

ENGINEERED *Excellence*™



Wireless Telematics System



Cloud based engine monitoring
and systems control!





EntelNet™

Communications

Advanced Service

When in range of a known Wi-Fi Router, Diagnostic and environmental data is sent to the technician - automatically.



Basic Service

Using a Smart device the customer sends Diagnostic data to the technician.

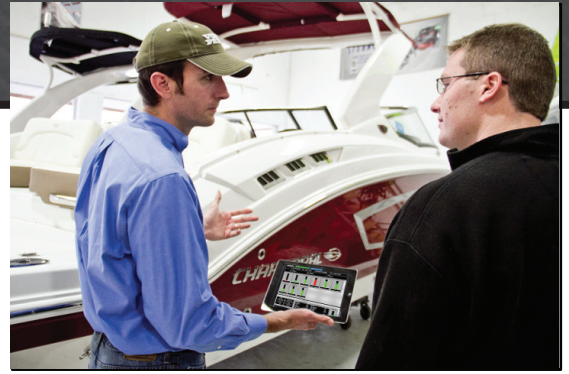


Premium Service
Back Office software allows the Repair team to analyze and recommend repair solutions to the customer or...
...to schedule a repair.

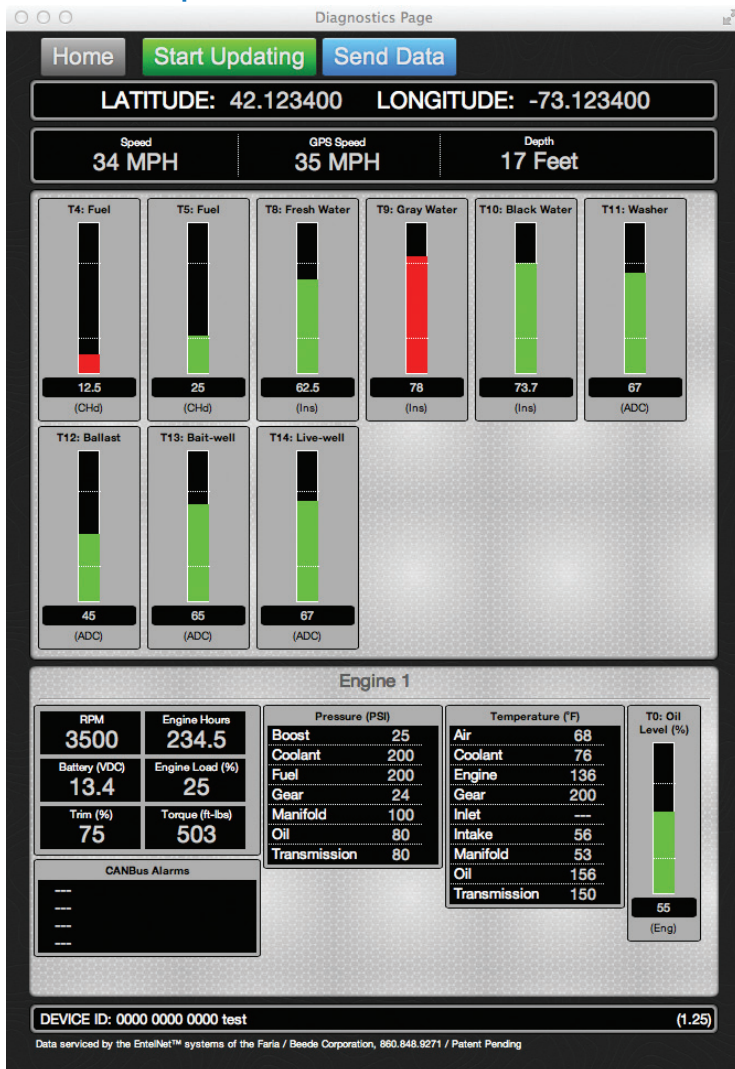
**A complete solution
for remote instrument
monitoring!**

Send your engine data to the cloud.

Use the *EntelNet*™ and your internet capable device to monitor NMEA2000 CAN data being sent by the engine ECU and other critical vessel information right from the palm of your hand.



HTML Report Website



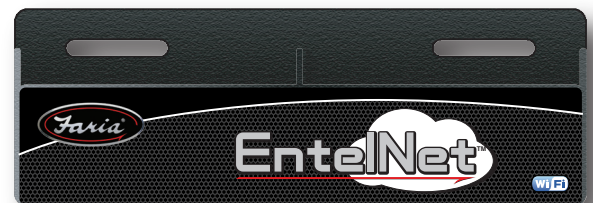
Connected directly to the NMEA2000 CAN Bus, Real-World data is sent by the EntelNet™ wireless module (Wi-Fi™).

The data, GPS speed, Map position, Instrument data and CAN error code information is displayed in an easy to read website and can be view by any internet capable device i.e. Smart Phone, Tablet or Computer. No wires needed.

It's all about the fault codes

When a NMEA 2000 engine is malfunctioning the engine ECU transmits the area of the malfunction as a fault code.

The fault code is often used to turn on a lamp or an alert indicator. The EntelNet™ system records these fault codes and sends the data to the technician giving them a heads up of possible problems or a means to diagnose the engine's health remotely.



Get the technicians involved. Send the engine and other critical data anywhere in the world to be diagnosed.

Helps reduce warranty costs and can help lessen repair time.

Data can be viewed on a secure website for remote systems diagnostics.





Engine Monitoring

Notifications Index

Alert List

Email

dealer@company.com,uncle@home.com

Enter the e-mail address of the people you wish to receive an Alert email. Use the ";" (semicolon) to separate each address.

SMS Contacts

86000000@att.com

Enter the SMS number as XXXXXX@isp of the people you wish to receive an Alert SMS. Do not use the "+" separator. Use the ";" (semicolon) to separate each number. [help]

Zone Notifications

Email

Enter the e-mail address of the people you wish to receive a Zone Transition email. Use the ";" (semicolon) to separate each address.

SMS Contacts

Enter the SMS number as XXXXXX@isp of the people you wish to receive a Zone Transition SMS. Do not use the "+" separator. Use a ";" (semicolon) to separate each number. [help]

Assistance List

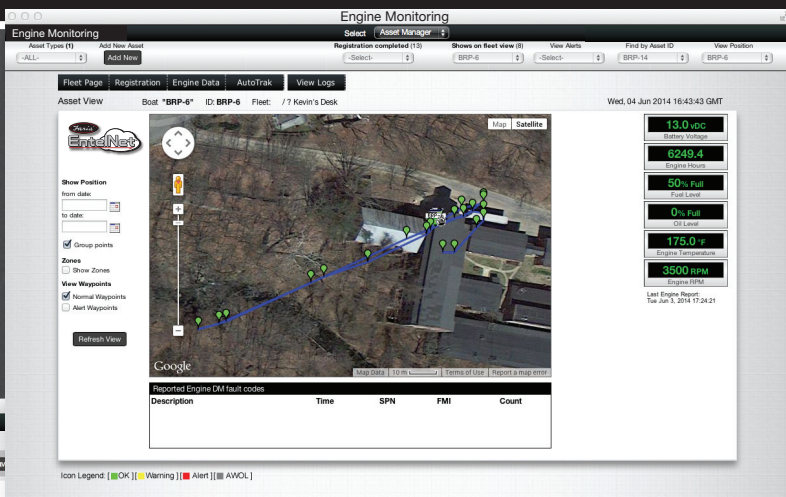
Email

dealer@company.com

Enter the e-mail address of the people you wish to receive an Assistance email. Use the ";" (semicolon) to separate each address.

SMS Contacts

Enter the SMS number as XXXXXX@isp of the people you wish to receive an Assistance SMS. Do not use the "+" separator. Use a ";" (semicolon) to separate each number. [help]



Engine Monitoring

Message Log

Boat: "BRP-HD" ID: BRP-HD Fleet: 77 Howard's Desk

View Reports from: 06/03/2014 to 06/03/2014

Date/Time (GMT +1)	Message Type	Battery Voltage	Engine Hours	Fuel Level	Oil Level	Engine Temperature	Engine RPM
06/03/2014 (Tue) 23:08:01	Normal	13.2 VDC	2.0	50% Full	30% Full	139.7 °F	600 RPM
06/03/2014 (Tue) 19:00:12	Normal	13.2 VDC	2.0	50% Full	30% Full	139.7 °F	600 RPM
06/03/2014 (Tue) 19:00:02	Normal	13.2 VDC	2.0	50% Full	30% Full	139.7 °F	600 RPM
06/03/2014 (Tue) 18:59:52	Normal	13.2 VDC	2.0	50% Full	30% Full	139.7 °F	600 RPM
06/03/2014 (Tue) 18:59:42	Normal	13.2 VDC	2.0	50% Full	30% Full	139.7 °F	600 RPM
06/03/2014 (Tue) 18:59:32	Normal	13.2 VDC	2.0	50% Full	30% Full	139.7 °F	600 RPM
06/03/2014 (Tue) 18:59:22	Normal	13.2 VDC	2.0	50% Full	30% Full	139.7 °F	600 RPM
06/03/2014 (Tue) 18:59:12	Normal	13.2 VDC	2.0	50% Full	30% Full	139.7 °F	600 RPM
06/03/2014 (Tue) 18:59:02	Normal	13.2 VDC	2.0	50% Full	30% Full	139.7 °F	600 RPM
06/03/2014 (Tue) 18:58:52	Normal	13.2 VDC	2.0	50% Full	30% Full	139.7 °F	600 RPM
06/03/2014 (Tue) 18:58:42	Normal	13.2 VDC	2.0	50% Full	30% Full	139.7 °F	600 RPM
06/03/2014 (Tue) 18:58:32	Normal	13.2 VDC	2.0	50% Full	30% Full	139.7 °F	600 RPM
06/03/2014 (Tue) 18:58:22	Normal	13.2 VDC	2.0	50% Full	30% Full	139.7 °F	600 RPM
06/03/2014 (Tue) 18:58:12	Normal	13.2 VDC	2.0	50% Full	30% Full	139.7 °F	600 RPM
06/03/2014 (Tue) 18:58:02	Normal	13.2 VDC	2.0	50% Full	30% Full	139.7 °F	600 RPM
06/03/2014 (Tue) 18:57:52	Normal	13.2 VDC	2.0	50% Full	30% Full	139.7 °F	600 RPM
06/03/2014 (Tue) 18:57:42	Normal	13.2 VDC	2.0	50% Full	30% Full	139.7 °F	600 RPM
06/03/2014 (Tue) 18:57:32	Normal	13.2 VDC	2.0	50% Full	30% Full	139.7 °F	600 RPM
06/03/2014 (Tue) 18:57:22	Normal	13.2 VDC	2.0	50% Full	30% Full	139.7 °F	600 RPM
06/03/2014 (Tue) 18:57:12	Normal	13.2 VDC	2.0	50% Full	30% Full	139.7 °F	600 RPM
06/03/2014 (Tue) 18:57:02	Normal	13.2 VDC	2.0	50% Full	30% Full	139.7 °F	600 RPM
06/03/2014 (Tue) 18:56:52	Normal	13.2 VDC	2.0	50% Full	30% Full	139.7 °F	600 RPM
06/03/2014 (Tue) 18:56:42	Normal	13.2 VDC	2.0	50% Full	30% Full	139.7 °F	600 RPM
06/03/2014 (Tue) 18:56:32	Normal	13.2 VDC	2.0	50% Full	30% Full	139.7 °F	600 RPM
06/03/2014 (Tue) 18:56:22	Normal	13.2 VDC	2.0	50% Full	30% Full	139.7 °F	600 RPM
06/03/2014 (Tue) 18:56:12	Normal	13.2 VDC	2.0	50% Full	30% Full	139.7 °F	600 RPM
06/03/2014 (Tue) 18:56:07	Alert	13.2 VDC	2.0	50% Full	30% Full	139.7 °F	600 RPM
06/03/2014 (Tue) 18:56:02	Normal	13.2 VDC	2.0	50% Full	30% Full	139.7 °F	600 RPM
06/03/2014 (Tue) 18:55:52	Normal	13.2 VDC	2.0	50% Full	30% Full	139.7 °F	600 RPM
06/03/2014 (Tue) 18:55:42	Normal	13.2 VDC	2.0	50% Full	30% Full	139.7 °F	600 RPM
06/03/2014 (Tue) 18:55:37	Alert	13.2 VDC	2.0	50% Full	30% Full	139.7 °F	600 RPM
06/03/2014 (Tue) 18:55:32	Normal	13.2 VDC	2.0	50% Full	30% Full	139.7 °F	600 RPM
06/03/2014 (Tue) 18:55:22	Alert	13.2 VDC	2.0	50% Full	30% Full	139.7 °F	600 RPM
06/03/2014 (Tue) 18:55:13	Normal	13.2 VDC	2.0	50% Full	30% Full	139.7 °F	600 RPM



Engine Monitoring and Alert Communications System.

When you are in range of a known Wi-Fi Hotspot, the EntelNet™ can load your trip and engine systems data to the web.

If a problem occurred during your trip a notice can be sent directly to the dealership or marina so little concerns don't become big headaches.

Made in the USA

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