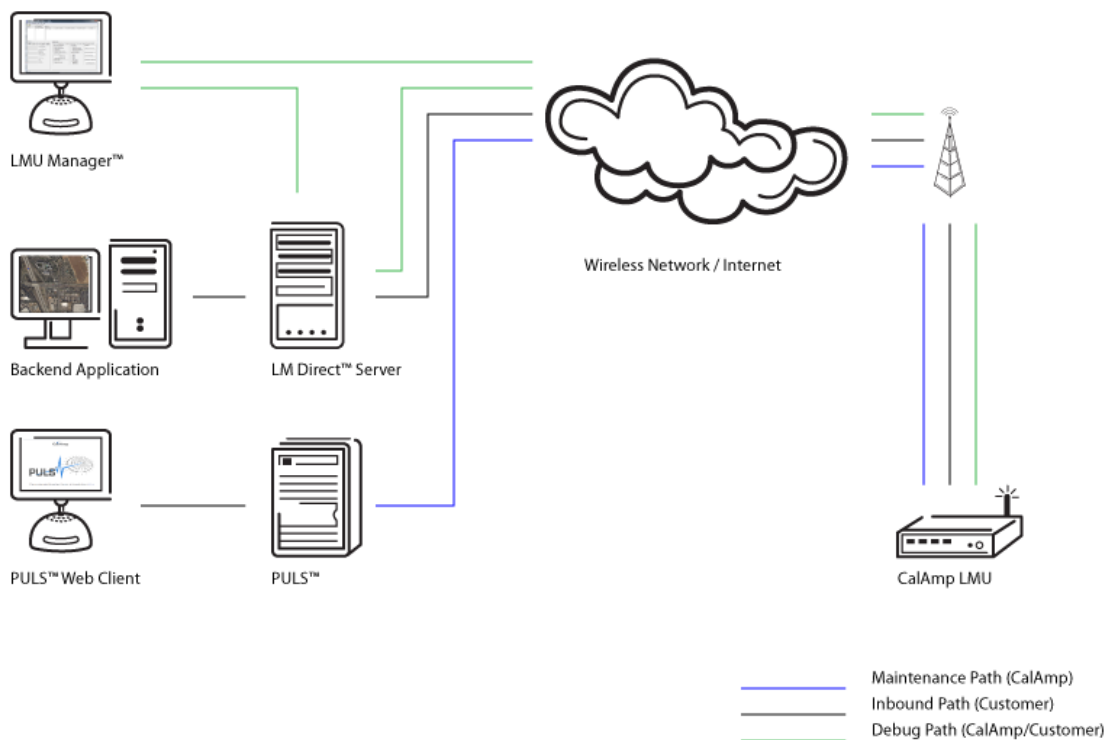
These functions, of course, are completely dependent on the capabilities of the vehicle management application. The role of the CalAmp LMU-3030™ is to deliver the location information when and where it is needed.

A typical fleet management system based on a CalAmp device includes the following components:

- A wireless data network
- An LMU-3030™
- Host Device (GPS NMEA only)

- An LM Direct™ communications server
- Backend mapping and reporting software which typically includes mapping and fleet reporting functions
- PULS™
- LMU Manager™

## Basic System Architecture



## 2.2 Component Descriptions

### 2.2.1 Wireless Data Network

The Wireless Data Network provides the information bridge between the LM Direct™ server and the LMU-3030™. Wireless data networks can take a variety of forms, such as cellular networks, satellite systems or local area networks. Contact the CalAmp sales team for the networks available to the LMU-3030™.

## 2.2.2 LMU-3030™

The LMU-3030™ is responsible for delivering the location and status information when and where it is needed. Data requests mainly come from the following sources:

- PEG™ script within the LMU-3030™
- A location or status request from the LM Direct™ server
- A location or status request from LMU Manager
- An SMS request made from a mobile device such as a customer's cell-phone

In some cases, it is necessary to run an application in the vehicle while it is being tracked by the backend software. Such examples could include instant messaging between vehicles or a central office, in-vehicle mapping or driving directions, email or database access. In most of these cases you will be using the LMU-3030™ as a wireless modem as well as a vehicle-location device.

## 2.2.3 LM Direct™ Server

LM Direct™ is a CalAmp proprietary message interface specification detailing the various messages and their contents the LMU-3030™ is capable of sending and receiving. This interface allows System Integrators to communicate directly with LMU-3030's™. Please refer to the [LM Direct Reference Guide](#) for details.

## 2.2.4 Backend Software

Backend software is a customer provided software application. Regardless of its purpose, one of its primary functions is to parse and present data obtained from the LM Direct™ server. This allows the application to do any of the following:

- Display location database on reports received from the LMU-3030™ in a variety of formats
- Present historic information received from the LMU-3030™, typically in a report/chart style format
- Request location updates from one or more LMU-3030s™
- Update and change the configuration of one or more LMU-3030s™

## 2.2.5 PULS™

PULS™ (Programming, Update and Logistics System) is CalAmp's web-based maintenance server offering out-of-the-box hands free configuration and automatic post-installation upgrades. PULS™ provides a means for configuration parameters, PEG scripts, and firmware to be updated Over-The-Air

(OTA) and allows CalAmp customers to monitor unit health status across your customers' fleets to quickly identify issues before they become expensive problems.

## 2.2.6 LMU Manager™

LMU Manager is the primary configuration tool in the CalAmp system. It allows access to almost every feature available to the LMU-3030™. Unlike the backend software, it has the option of talking directly to an LMU-3030™ or making a request forwarded by the LM Direct™ server.

For further details on using LMU Manager, please refer to the [LMU Manager Users Guide](#).

# 3 – Hardware Overview

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## 3.1 Location messaging unit LMU-3030™

### 3.1.1 LMU-3030™ Handling Precautions:

#### Electrostatic Discharge (ESD)

Electrostatic discharge (ESD) is the sudden and momentary electric current that flows between two objects at different electrical potentials caused by direct contact or induced by an electrostatic field. The term is usually used in the electronics and other industries to describe momentary unwanted currents that may cause damage to electronic equipment.

#### ESD Handling Precautions

ESD prevention is based on establishing an Electrostatic Protective Area (EPA). The EPA can be a small working station or a large manufacturing area. The main principle of an EPA is that there are no highly charging materials in the vicinity of ESD sensitive electronics, all conductive materials are grounded, workers are grounded, and charge build-up on ESD sensitive electronics is prevented. International standards are used to define typical EPA and can be obtained for example from International Electro-technical Commission (IEC) or American National Standards Institute (ANSI). This ESD classification of the sub assembly will be defined for the most sensitive component, therefore the following classifications apply:

- Class 1B – Human Model (< 1 kV)
- Class M1 – Machine Model (< 100V)

When handling the LMU-3030's™ main-board (i.e. sub assembly) by itself or in a partial housing proper ESD precautions should be taken. The handler should be in an ESD safe area and be properly grounded.

### **GPS Ceramic Patch Handling**

When handling the sub assembly it may be natural to pick it up by sides and make contact with the antenna boards. In an uncontrolled ESD environment contact with the center pin of ceramic patch antenna can create a path for electrostatic discharge directly to the GPS Module. The GPS Module is very sensitive to ESD and can be damaged and rendered non-functional at low levels of ESD.

One should avoid contact with the center pin of the patch during handling. The Factory will be placing a protective layer of Kapton® tape over the patch element to eliminate this ESD path.

### **Packaging**

Anytime the sub assembly is shipped and it is not fully packaged in its final housing it must be sealed in an ESD safe bag.

### **Electrical Over-Stress (EOS)**

The GPS receiver can be damaged if exposed to an RF level that exceeds its maximum input rating. Such exposure can happen if a nearby source transmits an RF signal at sufficiently high level to cause damage.

### **Storage and Shipping**

One potential source of EOS is proximity of one LMU-3030™ GPS Antenna to another LMU-3030™ GSM Antenna. Should one of the units be in a transmit mode the potential exists for the other unit to become damaged. Therefore any LMU-3030™ GPS Antenna should be kept at least four inches apart from any active LMU-3030™ GSM Antenna or any other active high power RF transmitter with power greater than 1 Watt.

## **3.1.2 Battery backup devices**

Please properly dispose of the battery in any of the CalAmp products that utilize one, do not just throw used batteries, replaced batteries, or units containing a back-up battery into the trash. Consult your local waste management facility for proper disposal instructions.

### 3.1.3 Environmental Specifications

The LMU-3030™ is designed to operate in environments typically encountered by fleet vehicles, including wide temperature extremes, voltage transients, and potential interference from other vehicle equipment.

To ensure proper operation in such an environment, the LMU-3030™ was subjected to standard tests defined by the Society of Automotive Engineers (SAE). The specific tests included temperature, shock, vibration, and EMI/EMC. These tests were performed by independent labs and documented in a detailed test report. In accordance with Appendix A of SAE J1113 Part 1, the Unit is considered a “Functional Status Class B, Performance Region II” system that requires Threat Level 3 Testing.

The following shows the environmental conditions the LMU is designed to operate in and the relevant SAE tests that were performed. No formal altitude tests were conducted.

#### **Size**

1.7 x 2.5 x 1", (43 x 64 x 25mm)

#### **Weight**

1.8 oz, (51 g)

#### **Operating Temperature**

-30° C to 75° C

#### **Storage Temperature**

-40° C to 85° C

#### **Humidity**

0% to 95% relative humidity, at 50° C non-condensing

#### **Shock and Vibration**

SAE Test: SAE J1455 Compliant

Mil Standard 202G and 810F Compliant

Ground vehicle environment with associated shock and vibration

#### **Electromagnetic Compatibility (EMC/EMI)**

SAE Test: SAE J1113 Parts 2, 12, 21 and 41 Compliant

FCC Part 15B Compliant

Industry Canada Compliant

EMC compliant for a ground vehicle environment

#### **Operating Voltage Range**



12V Vehicle systems

### **Power Consumption**

Active Standby: 140mA at 12VDC

Sleep on Network: 11mA at 12VDC

Deep Sleep: 3mA at 12VDC

### **GPS**

50 channel WAAS capable GPS Receiver

2m CEP (with SBAS)

-162 dBm tracking sensitivity

### **Communications (Comm)**

Quad Band Class 12 GPRS Modem

850 MHz (Class 4) – 2W

900 MHz (Class 4) – 2W

1800 MHz (Class 1) – 1W

1900 MHz (Class 1) -1 W

GPRS Packet Data (UDP)

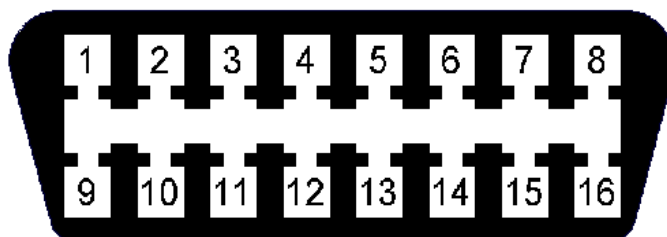
SMS

### **RoHS Compliant**

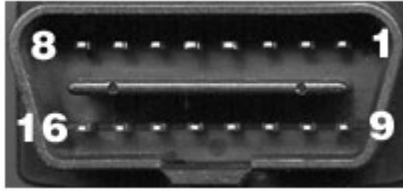
## **3.1 LMU-3030™ connectors**

### **3.2.1 Primary connector**

Connector on Vehicle side



Connector on LMU-3030 side



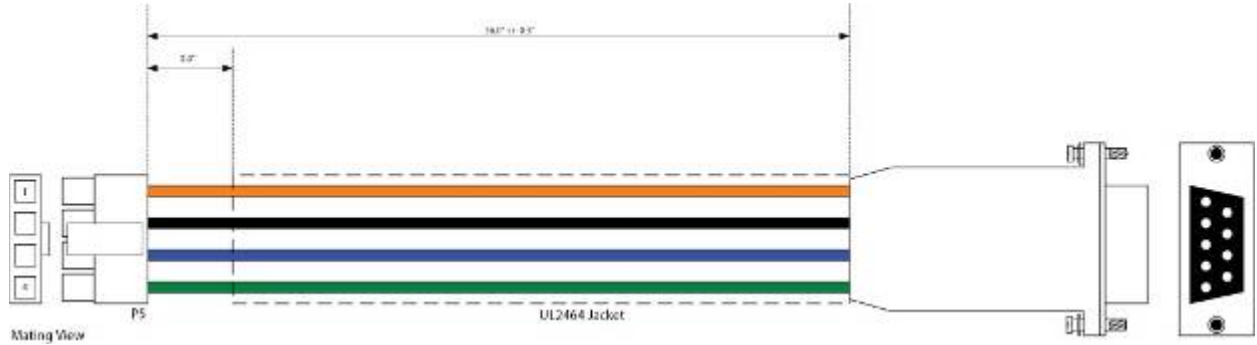
Please note that only 9 out of the 16 connector pins are actually populated on the connector.

Pin	Signal Name	Description
2	Bus+ Line	SAE-J1850 PWM and SAE-1850 VPW
4	Chassis Ground	Ground
5	Signal Ground	Ground
6	Can High	ISO 15765-4 and SAE-J2284
7	K line	ISO 9141-2 and ISO 14230-4
10	Bus- Line	SAE-J1850 PWM and SAE-1850 VPW
14	Can Low	ISO 15765-4 and SAE-J2284
15	L line	ISO 9141-2 and ISO 14230-4
16	Battery Power	Power

### 3.2.2 Serial Adapter

#### LMU Serial Cable (Part Number 133337)

This is the standard serial cable used with most LMU products.



#### LMU™ Serial Adapter

It only connects to the LMU-2000™ products thru an adapter (i.e. the 5C332).

#### Serial Cable Adapter (Part Number 5C332)

This accessory allows users to connect the standard LMU serial cable to the LMU-2000™.

### 3.2.3 Accessories

See the [Harness Diagrams](#) page for more information on LMU accessories, and supported products table.

## 3.3 I/O Descriptions

The LMU-3030™ provides the following Inputs for scripting purposes, but there are no selectable inputs on the device

#### Digital Inputs

- Input 0: Ignition Sense
- Input 1: Motion Sensor (low = no motion, high = motion)

#### Analog to Digital Inputs

- A/D 0: Vin
- A/D 1: uP Temp
- A/D 2: Vref

### 3.3.1 Three-Axis accelerometer input

the LMU-3030™ supports an internal 3 Axis Precision Accelerometer as one of its discreet inputs. When the LMU is moved in any direction, the associated input will be in the High state. If the LMU's accelerometer does not detect motion, then the input will be in the Low state. No external connections are required for this functionality to be operational.

### 3.3.2 Status LEDs

The LMU-3030™ is equipped with three Status LEDs, one for GPS and one for COMM (wireless network status), and one for VBUS. The LEDs use the following blink patterns to indicate service:

#### LED #1 (Comm LED - Orange) Definitions

Condition	LED 1
Modem Off	Off
Comm On - Searching	Slow Blinking
Network Available	Fast Blinking
Registered but no Inbound Acknowledgement	Alternates from Solid to Fast Blink every 1s
Registered and Received Inbound Acknowledgement	Solid

#### LED #2 (GPS LED - Green) Definitions

Condition	LED 2
GPS Off	Off
GPS On	Slow Blinking
GPS Time Sync	Fast Blinking

GPS Fix	Solid
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#### LED #3 (VBus LED - Red) Definitions

Condition	LED 3
Input-0 is high	On
Input-0 is low	Off

## 4 – Configuration and activation

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- You have created, installed and configured an LM Direct™ Server to receive messages from the LMU-3030™. (See LM Direct™ Reference Guide for details)
- You are using the standard wiring harness from CalAmp and the serial port expansion harness.
- You have created a HyperTerminal or Putty session.
- **You have contacted the CalAmp sales team regarding the network availability of the LMU-3030™.** This device may not be supported for all the carriers or networks listed in this section (CDMA-Verizon, CDMA-Sprint, HSPA, GSM), for product availability consult the CalAmp sales team.

### 4.1 Quick Start – General config

All LMU-3030s™ must go through a common step during the configuration and provisioning process.

Specifically, this is pointing the LMU to your LM Direct™ server, either via IP or a URL.

This configuration process is accomplished via a series of AT Commands:

1. Power up the LMU-3030™ and connect a serial cable from the LMU to your laptop
2. Open a terminal session to the LMU-3030™
3. Enter the address of the LM Direct™ server:

---

```
AT$APP PARAM 2319,0,ddd.ddd.ddd.ddd
```

```
AT$APP PARAM 768,0,ddd.ddd.ddd.ddd (32-bit products only)
AT$APP PARAM 769,0,ppppp
```

Where ddd.ddd.ddd.ddd is the publicly addressable IPV4 address of your LM Direct™ server and ppppp is the UDP port number.

4. Alternatively if a URL has been set up for your LM Direct™ server, the LMU may be programmed with:

```
AT$APP PARAM 2319,0,myURL.MyCompany.Com
```

Where myURL.MyCompany.com is the URL assigned to the server.

5. Enter ATIC to verify the correct settings are displayed for your Inbound Server.

This configuration process is accomplished via a series of SMS Commands:

1. Power up the LMU-3030™ and your handset
2. From the handset, send an SMS message to the LMU-3030™ phone number:

```
!RP,2319,0,ddd.ddd.ddd.ddd
!RP,768,0,ddd.ddd.ddd.ddd (32-bit products only)
!RP,769,ppppp
```

Where ddd.ddd.ddd.ddd is the publicly addressable IPV4 address of your LM Direct™ server and ppppp is the UDP port number

3. Alternatively if a URL has been set up for your LM Direct™ server, the LMU may be programmed with:

```
!RP,2319,0,myURL.MyCompany.Com
```

Where myURL.MyCompany.com is the URL assigned to the server

4. Verify your settings by sending the commands:

```
!RP?2319,0
!RP?769,0.
```

## 4.2 Auto provisioning of GSM or HSPA LMUs

For certain operators, the LMU can auto-populate the APN, username and password settings based on the Mobile Country Code (MCC) and the Mobile Network Code (MNC) of the SIM. Upon inserting a new SIM the APN, username and password will switch to the new SIM card's defaults if the MCC and MNC values change. The current list of supported MCC and MNC combinations are:

- AT&T – formerly AT&T Wireless or Cingular Blue (MCC 310, MNC 38)
  - o APN 0: PROXY
  - o APN 1: PUBLIC

AT&T – formerly Cingular Wireless (MCC 310, MNC 17, 18, 41)

- o APN 0 & 1: ISP.CINGULAR
- o Username: ISP@CINGULARGPRS.COM
- o Password: CINGULAR1

Manxpronto (MCC 234, MCN 058)

- o APN web.manxpronto.net
- o Username: gprs
- o Password: gprs

O2 UK (MCC 234, MNC 02, 10, 11)

- o APN 0 & 1: mobile.o2.co.uk
- o Username: mobileweb
- o Password: password

O2 Ireland (MCC 272, MNC 02)

- o APN 0 & 1: open.internet
- o Username: gprs
- o Password: gprs

Orange UK (MCC 234, MNC 33, 34)

- o APN 0 & 1: orangeinternet
- o Username: user
- o Password: pass

T-Mobile (MCC 310, MNC 16, 20, 21, 22, 23, 24, 25, 26, 27, 31, 58, 66, 80)

- o APN 0: INTERNET2.VOICESTREAM.COM
- o APN 1: INTERNET3.VOICESTREAM.COM

T-Mobile UK (MCC 234, MNC 30,31,32)

- o APN 0 & 1: general.t-mobile.uk
- o Username: user
- o Password: wap

TelCel Mexico (MCC 334 MNC 02)

- o APN 0 & 1: INTERNET.ITELCEL.COM
- o Username: webgprs
- o Password: webgprs2002

Telstra Australia (MCC 505, MNC 01, 11, 71, 72)

- o APN 0 & 1: telstra.internet

Vodafone Ireland (MCC 272, MNC 01)

- o APN 0 & 1: isp.vodafone.ie
- o Username: vodafone
- o Password: vodafone

Vodafone New Zealand (MCC 530, MNC 01)

- o APN 0 & 1: internet
- o Username: guest
- o Password: guest

Vodafone UK (MCC 234, MNC 15)

- o APN 0 & 1: internet
- o Username: web
- o Password: web

Unless otherwise stated, the username and password will be set to "dummy".

This feature can be disabled by setting Bit 0 of [S-Register 155](#).



```
-----  
AT$APP PARAM 1024,35,1,1  
-----
```

To re-enable auto-provisioning, use:

```
-----  
AT$APP PARAM 1024,35,1,0  
-----
```

Auto-provisioning occurs when the LMU detects a SIM with a new operator ID (i.e. the first 6 digits of the IMSI) or when Bit 0 of S155 is cleared and the GPRS context is blank (i.e. Parameter 2306,0).

### 4.3 Activating GSM or HSPA LMU using AT Commands

#### **Check with the CalAmp Sales team for availability of the LMU-3030™ with GSM or HSPA**

**modems.** For a GSM/GPRS operator you will get the LMU in one of two varieties, one with a SIM and one without.

If you get an LMU without a SIM (which is the typical case) the operator will simply ask for the IMEI of the LMU. The IMEI (International Mobile Equipment Identifier) is printed on the bottom of the LMU under the LMU's ESN. Again, DO NOT give the operator the ESN of the LMU.

The operator will provide you with a SIM for each account activated. If they are especially nice (or you are especially persistent) they will also give you a list tying the IMSI (International Subscriber Identifier) of the SIM to the phone number assigned to it. Please note that the operator will likely tie the IMSI (i.e. the SIM) to a specific IMEI. Making sure the specific SIM matches to the right IMEI isn't strictly necessary, but it will keep everyone's book-keeping a little cleaner. You may also obtain this information by running a CSV report in PULS (after the devices have connected to the network and sent in their first ID Report). See the PULS Users Guide for more information.

If you do happen to have a SIM, the operator will ask for the IMSI and ICC-ID (Integrated Circuit Card Identifier) along with the IMEI of the LMU. Again, in return you should get a list of IMSIs and Phone Numbers.

The IMEI, IMSI and ICC-ID are all available through the **ATI1** command. The IMEI should also be printed on the bottom of the LMU.

You should also get an APN (Access Point Name) value. The APN is the device on the network that allows a GPRS device (i.e. the LMU) to get to the internet. They tend to look like a URL, for example:

**myAPN.myOperator.com**

Operators can offer more than one type of APN and can even set up a custom APN just for your devices. The rates they charge will vary depending on the APN service you want. Operators may also request you use a blank APN. With the APN, you should also receive a username and password combination.

The last item an operator may provide is a SIM PIN. The PIN is effectively a password to the device. The main difference here is that the PIN will restrict all the capabilities of the GSM device, where the SPC is used just for configuration.

The activation sequence for a GSM LMU would therefore look as follows:

```
-----  
AT$APP PARAM 2306,0,"myAPN.myOperator.com"  
AT$APP PARAM 2306,1,"myAPN.myOperator.com"  
AT$APP PARAM 2314,0,"myUsername"  
AT$APP PARAM 2315,0,"myPassword"  
-----
```

For a blank APN the following command can be used:

```
-----  
AT$APP PARAM 2306,0,"" (for a blank APN)  
-----
```

Only enter this next command if you have been given a non-zero PIN as any errors may lock you out of the modem.

```
-----  
AT$APP PIN <SIM pin>  
-----
```

You can confirm activation by watching the Comm LED to see if it goes solid. You may also confirm activation using

```
-----  
AT$APP COMM STATUS?  
-----
```

A good response should look similar to the following:

```
-----  
GSM Registered:      Yes  
GPRS Registered:    Yes  
Connection:         Yes  
RSSI:                -70 dBm  
BER:                 0  
Channel:              0  
Cell ID:             0  
Base Station ID:    0  
Local Area Code:    0  
Network Code:       38  
Country Code:       310  
IMEI (Modem S/N):   500167110060440  
IMSI (SIM S/N):     310380100521849  
-----
```

Phone Number:  
GPRS APN: IP:Public  
Quality of Srvc: 1,0,0,3,0,0  
GSM Class: B

---

The following instructions should be used when attempting to access the SIM in a GSM LMU-3030™.

**When opening the LMU-3000™ take care to not touch the GPS Patch Antenna as an accidental ESD discharges may render it inoperable.**

1. Remove the top plate of the LMU-3030™. The LMU-3030™'s enclosure is held together by 4 plastic clips. To remove the cover, squeeze the top plate of the LMU near the VBus header and pull up then repeat this action near the SIM cover.



2. Remove the top-plate to expose the top-side of the LMU-3030™'s main-board.
3. Align the SIM so the contacts are facing up and the notch is facing into the LMU-3030™
4. Insert the SIM card into the LMU
5. Snap the LMU-3030 cover back in place



## 4.5 Activating a CDMA LMU-3030™

**Check with the CalAmp Sales team for availability of the LMU-3030™ with CDMA modems.** For CDMA devices, the activation sequence you will use varies from carrier to carrier. Each of the supported carriers is documented below.

To obtain an account, a CDMA carrier will generally ask for three things, the Manufacturer, the Product Type and the ESN. Obviously the first two items are answered by “CalAmp LMU”. The last one is a little misleading. The ESN on the LMU is the CalAmp serial number. The one the operator is interested in is the MSN-D (which they call the decimal ESN). DO NOT give them the CalAmp ESN (i.e. the top one on the label). It will only lead to the carrier telling you that the product doesn't exist and they can't activate it for you.

What you should get back will vary from operator to operator; however at very least it will be the MDN (Mobile Directory Number) and MIN (Mobile Information Number). You should also ask for the SPC (Service Programming Code) in case it is not 000000. The SPC is effectively a password to the modem which allows you to program some of the more sensitive items (ex: the MDN and MIN). Please note that the MIN and MSID can be the same value.

### 4.5.1 Activating a CDMA LMU-3030™ – Verizon

Verizon supports a system that allows CDMA devices to be provisioned Over-The-Air. A CalAmp LMU-3030™ will automatically use this system to attempt to self provision. This procedure assumes that the LMU-3030™ has never been provisioned or activated before.

1. Power on the LMU-3030™, making sure you can observe the behavior of the Comm LED.
2. Wait until the Comm LED turns solid. This could take up to 5 minutes.
3. If after 5 minutes you observe that the Comm LED transitions from a slow blink to a fast blink several times (i.e. more than twice) you will need to contact Verizon Wireless for further support on account activation.

Once configured, you may verify that the LMU-3030™'s modem has registered to the CDMA network.

Enter:

```
-----  
AT$APP COMM STATUS?  
-----
```

The response should be similar to:

```
-----  
CDMA Service:      IS-2000  
Connection:       Yes  
RSSI:             -80 dBm  
Channel:          0  
Band:Side:        800:B  
Base Station ID: 0  
Network ID:       0  
System ID:        4  
ESN (Modem S/N:   2676319948 [9F8566CC]  
Phone Number:     1234567890  
IMSI:             310001234567890  
CarrierConfig:    5  
-----
```

Note that the Phone Number should match the MDN value the carrier gave you. The last 10 digits of the IMSI field should match the MIN/MSID value they gave you.

For devices that have had previous activations, an Over-The-Air activation process may be manually started using a single AT Command:

```
-----  
AT$APP MODEM UPDATE  
-----
```

This command is also used to initiate an Over-The-Air PRL Update for devices that are already provisioned.

Users may also force a reactivation with the command:

```
-----  
AT$APP MODEM ACTIVATE  
-----
```

Keep in mind, however, this may cause the modem to lose its credentials and become unable to register to the network.

#### 4.5.2 Activating a CDMA LMU-3030™ – Sprint

Activating an LMU-3030™ on the Sprint CDMA network is identical to activating on the Verizon network.

1. Power on the LMU-3030™, making sure you can observe the behavior of the Comm LED.
2. Wait until the Comm LED turns solid. This could take up to 5 minutes.
3. If after 5 minutes you observe that the Comm LED transitions from a slow blink to a fast blink several times (i.e. more than twice) you will need to contact Sprint for further support on account activation..

Once configured, you may verify that the LMU-3030's™ modem has registered to the CDMA network.

Enter:

```
AT$APP COMM STATUS?
```

The response should be similar to:

```
CDMA Service:      IS-2000
Connection:        Yes
RSSI:              -80 dBm
Channel:           0
Band:Side:         800:B
Base Station ID:   0
Network ID:        0
System ID:         4145
ESN (Modem S/N:    2676319948 [9F8566CC]
Phone Number:      1234567890
IMSI:              310001234567890
CarrierConfig:     1
```

The Phone Number field should match the <Phone Number> value you used in step 3 or 4. The last 10 digits of the IMSI field should match the <MSID> value you used in step 3 or 4.

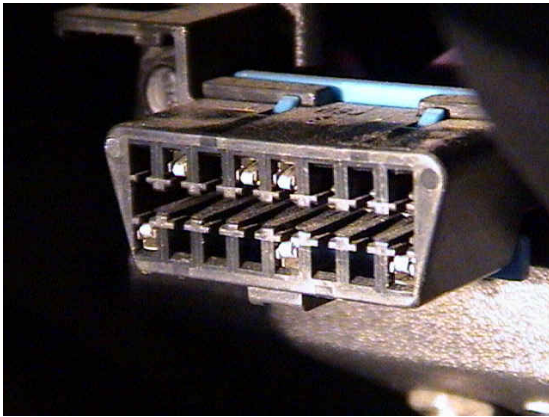
## 5 Installing the LMU

### 5.1 Preventing Accidental or Unauthorized Modification

If you anticipate that fleet drivers or others might interfere with the LMUs once they are installed, take steps to be sure that it is not easy to remove the LMU from its power source, etc. Two common methods are the use of Tamper Proof Sealant or creation of PEG Script to detect power loss or GPS antenna disconnections.

### 5.2 Installing the LMU in a vehicle

1. Make sure the vehicle is turned on/running when plugging in the unit. If the unit is plugged in while the vehicle is off it will need to complete the detection process on the next ignition on cycle in order to operate correctly.
2. Plug the unit into the OBD2 connector of the vehicle while it is running, and do NOT turn off the ignition.



3. Leave the unit plugged in with vehicle ignition on until the detection process has completed. Vehicle detection status can be checked through SMS over the air or with AT Commands using the CalAmp serial connection cable.

The AT Command to check vehicle detection status.

```
AT+IV
```

The vehicle detection complete response will look like:

```
-Vehicle Detection-  
Detection Complete
```

```
VIN: <Vehicle Vin Number>
OBDII Protocol:5
Params:0,1,4,7,8,11,12
Indicators:0(000000000011),1(11111111111)
```

---

The SMS command to check vehicle detection status:

```
!VV
```

---

The vehicle detection complete response will look like:

```
-Veh Det-
Yes
VIN:<Vehicle Vin Number>
Proto:5
Params:0,1,4,7,8,11,12
Inds:0(000000000011),1(11111111111)
DTCs Cnt:7
Flt Mtch:1
```

---

4. Once the vehicle detection has completed the vehicle ignition can then be turned off.

### 5.3 Installation Verification

In many cases it is desirable to verify that an installed LMU-3030™ is working properly. That is, installers should verify that the GPS and communications functions of the LMU-3030™ are working properly before departing the installation site. In more robust cases, some key configuration settings such as the Inbound Address and URL should also be verified.

Note that these processes are all based on issuing AT Commands to the LMU-3030™. It is expected that installers will have access to a serial port expansion cable and a laptop or PDA capable of a terminal connection. Alternatively, an SMS message can be sent to an LMU-3030™ to obtain its current status.

#### 5.3.1 Comm Verification

Installers should first verify that the LMU-3030™ has been acquired and has registered to the wireless network. This may be verified in one of two ways. First, installers may look at the Comm LED (i.e., the one closest to the SMC antenna connector). If this LED is solid, then the LMU has registered to the network and established a data session.



If the LED is not visible, then Comm may be verified using an AT Command:

```
AT+IC
```

Depending on the wireless network being used something similar to what is shown below will be displayed. It is important to verify that 'Yes' values are displayed at the top for Data and Network registration and the correct APN is displayed.

```
Radio Access      : GSM
Network Reg.     : Yes, Home
Data Reg.        : Yes, Home
Connection       : Yes
RSSI             :      -97 dBm
BER              :        99
Channel          :        737
Cell ID          :        3441
Base Station ID  :         40
Local Area Code  :       31003
Network Code     :         410
Country Code     :         310
IMEI (Modem S/N): 351802055396182
IMSI (SIM ID)   : 310410202524377
ICC-ID (SIM S/N): 89014102212025243778
Phone Number     :
GPRS APN         : ISP.CINGULAR
Maint. Server    : maint.vehicle-
location.com(216.177.93.246):20500
Inbound Server   : (0.0.0.0):20500
Dual Comm        : routing id=0, log cid=0, modem type=21, inbnd
index=0

OK
```

If any of the responses return Not-Acquired or Not-Registered (and the APN is correct), the wireless network operator should be contacted for further troubleshooting.

Please note that it may take several seconds (or longer) for the LMU-3030™ to communicate with the modem and acquire the wireless network.

### 5.3.2 GPS Verification

The next step is to verify that the GPS receiver is seeing enough satellites to obtain a valid GPS position. Again, installers have two choices on how to perform this verification. First, like the Comm Verification, there is a GPS status LED (i.e., the one closest to the SMA connector). If this LED is solid, then the LMU has found GPS service.

If the LED is not visible then GPS service may be verified using an AT Command:

```
-----  
AT$APP GPS?  
-----
```

The response should be similar to:

```
-----  
Lat=3304713, Lon=-11727730, Alt=0  
Hdg=113 Spd=0 3D-RTIME HDOP=130 nSats=7  
-----
```

Installers are looking for the 3D-RTIME setting along with a valid Lat, Long pair (i.e. something other than 0). If the GPS receiver does not have a valid lock within 2-3 minutes, installers should check antenna placement (see the Installation Notes section for placement suggestions), the antenna connector and that the antenna has a clear view of the sky. For further troubleshooting, installers should contact CalAmp Support ([M2MSupport@CalAmp.com](mailto:M2MSupport@CalAmp.com))

### 5.3.3 Inbound Verification

The last item to verify is that the LMU-3030™ is sending data to the correct server. In general, this is a two-step process that will need the aid of an observer on the back end. That is, a technician will have to be logged in so they can monitor data coming into the backend mapping/vehicle management application.

First, verify that the LMU-3030™ is using the correct Inbound IP address by using:

```
-----  
AT$APP INBOUND?  
-----
```

The response should be similar to:

```
-----  
INBOUND LMD  
INBOUND 0 ADDR ddd.ddd.ddd.ddd:ppppp *  
INBOUND 0 URL myURL.myCompany.com  
INBOUND 1 ADDR 0.0.0.0:20500  
INBOUND 1 URL  
INBOUND 2 ADDR 0.0.0.0:20500  
-----
```

```
INBOUND 3 ADDR 0.0.0.0:20500
```

The installer will need to verify with a backend technician that the, URL (myURL.myCompany.com ), IP address (ddd.ddd.ddd.ddd) and port (<ppppp>) are correct.

The second step is to verify that the LMU-3030™ is sending data. The best way to do this is to force the LMU-3030™ to send in an unacknowledged Event Report (i.e., its current GPS location) with the following command:

```
AT$APP PEG SUNRPT 255
```

The LMU-3030™ will respond with: OK

The backend monitor must then be contacted to confirm that they received an Event Report with Event Code 255.

Assuming that all three sections have passed, the installation can be considered to be complete.

### 5.3.4 Verification via SMS

The current Comm, GPS and Inbound status of a GSM LMU can be obtained via SMS provided you have access to an SMS capable phone or PDA.

Using your handset, send the following SMS Message to the LMU:

```
!R0
```

Within a few minutes, the LMU should return a response in the following format:

```
APP: <App ID> <Firmware Version>
COM:<RSSI> [./d/D][./a/A][./L][IP address] [<APN>]
GPS:[Antenna <Short/Open/Off>] | [No Time Sync] | [<FixStatus> <Sat
Count>]
INP:<inputs states> <vehicle voltage>
MID:<mobile ID> <mobile ID type>
INB:<inbound IP address>:<inbound port> <Inbound Protocol (LMD/LMX)>
```

- **APP:**

- **<App ID>:**

The Application ID value of the LMU indicating the host platform and the wireless networking technology of the LMU.

o **<Firmware Version>**:

The current firmware version in use by the LMU

▪ **COM:**

o **<RSSI>**:

This is the signal strength the wireless modem sees from the network. In general the LMU is at least scanning for the network if the RSSI is not -113.

o **[./d/D]**:

If the character 'D' is present, it indicates the LMU had a data session established when it responded to the status request. For the 8-Bit product line an upper case 'D' indicates both the Inbound and Maintenance sockets are ready. The lower case 'd' indicates that only the Maintenance socket is ready. A '.' indicates no sockets are ready.

o **[./a/A]**:

This field indicates if the LMU has received an Acknowledgement from the Inbound server. This field will be empty if the LMU has never received an ACK. The lower case 'a' will be present if it has received an ACK since the last cold boot (i.e. power cycle) but not the last warm boot (App Restart or Sleep). The upper case 'A' will be present if the LMU has received an ACK since the last warm boot. A '.' indicates no acknowledgement has been received.

o **[./L]**:

This field indicates if the LMU's log is currently active. An 'L' indicates that the log is currently in use (i.e. one or more records have been stored) where a '.' indicates the log is inactive.

o **[IP Address]**:

This is an optional field if and is only present if the LMU has established a valid data session. This field will contain the current IP address of the LMU as assigned by the wireless network. Note that if you see a value of 192.168.0.0, this is an indication that the LMU has not been able to establish a data session.

o **<APN>**

The current Access Point Name in use by a GSM LMU.

▪ **GPS:**

- **[Antenna <Short/Open/Off>]**:

This field, if present, indicates a problem with the LMU's GPS antenna. A value of Short indicates that the antenna cable has likely been crushed. A value of Open indicates that the antenna cable is either cut or disconnected. A value of Off indicates that the LMU' GPS receiver is off.

- **[No Time Sync]:**

If this field is present, it indicates that the LMU's GPS receiver has not been able to find even a single GPS satellite. This would likely been seen in conjunction with the above antenna error, or if the LMU GPS antenna is otherwise blocked.

- **[<FixStatus> <Sat Count>]:**

If these fields are present it indicates that the LMU has, or had a valid GPS solution. The <Sat Count> field indicates how many GPS satellites are currently in use by the LMU. The <FixStatus> field indicates the type of fix. The Fix Status types are detailed in the [LM Direct Reference Guide](#).

**INP:**

o **<input states>:**

This field details the current state of each of the LMU's discreet inputs. This field is always 8 characters long. The left most character represents the state of input 7 where the right most represents the state of input 0 (i.e. the ignition). A value of 1 indicates the input is currently in the high state. A value of 0 indicates it is currently in the low state.

o **<vehicle voltage>:**

This field will contain the current reading of the LMU's internal A/D. This will be the supply voltage provided to the LMU in mV.

**MID:**

o **<mobile ID>:**

This will be the current mobile ID in use by the LMU.

o **<mobile ID type>:**

This will be the type of Mobile ID in use by the LMU. The available types are, Off, ESN, IMEI, IMSI, USER, MIN and IP ADDRESS.

**INB:**

o **<inbound IP address>:**

This is the current IP address in use by the LMU. This value should match the IP address of your LM Direct™ server.

o <inbound port>:

This is the current UDP port the LMU will use to deliver its LM Direct™ data. This value should match UDP port you are using on your LM Direct™ server. It is typically 20500.

o <Inbound Protocol (LMD/LMX)>:

This is the current UDP/IP messaging protocol in use by the LMU. In general it should be LMD.

**Example GSM Response**

```
APP:081 8.3d
COM:0
GPS:No Time Sync
INP:11100111 13.7V
MID:4141000100 ESN
INB:207.7.101.227:20500 LMD
```

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## 8 Regulatory Information

### **Human Exposure Compliance Statement**

Pursuant to 47 CFR § 24.52 of the FCC Rules and Regulations, personal communications services (PCS) equipment is subject to the radio frequency radiation exposure requirements specified in § 1.1307(b), § 2.1091 and § 2.1093, as appropriate.

CalAmp DataCom Inc. certifies that it has determined that the LMU-3030™ complies with the RF hazard requirements applicable to broadband PCS equipment operating under the authority of 47 CFR Part 24, Subpart E of the FCC Rules and Regulations. This determination is dependent upon installation, operation and use of the equipment in accordance with all instructions provided.

The LMU-3030™ is designed for and intended to be used in fixed and mobile applications. “Fixed” means that the device is physically secured at one location and is not able to be easily moved to another location. “Mobile” means that the device is designed to be used in other than fixed locations and generally in such a way that a separation distance of at least 20 cm is normally maintained between the transmitter’s antenna and the body of the user or nearby persons. The LMU-3030™ is not designed for or intended to be used in mobile applications (within 20 cm of the body of the user) and such uses are strictly prohibited.

To ensure that the LMU-3030™ complies with current FCC regulations limiting both maximum RF output power and human exposure to radio frequency radiation, a separation distance of at least 20 cm must be maintained between the unit’s antenna and the body of the user and any nearby persons at all times and in all applications and uses. Additionally, in mobile applications, maximum antenna gain must not exceed 3.2 dBi.

#### FCC Rules and Industry Canada (IC) regulatory information

##### Compliance Statement (Part 15.19)

The equipment device complies with Part 15 of the FCC Rules. Operation is subject to the following two conditions: (1) This device may not cause harmful interference, and (2) This device must accept any interference received including interference that may cause undesired operation.

##### Warning (Part 15.21)

Changes or modifications not expressly approved by TransCore Amtech Systems could void the user’s authority to operate the equipment. Manufacturer is not responsible for any radio or TV interference caused by unauthorized modifications to this equipment.

##### Compliance Statement (Part 15.105(b))

Note: This equipment has been tested and found to comply with the limits for a Class B digital device, pursuant to part 15 of the FCC Rules. These limits are designed to provide reasonable protection against harmful interference in a residential installation. This equipment generates, uses and can radiate radio frequency energy and, if not installed and used in accordance with the instructions, may cause harmful interference to radio communications. However, there is no guarantee that interference will not occur in a particular installation. If this equipment does cause harmful interference to radio or television reception, which can be determined by turning the equipment off and on, the user is encouraged to try to correct the interference by one or more of the following measures:

—Reorient or relocate the receiving antenna.

—Increase the separation between the equipment and receiver.

—Connect the equipment into an outlet on a circuit different from that to which the receiver is connected.

—Consult the dealer or an experienced radio/TV technician for help.

This device complies with Industry Canada license-exempt RSS standard(s). Operation is subject to the following two conditions: (1) this device may not cause interference, and (2) this device must accept any interference, including interference that may cause undesired operation of the device.

Le présent appareil est conforme aux CNR d'Industrie Canada applicables aux appareils radio exempts de licence. L'exploitation est autorisée aux deux conditions suivantes : (1) l'appareil ne doit pas produire de brouillage, et (2) l'utilisateur de l'appareil doit accepter tout brouillage radioélectrique subi, même si le brouillage est susceptible d'en compromettre le fonctionnement.

Class B digital device notice

“CAN ICES-3 (B)/NMB-3(B)”

RF Radiation Exposure Statement

This equipment complies with the FCC/IC radiation exposure limits set fourth for mobile transmitting devices operation in an uncontrolled environment. End users must follow the specific operating instructions to satisfy RF exposure compliance.

The equipment should only be used where there is normally at least 20cm separation between the antenna and all person/user.

This transmitter must not be co-located or operation in conjunction with any other antenna or transmitter.