Ruggedized device designed to tackle harsh terrain

AT&T Fleet Management
GO RUGGED

The GO RUGGED is a ruggedized telematics device that offers state-of-the-art GPS technology, g-force monitoring, Input Output Expanders (IOX), and engine and battery health assessment. Using this patented tracking algorithm, it accurately recreates a vehicle’s trips and analyzes its incidents.

The GO RUGGED is ideal for:
- Heavy equipment
- Utilities
- Farming
- Powered Assets
- Constructions
- Oil, Gas, & Mining
- Trucks
- Trailers & Generators

Top Features:
- Impact, water, and humidity resistant housing
- IP67 rated for protection against dust and water
- Operating temperature: -40 to 85°C
- External installation supported
- Innovative Technology
- Real-time vehicle tracking
- Support for most major engine protocols
- Built-in accelerometer
- IOX expandability
- In-vehicle driving coaching via IOX-BUZZ or GO TALK
- Accident detection and notification
- Accurate engine diagnostics, DTC, and proprietary engine data
- Over-the-Air (OTA) firmware updates

Why AT&T?

AT&T Fleet Management helps you go further with visibility and control of your large mixed fleets. Anchored by our highly secure, highly reliable global network, leading-edge platforms, innovative ecosystem, and our award-winning customer service, we have flexible, powerful solutions to meet your business goals.

Upgrade to the next generation of GPS vehicle tracking devices. Learn more at www.att.com/fleetmanagement.
### Technical Specifications and Feature

#### Interfaces

**Engine Management**
- Legacy OBD (SAE J1850 PWM/VPW, ISO 9141-2, and ISO 14230 (KWP2000))
- ISO 15765 CAN (including WWH-OBD, GM LAN, VW TP2.0) @ 125/250/500 kbps
- 2- or 3-wire install support (for older vehicles/asset tracking)

**Input/Output**
- LEDs — Ignition, GPS, Cellular
- IOX (more details below)
- Internal GPS/Cellular antennas

**Cellular**
- **Canada and USA**
  - LTE (CAT-1): Bands 2/4/5/12, 3G: Bands 2/5

#### GPS Receiver
- 50-channel engine
- Under 1 second Time-To-First Fix for hot and aided starts
- Hybrid GPS/SBAS engine (WAAS, EGNOS, MSAS)
- 3GPP compliant

**A-GPS:** Differential Almanac

**Accuracy:** <3 m

#### I/O Expandability Support (IOX)
- Currently supports a combination of up to 5 of the following:
  - Driver ID
  - Hours of Service (HOS)
  - Garmin
  - Iridium Satellite
  - AUX — 4 per IOX (Digital or Analog)
  - Serial Port and Additional CAN for third-party device integration
  - Driver Feedback via external Buzzer and GOTALK

#### Accelerometer
- 3-axis auto-calibrating accelerometer. Full scale (+2g, ±4g, ±8g & ±16g), capable of measuring accelerations with an output data rate of 100 Hz to 1250 Hz.

#### Environmental and EMC

**Operating Temperature**
- −40 to +85 °C

**SAE J1455**
- Thermal Shock (Section 4.1.3.2)
- Mechanical Vibration (Section 4.10)
- Operational Shock
- Humidity
  - IP 67

#### Mechanical

**Weight:** 285 g (0.63 lb)

**Dimensions**
- Device: 100 mm L × 80 mm W × 28.5 mm H
- Cable: 980 mm L × 40 mm W

**Housing**
- PC+ABS plastic
- Epoxy encapsulating and potting compound. Impact, water, and humidity resistant.

#### Electrical

**Voltage**
- 12 V and 24 V systems supported

**Current** (at 12 V)
- Operating Mode: 60–300 mA
- Operating mode + IOX: Up to 2 A
- Sleep mode: 2.5 mA

**Resettable overcurrent protection to IOX**

#### Compliance

**Standards:** FCC, IC, PTCRB

#### Over-the-Air (OTA) Support

**Firmware Updates:** For maintenance, new features, and custom applications

**Parameters:** For turning additional features on/off

**Almanac/Ephemeris Data:** For quicker GPS latch

#### Voltage Recording

Curve-based voltage logging to detect weak batteries, failing alternators, and failing starters.

#### 32-Mb Non-volatile Flash Memory

**Main Data Memory:** Up to 80,000 logs in offline mode (out of coverage)

**Accident Data Memory:** Buffer records over 100 minutes of second-by-second data (6,000 logs). Last 72 records (12 minutes) are sent instantly on accelerometer-triggered accident-level events.

#### Recording Parameters

Patented curve-based GPS/voltage/accelerometer/engine data logging algorithm for fewer, more accurate data points. Can be downrated to a basic trailer tracking configuration.

#### Intelligent Ignition

Non-engine-based ignition detect on voltage and movement, allowing for 3-wire installation. Ideal for older vehicles with no engine information and covert installation for asset recovery.

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**Important Information**

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