



J1939 to NMEA2000 converter

The J1939 to NMEA2000 converter reads the J1939 protocol and translates that to NMEA2000 PGN's. This converter can be used for the D-Line engine range of which the engine data can be displayed on VETUS or other MFD's.

Specifications

- 0-16V operating Voltage
- <50mA operating current
- IP65 rating

Type	Description
CANJ2N1	J1939 to NMEA2000 converter



NEW!

CANJ2N1

Design your own panel with the "PWLK" system

Many designers and installers wish to lay out their own instrument panel, rather than using a standard panel supplied by the engine manufacturer. This can be easily accomplished using the PWLK system.

Advantages

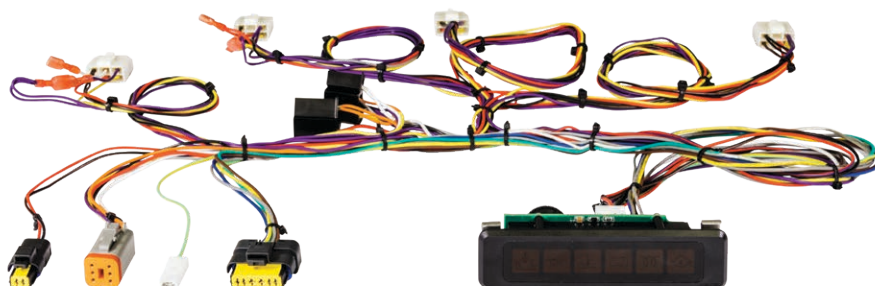
- Choose your own instruments, black, cream or white and for 12 or 24 VDC supply
- All cables are bundled and colour coded: no more tracing loose wires
- Cable plugs and connectors are factory fitted, ready to connect to VETUS engine instruments
- The instruments can be positioned up to 50 cm away from the key switch

Standard system

- Monitoring panel (130 x 35 mm) with six warning lights
- Acoustic alarm
- Glow plug pre-heat and starting key switch
- Cable for tachometer (revolution counter/hour counter)
- Cables for voltmeter, oil pressure gauge, water temperature gauge
- Plugs for connection of extension cables

Optional equipment to complete the system

- Extension cable to the engine, available in 2, 4 or 6 metre length
- Cable splitter to connect to a second panel
- Revolution counter / hour counter
- Voltmeter, oil pressure gauge, water temperature gauge



PWLK

Type	Description
PWLK	Wiring loom for engine instruments, including warning light panel and starter switch, 12 / 24 VDC

