hapn

GV57

Waterproof asset tracker designed for a wide range of powered equipment tracking applications

The GV57 improves on the GV50 Plus based on customer feedback. With a waterproof design, the GV57 ensures the product remains reliable when installed in the harsh environments, and it supports panic button for emergency situations.

The product is ideal for stolen vehicle recovery, auto financing and other basic tracking applications.

Use GV57 for...

- **Heavy Equipment**
- **Vehicles**
- **Powersports equipment**

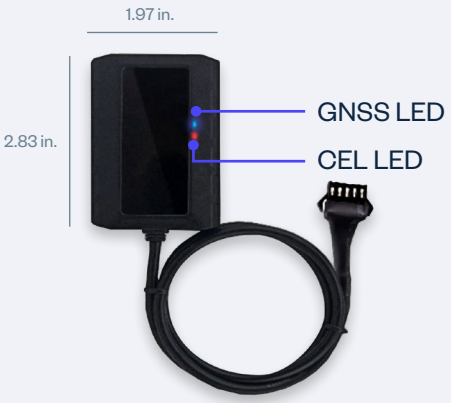
Quick Specs

Weight	90g (3.17 oz)
Operating Temperature	-22°F ~ +176°F
Dimensions	72 × 50 × 16.4mm 2.83” (L) × 1.97” (W) × 0.65” (H)
Battery Type	Li-Polymer battery, 190 mAh Operating Voltage: 8V to 32V DC

Key Features

- IP67 Waterproof
- Compact Size
- Easy Installation
- Cost Effective
- Tamper Protection for Critical Configuration
- OTA Control
- Scheduled Report
- Geofences
- External Power Monitoring
- Virtual Ignition Detection
- Up to 600 Buffer Messages
- Anti-Carjacking

Appearance



Front

IP67 Waterproof

Interfaces

GSM Antenna	Internal only
GPS Antenna	Internal only
LED Indicators	GNSS, CEL

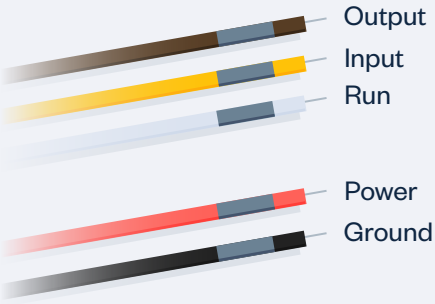
GV57 Installation Instructions

Power Connection

The GV57 has a 5-PIN connector cable used to connect to power on any battery from 8V to 32V, and up to 90V with an adapter cable.

To start, connect the red (power) wire to the hot side of the battery disconnect switch, and the black (ground) wire to ground.

The brown (output) and orange (input) wire can be capped off. If you're connecting to an 8V to 12V battery, you can also cap off the white (run) wire.



Ignition Detection

8V to 12V Batteries

When the engine is engaged and the voltage on the battery spikes, Hapn's GV57 detects the voltage change and registers an "Ignition On" event using only the power and ground wire.

24V Batteries

Connect the white (run) wire to the run signal on the equipment.

Select a circuit that has voltage running across it only when the engine is running.

Locating Run Signal

With the engine on, use a voltage meter to detect active voltage.

When the engine is turned off, the circuit should no longer detect voltage.