

VEHICLE TRACKER

Compatible with Mobileye™s ADAS

Antzer Tech (Taiwan) has introduced the Rifa series of vehicle trackers. It supports OBDII and J1939 protocols.

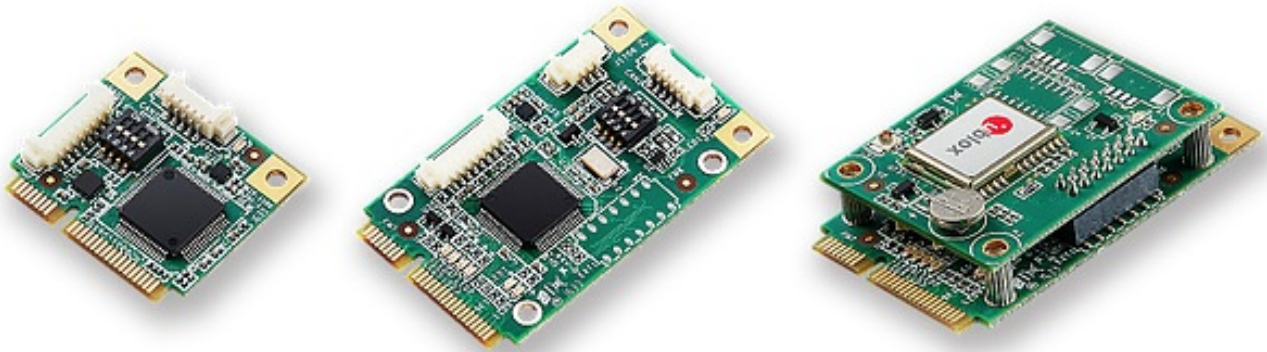
The GPS tracker comes with built-in Gyro and G-sensor. The CAN-to-ADR (Automotive Dead Reckoning) function provides accurate positioning in situations of weak GPS signal, such as driving in tunnels, indoor parking facilities, urban canyons, or when GPS signal obstruction hinders positioning. There is no additional cabling for wheel speed input necessary. A separated CAN interface is Mobileye-compatible. It receives the alert events such as Forward Collision Warning and Lane Departure Warning from the ADAS (Advanced Driver Assistance Systems) and reports the events to the management center. In addition to 4G/3G communication, it provides options to use Low-Power Wide-Area Network (LPWAN) such as NB-IOT or LoRa, which reduce the communication costs.



The vehicle tracker provides two CAN interfaces (Photo: Antzer)

The product provides most required features for vehicle tracking and fleet management, including 200 user-defined geo-fences, harsh driving behavior alert, optional battery backup for power loss or device removal. And it allows remote firmware upgrade and remote configuration through SMS for easy deploy and maintenance.

The vehicle tracker is available with two form factor options: the Rifa-B comes with an OBDII connector, while the RIFA-M equipped with a micro-fit connector for additional I/O extensions such as digital I/O, EIA-232, 1-wire sensor interface, two-way voice communication, etc.



The vehicle tracker hardware is available as open-frame, too (Photo: Antzer)

The Taiwanese company offers the Rifa hardware also as stand-alone units. The Faro and Gadn units designed can be used for manufacturer-specific fleet management applications. The Faro module provides two CAN ports. Designed in mini PCIe form factor, it supports OBDII and J1939 protocols. The device integrates a 9-axis motion sensor. The Gadn module combines the Faro module with the u-blox NEO-M8 series GPS module. Both modules come not only with vehicle communication protocols, but also with the Fleeton middleware.

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