

Can the J2K100 convert Volvo-Penta engine data to NMEA2000?

Yes, a J2K100 can be used to convert a Volvo Penta standard J1939 messages to NMEA2000. Prior to a purchase of a J2K100(Per engine) examine the existing cabling provided by the engine manufacturer.

Engines with EVC, EDC systems can be connected to the J2K100 via the standard multi-link connection. The most common multi-link connections can be found throughout a EV/EVC system. Look for a Deutch DT-06-6S connection and order the connector direct from Volvo or through web retailers that offer Deutch branded connectors.

For EGC series engines that are not part of a EVC system a local connection of the J2K100 is needed. Look for a DT-06-6S connection close to the engine's ECU. Figure 1 shows a CANBUS connector located on a EGC 8.1 engine.

Newer Volvo Penta Gi engines may have an Deutch DT-06 8S connection(8pins) blank plug. the Plug can be retrofitted with wires to form a direct connection to the J2K100 supplied field makeable connection in the box. It is recommended that technicians order a Maretron IT_CM-CF to connect between a J2K1000 J1939 port and the field makeable connector to ensure proper communication can occur.

Pin-outs may vary depending on year and make of engine Contact Volvo-Penta direct for the correct J1939 pin-out of your engine. The J2K100 N2KAnalyzer configuration menu can help determine if a proper connection to the engine has been made.

Online URL:

<https://www.maretron.com/wp-content/phpkbv96/article.php?id=674>