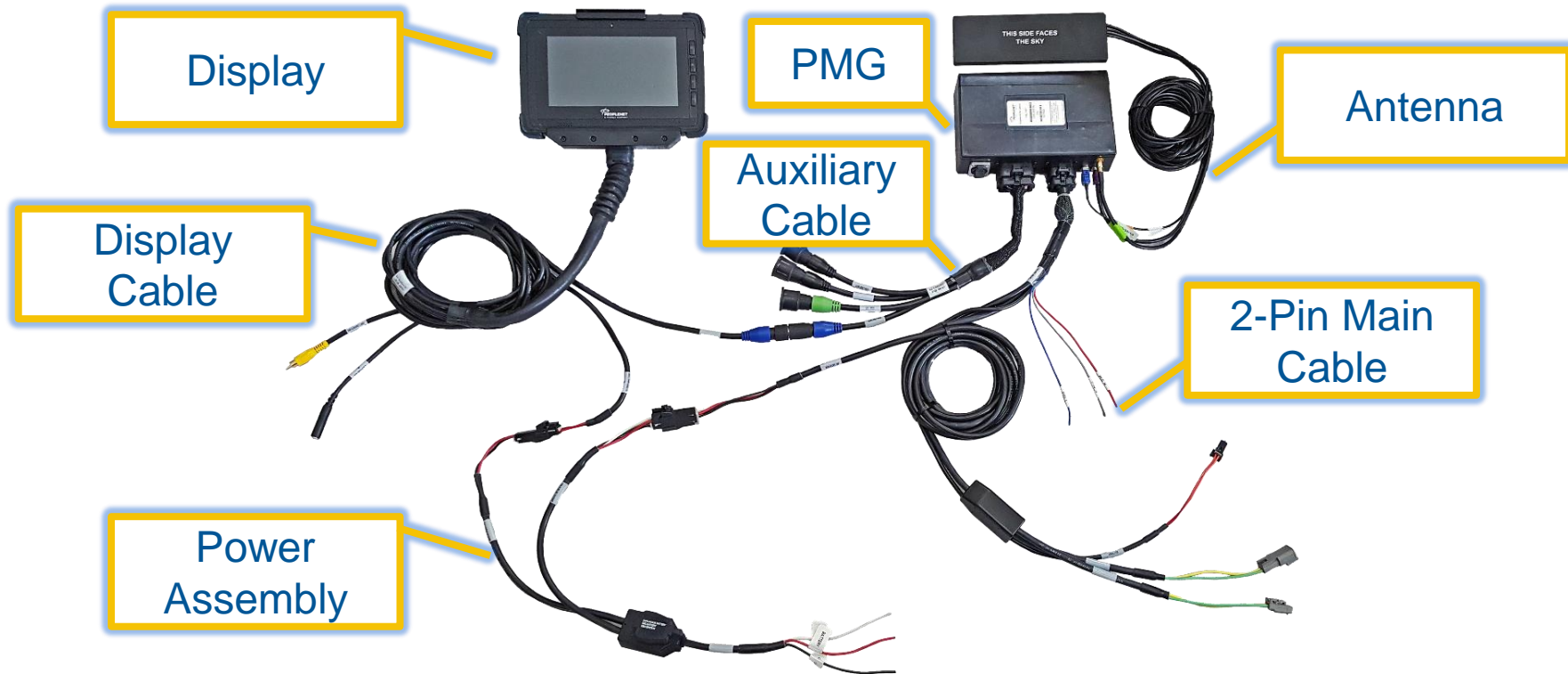


# International LT/RH/MV/HV PeopleNet Mobile Gateway<sup>®</sup> Install Guide

# Hardware Overview Pre-2023



# 2023 RP1226 Option



If present, the RP1226 is on the doghouse behind and below the cup holders.

- An RP1226 option was added in model year 2023. If available, this is the preferred install method, including power and engine data in one.
- This is not in all vehicles. Consult your dealership to determine whether it is present.
- If you are using the RP1226, order parts H-055-0506 (PMG antenna) and L-016-0643 (RP1226 Cable).

# Non-Trimble Parts Needed Non-RP1226 install only

Phoenix Part  
1708331  
International Part  
3768013C1

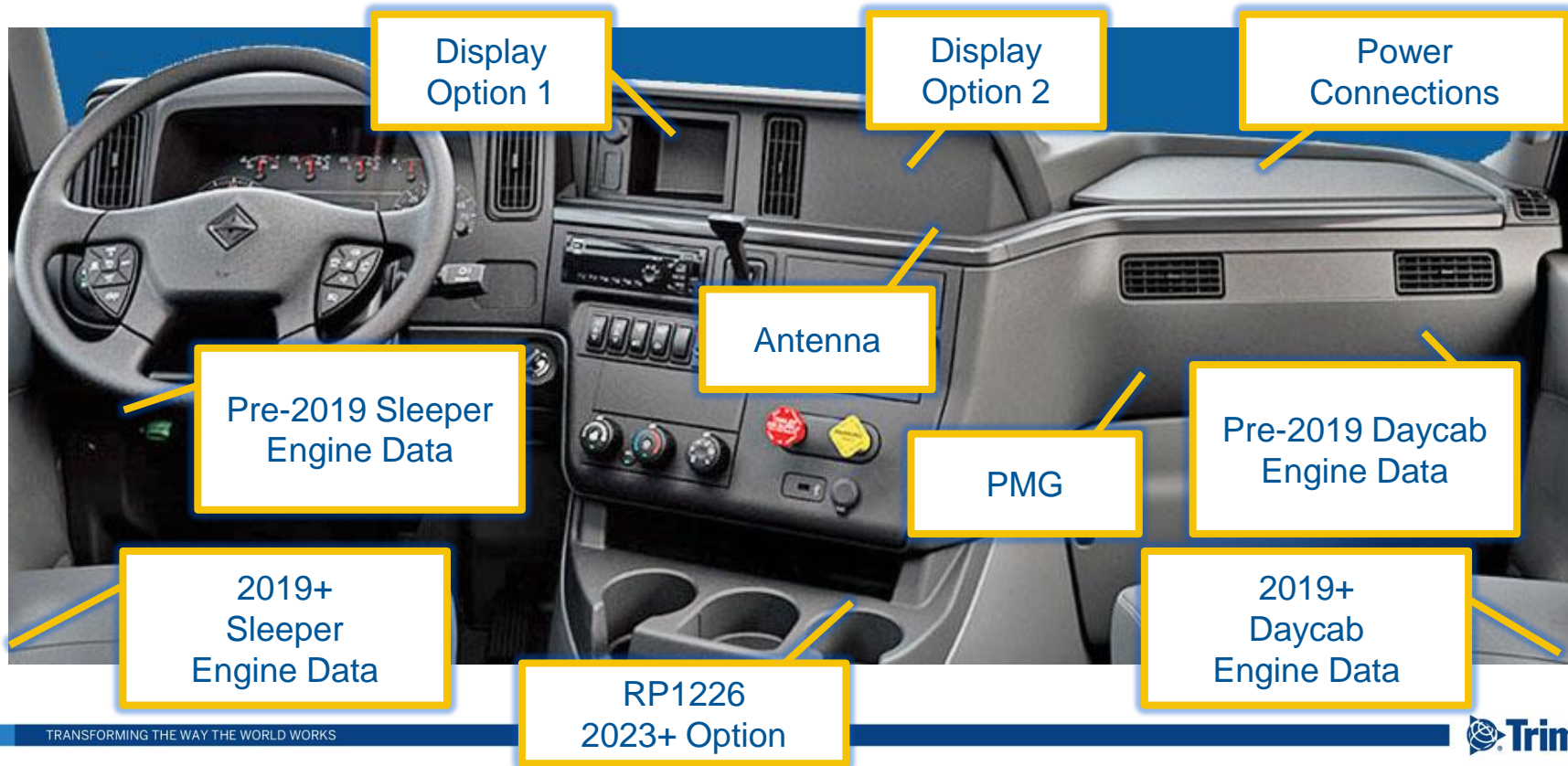


Mini-ATC Add-a-  
Circuit Connector



- The only spare power available in new Internationals is built into the fuse panel.
- To connect, we will need to either pin a new fuse position (the pin shown to the left) or piggy-back with an Add-a-Circuit connector.
- If neither are available, a 3-way splice under the fuse panel could be used, but it is not recommended.

# Install Overview





# Dash Disassembly

2 Pop off the panel around the gauge cluster

3 Remove the screw holding the left of the top-center dash panel

4 Pop off the top-center dash panel

5 Remove the four screws holding the square panel

1 Pop off the face panel around the lower center dash

6 Remove the panel below the steering column (Skip for pre-2018 Daycabs)

This process will be slightly different for MV/HV cabs.

# Display Option 1



If the space is available, mount the RAM to the rectangular panel above the radio.

Drill a 1" hole in the panel and route the cable into the dash.

## Display Option 2



If the panel above the radio is not available, mount the display to the right-center dash panel using bolts and a backing plate or large washers.





# Antenna

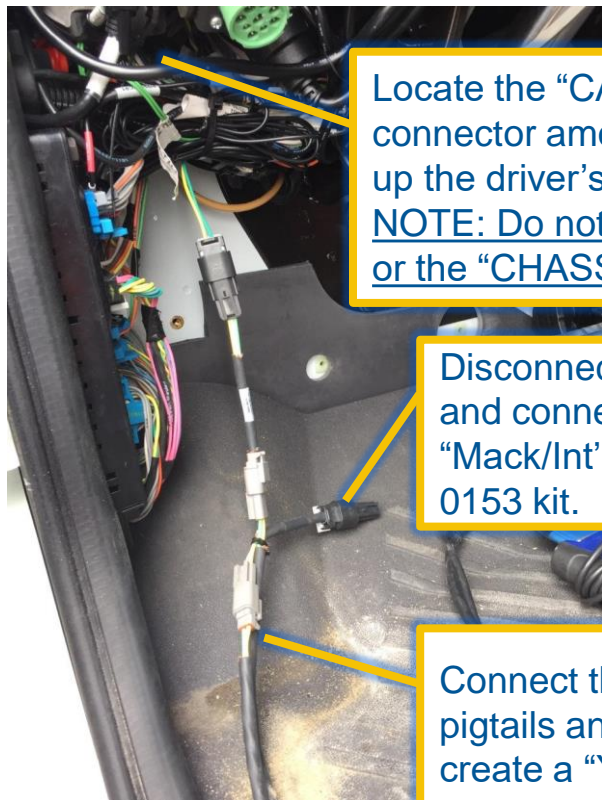


Clean the top of the duct behind the right-center dash panel using alcohol and a paper towel, then mount the antenna using the tape provided.

# J1939 Circuits

- Internationals include a number of parallel J1939 circuits.
- The best options for each vehicle are noted below.
- Do Not use the 125K circuit, which is used for cab lights.
- Do Not use the “CHASSIS” 250K circuit, which lacks many data elements needed for ELD.
- **Do use the “CAB” 250K circuit.**

# Engine Data – Sleeper Cab – Pre-2019



Locate the “CAB BUS 250K” connector among the wires running up the driver’s side firewall.  
NOTE: Do not use the 125K circuit or the “CHASSIS” 250K.

Disconnect the terminating resistor and connect it to the matching “Mack/Int’l” pigtail from the L-016-0153 kit.

Connect the PMG Main Cable to the pigtails and connect it inline to create a “Y” circuit.




[Press here for a video of this process.](#)

If you are unable to locate the connection, or if the system does not show fuel or odometer, move to the 2019+ location below.



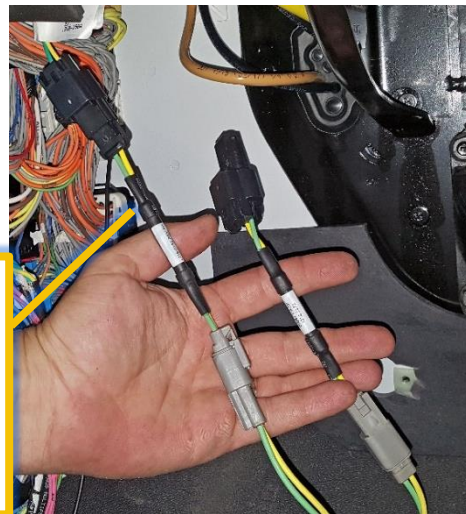
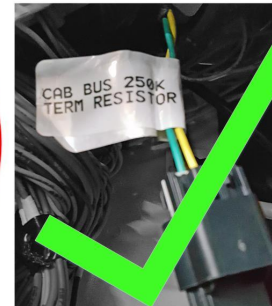
# Engine Data – Sleeper – 2019-22



Locate the terminating resistor connector beneath the seatbelt cover behind the driver's seat.  
NOTE: Do not use the 125K circuit or "CHASSIS" 250K.

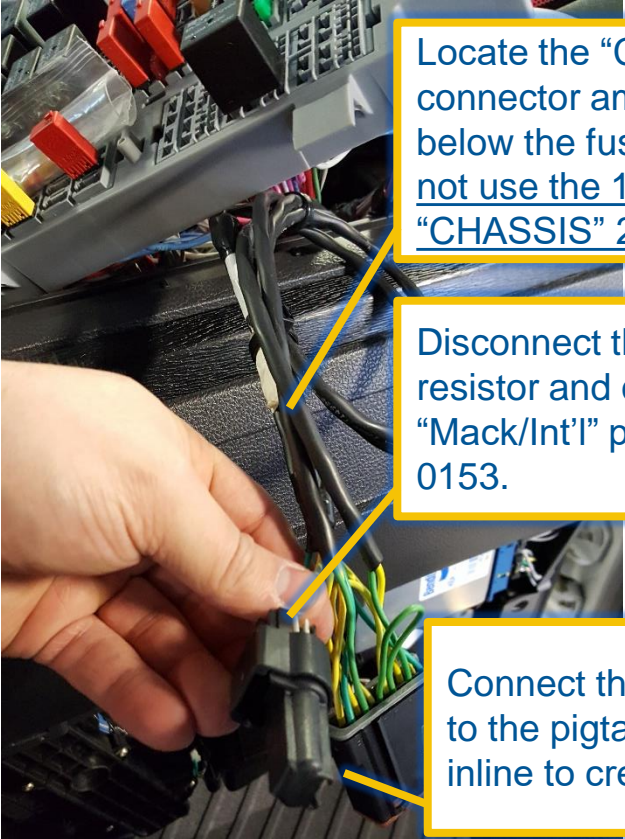
Trim the ties holding the cable and move it forward to the area around the diagnostic port for easier access.

Connect the terminating resistor to the matching pigtail. Connect the other pigtail to the vehicle. Connect the PMG Main Cable to both, creating a "Y" connection.





# Engine Data – Day Cab – Pre-2019



Locate the “CAB BUS 250K” connector among the wires below the fuse panel. NOTE: Do not use the 125K circuit or the “CHASSIS” 250K.

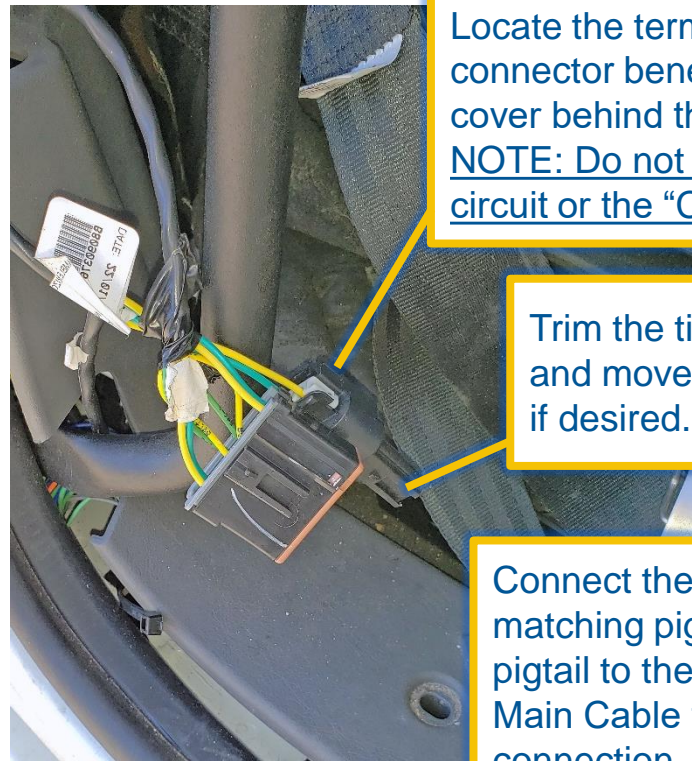
Disconnect the terminating resistor and connect it to the “Mack/Int'l” pigtail from kit L-016-0153.

Connect the PMG Main Cable to the pigtails and connect it inline to create a “Y” circuit.



If you are unable to locate the connection, or if the system does not show fuel or odometer, move to the 2019+ location below.

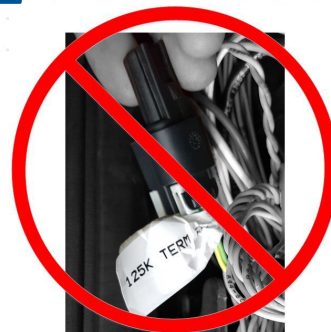
# Engine Data – Day Cab – 2019-22



Locate the terminating resistor connector beneath the seatbelt cover behind the driver's seat.  
NOTE: Do not use the 125K circuit or the "CHASSIS" 250K.

Trim the ties holding the cable and move it forward to the dash if desired.

Connect the terminating resistor to the matching pigtail. Connect the other pigtail to the vehicle. Connect the PMG Main Cable to both, creating a "Y" connection.

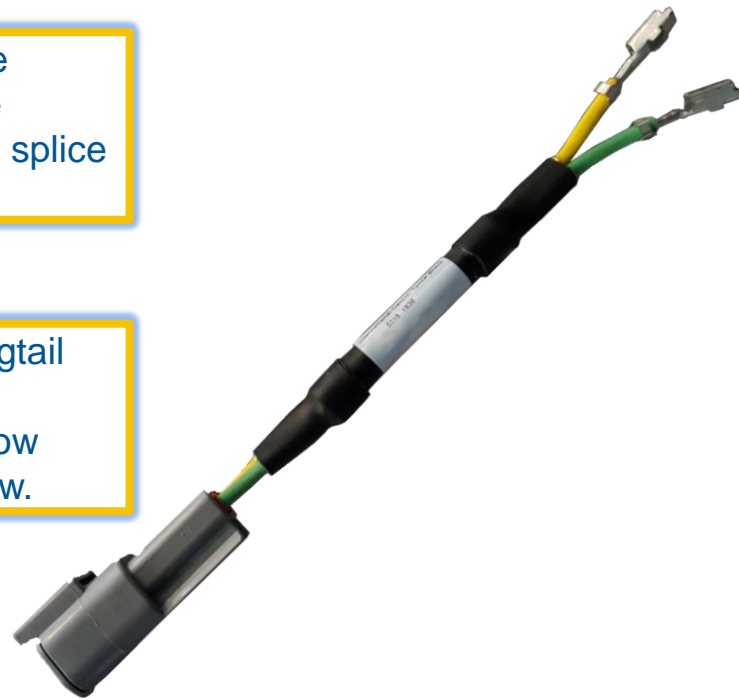


# Engine Data – 2023+



Late models eliminated the traditional 2-pin behind the seats. Instead, they offer a splice block in the same location.

Connect using the 2-pin pigtail with open pins.  
Insert green in the green row and yellow in the yellow row.

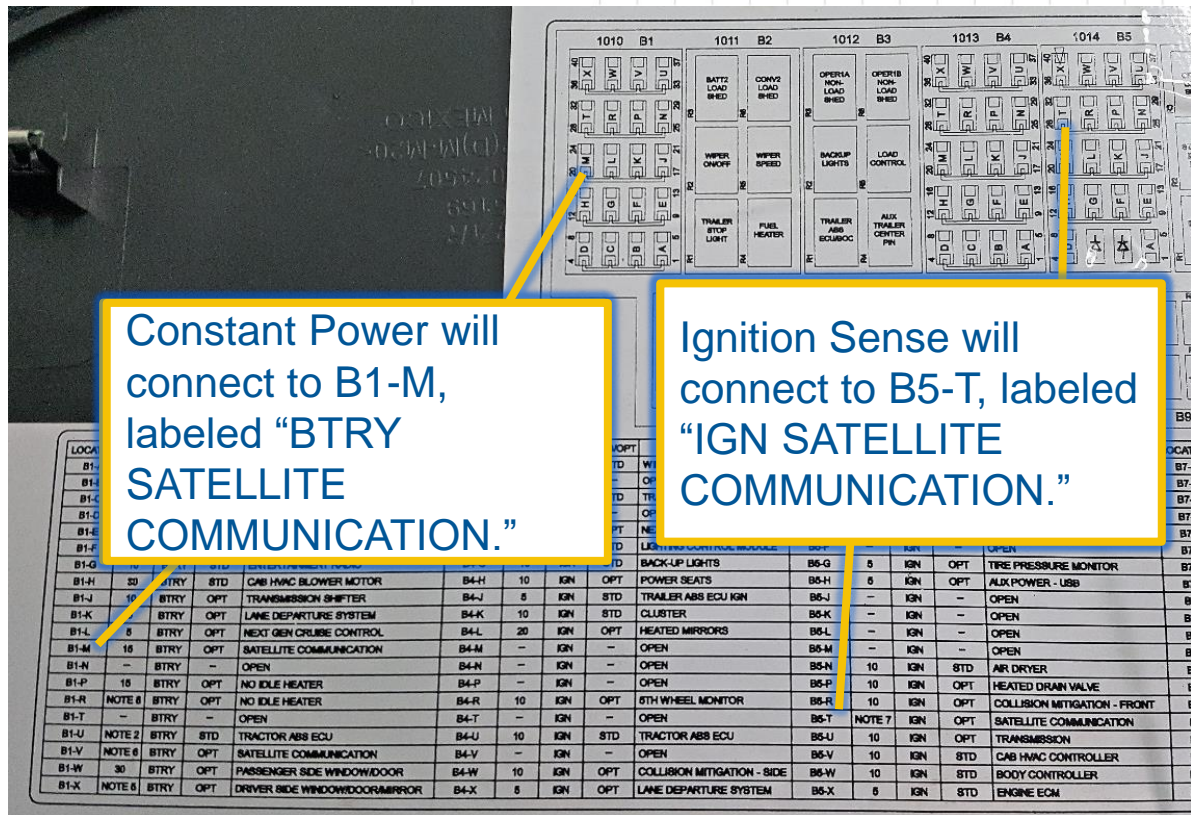




# Power Connection Locations

Fuse positions may change by year/model. Confirm using the fuse map on the panel cover.

[Press here for a video of this process.](#)

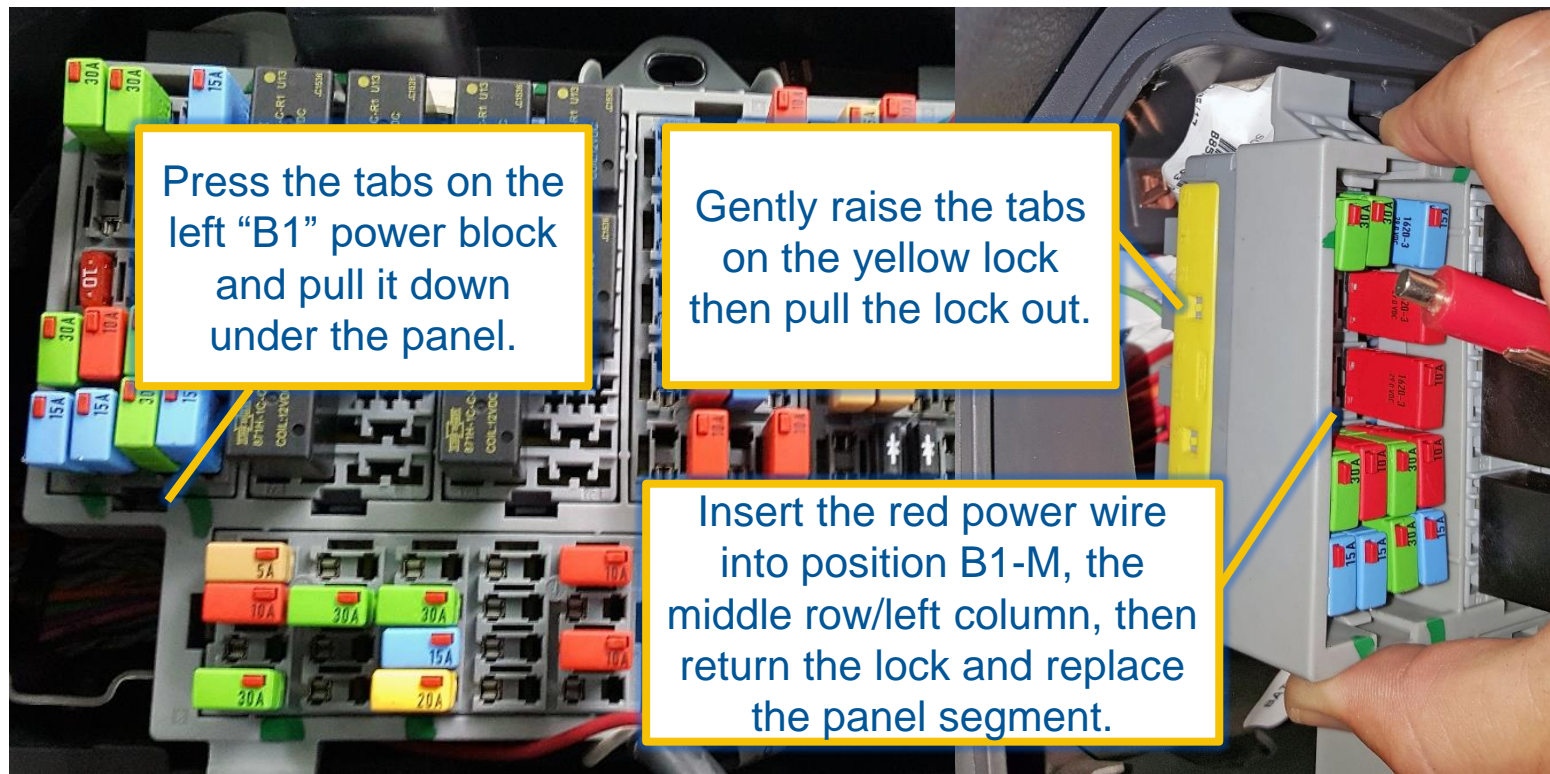


Constant Power will connect to B1-M, labeled “BTRY SATELLITE COMMUNICATION.”

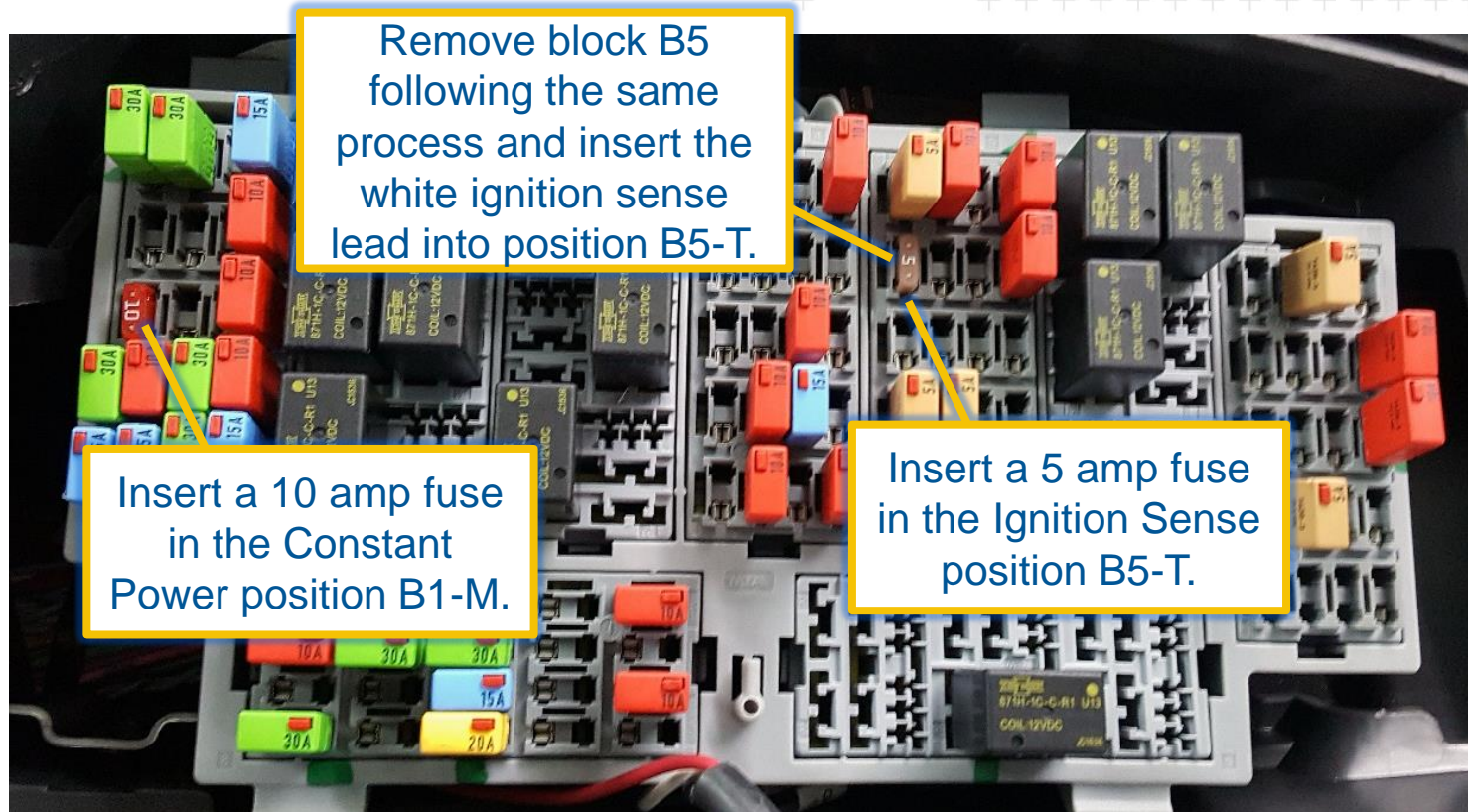
Ignition Sense will connect to B5-T, labeled “IGN SATELLITE COMMUNICATION.”



# Constant Power



# Ignition Sense



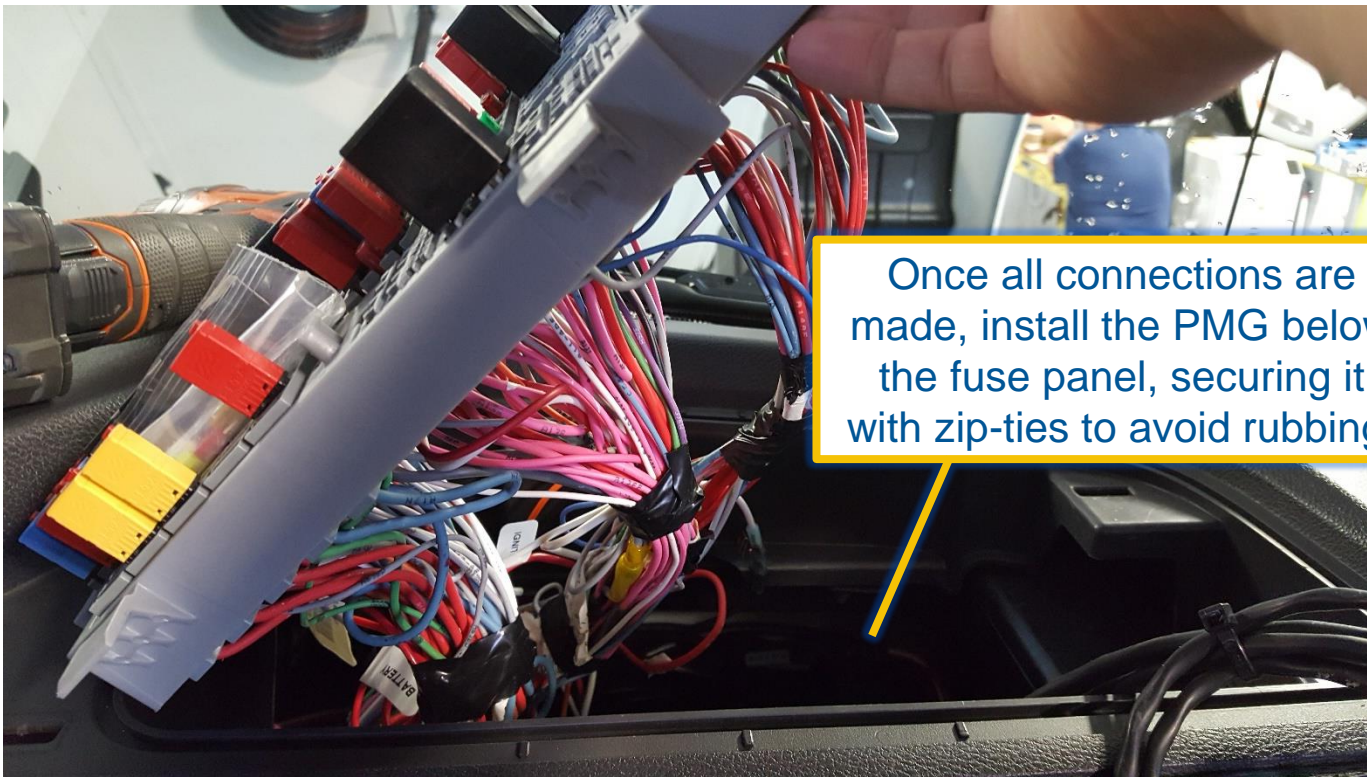
# Ground



Attach the black ground lead to the metal brace below and to the right of the fuse panel.



# PMG



Once all connections are made, install the PMG below the fuse panel, securing it with zip-ties to avoid rubbing.