AirLink Vehicle Telemetry Application (AVTA) 1.1 Release Notes

AirLink Vehicle Telemetry Application (AVTA) 1.1 is only supported on the AirLink GX450 and MP70 products. It is not compatible with AirLink LS300, AirLink RV50, AirLink GX400/440, or AirLink ES Series Gateways.

Accelerometer features are only available on the AirLink MP70.

AVTA 1.1 is available on the AirLink Management Service (ALMS) as a public application. It requires the supported gateway to be running ALEOS 4.9.0 or higher.

Key Features

Conformance with AirLink Telemetry Protocol (ATP) 2.0

AVTA 1.1 conforms to the new ATP 2.0 specification. ATP 2.0 is available on the Source. Please refer to this documentation for the full set of features supported via AVTA 1.1.

Support for Advanced Features of the AirLink MP70

AVTA 1.0 supported the AirLink GX450 and MP70, but required the gateway be connected to the vehicle by a B&B Electronics OBD-II Streamer (Model: LDVDSV2CAN-S). AVTA 1.1 in combination with ALEOS 4.9.0 on the AirLink MP70 provides support for the built-in CAN (OBD-II and J1939) vehicle interface, provides access to inertial sensor data for driver behavior, and enables dead reckoning.

- **Support for the Built-in CAN (OBD-II and J1939) Vehicle Interface:** The AirLink MP70 can be connected directly to the vehicle bus using a simple cable, and no longer requires the B&B Electronics OBD-II Streamer. Two separate, low-cost cables are now available:
  - MP70 OBD-II Cable
  - MP70 J1939 Cable

  Additional information is available on sierrawireless.com

- **Support for Accelerometer Data:** The AirLink MP70 includes a built-in 9-Axis Accelerometer that provides driver behavior information. ATP 2.0 allows AVTA 1.1 to collect and send driver behavior events for hard braking, rapid acceleration and cornering events.

- **Support for Built-in Inertial Navigation (Dead Reckoning):** Inertial Navigation (Dead Reckoning) technology can provide precise, continuous location tracking of your mobile assets, even in urban canyons and underground garages where satellites cannot be seen. AVTA 1.1 can leverage this feature of the AirLink MP70 to improve the GPS-based location information.

The MP70 must be running ALEOS 4.9.0 to work with the built-in CAN vehicle interface, and to leverage the inertial sensors to enable the driver behavior reporting.

Compatibility with AirLink Mobility Manager (AMM) 2.16

AVTA 1.1 has been packaged and can be deployed to supported AirLink gateways and routers from AMM 2.16 or later.

Addressed Problems

Reference	Description
63	**Shorten Parameter Names** The names of the data format sent (which are now part of ATP 2.0) were shortened as much as possible for all parameters. The previous protocol (ATP 1.0 with AVTA 1.0) was excessively verbose, and resulted in unnecessary bandwidth usage.
21	**Update to B&B Scanner Firmware** This release updates the B&B Scanner firmware to Version 2.1.46.

Known Issues

Reference	Description
74	In AVTA 1.1, the trip odometer and fuel level behave differently for the AirLink MP70 with a direct connection and devices connected via the B&B Streamer. On the AirLink MP70, these parameters are 0 when the ignition is off, and increase from 0 when ignition is on. On the B&B, these parameters continue to increase (non-volatile) until specifically reset. Since there is no provision to do this, they effectively increase forever. In the next release of AVTA we will implement the ability to emulate the MP70 behavior for B&B Streamer.
65	Repeated ignition events are being seen on boot with the same state value, usually 2 times within the first minute after boot. This happens consistently and will be addressed in the next release.
60	It is desirable to have an indication to the User about the AirLink MP70's CAN Bus Status. In the next release, we will display a status field based on value contained in MSCIID_GROUP_CANBUS (10312). A value of 0 means CAN Bus operation is Not Available. A value of 1 means CAN Bus operation is Available.
75	**Peak, Threshold, Average and Initial Values of Events are all Called "Driver Behavior Incident" in ALMS** When displayed in ALMS, the peak, threshold, average and initial values of accel, decel and corner events are all called "driver behavior incident", rather than being identified by the individual event types. This issue should not affect users who are ingesting events from a data feed, and is primarily a display issue for ALMS. This will be addressed in a future release.