iNAT-M200/TLN • iNAT-M200/xLN

Precise MEMS Based Inertial Navigation System with
integrated INS/GNSS/xxx Data Fusion

iNAT-M200/xLN[1] is a member of the advanced iNAT series (iMAR Navigation and Timing) and one of the smallest powerful MEMS based INS/GNSS inertial navigation, measurement, surveying and control systems on the market for applications on the surface (land/sea) and in the air. It provides all kinematic measurements like acceleration, angular rate, attitude, true heading, velocity and position of the target vehicle in real-time with an data update rate of up to 250 Hz.

- robust, compact, light weight system, ~850 grams
- based on high grade MEMS Gyro, Accel technology and up to multi-frequency / multi-constellation GNSS with optional dual-antenna heading and RTK support; gyros highly resistant against vibration impacts
- integrated GNSS engine, up to RTK all frequ./const. (4 types of engines available: /TLN, /SLN, /RLN, /MLN)
- options for high/low range angular rate (-HRR/-LRR) and high range acceleration (-HRA) available
- odometer / wheel sensor aiding capability
- output of angular rate, acceleration, attitude, true heading, CoG, velocity and position in realtime with up to 250 Hz (adjustable)
- several processing modes: Standard mode with 1 m position accuracy and RTK mode with 0.02 m position accuracy
- interfaces: UART RS232 & RS422 / CAN / Ethernet / USB for realtime data output and RS232 for DGPS/RTK correction input; odometer / VMS
- up to 128 GByte internal memory (“black-box”)
- several versions with surveying grade GNSS, economic grade GNSS, standard noise as well as low-noise inertial sensors are available
- easy to use, easy to configure; powerful GUI

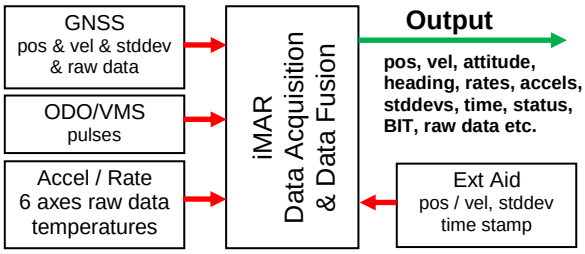
Depending on the application, environmental environment and required realtime accuracy, the data fusion includes INS, GNSS, VMS or any other external sensor providing position and/or velocity, standard deviation and time stamp.

In urban canyons often the number of observable satellites is quite limited and therefore the iNAT-M200/xLN supports an all GNSS constellation data fusion. The 42+ state Kalman filter processsing provides a significant better and more robust position and velocity result compared to standard solutions.

For land vehicles additionally an odometer aiding capability is available as an option, the scale factor of the wheel sensor is estimated automatically.

The **iNAT-M200/TLN** provides system performance and system reliability which is required in standard tasks of navigation, guidance and control, mapping, vehicle motion dynamics testing, trajectory surveying and platform control tasks for cars, trucks, naval vessels, civil and military aircrafts etc.

The **iNAT-M200/MLN** provides the same features, but containing a cheaper commercial grade L1 GPS+GLONASS engine engine with less robust GNSS solution in difficult environment.



The iNAT-M200 is delivered with the MS Windows (or LINUX or MacOS alternatively) based configuration software iXCOM-CMD. This software allows to configure the output interfaces, furthermore all output data can be displayed and stored online on the user’s notebook, tablet or process computer. It also allows powerful playback capabilities and provides data

export in many formats (csv, xml, GoogleEarth, InertialExplorer, GrafNav). With iREF-GNSS, iMAR also provides a GNSS reference station to provide RTK corrections for centimeter level accuracy on demand.

A powerful postproc software iPosCAL-SURV for batch processing is available to allow post-mission processing including a multi station GNSS correction data solution and a direct visualisation of the results in Google Earth™.

[1] Meaning of „x“: the iNAT-M200/xLN can be delivered with 4 classes of integrated GNSS engines. Standard device is iNAT-M200/**T**LN (multi-freqency GPS/GALILEO/GLONASS/BEIDOU)

Technical Data iNAT-M200/TLN and iNAT-M200/xLN (typical, rms):

	Rate	Acceleration	Attit./Heading	Position	Velocity	Height
Range[1]:	± 400 °/s	± 10 g (opt. 30 g)	unlimited	unlimited	515 m/s (without export control)	unlimited
Bias Stability (AV):	< 0.5 °/h	< 0.06 mg				
Bias (filtered[2]):	3 °/h	< 1.5 mg				
Bias day-to-day[3]:	< 0.07 °/s	< 6 mg				
Angles (Attitude, Hdg.):		0.03° / 0.1° RP/Y	(INS / GNSS) [5]			
			0.05° / 0.12° RP/Y (after 10 s GNSS outage) [5]			
			0.1 deg heading for 2 m baseline in dual-antenna setup (/SLN-DA) [2]			
Position (horizontal plane) [4]:		*for **iNAT-M200/TLN:***	+/- 0.1 m CEP (INS/GNSS RTK real-time) [5]			
			+/- 0.03 m CEP (INS/GNSS RTK post-proc) [5]			
			+/- 0.4 m CEP (INS/GNSS with SBAS)			
			+/- 1.8 m CEP (INS/GNSS)			
			0.15 % of DT CEP (with VMS, during GNSS outages)[6]			
		*for **iNAT-M200/MLN:***	+/- 1.8 m CEP (INS/GNSS)			
			1 % of DT CEP (with VMS, during GNSS outages)[6]			
Velocity:					0.02 m/s (INS / RTK GNSS)	
Noise:	0.15 °/sqrt(hr)	60 µg/√Hz	0.03 °	< 0.01 m	< 0.01 m/s	
Resolution:	< 0.000'1 °/s	< 10 µg	0.001 °	< 0.001 m	< 0.001 m/s	
Linearity error:	< 0.01 %	< 0.05 %	< 0.1 %			
Scale factor error:	< 0.1 %	< 0.1 %	< 0.1 %			
Non-orthogonality:	< 0.5 mrad	< 0.5 mrad				

INS / GNSS / ODO proc.:	integrated advanced 42+ state INS/GNSS/+ extended Kalman filter data fusion (GPS, GALILEO, GLONASS, BEIDOU)
Internal GNSS Engine:	version /TLN: high performance all frequencies / all constellation RTK GNSS engine (single & dual antenna available) version /SLN: performance up to all frequency / constellation geodedic class RTK GNSS engine (single or dual antenna) version /RLN: commercial multi frequencies / multi constellation RTK GNSS engine (single & dual antenna available) version /MLN: economic grade L1 GPS+GLONASS, SBAS, Beidou, QZSS engine
Data Processing Rate:	up to 250 Hz; PPS timing accuracy better 10 ns
Data Output Rate:	1...250 Hz; all data available in real time, latency < 3 ms, jitter < 1 ms
Synchronisation:	PPS_OUT (RS422 level, latency < 1 µs); 2x EVENT_IN (RS422 or TTL level, latency < 2 ms)
Output (options):	USB, 2 x CAN, 4 x UART RS232/422, Ethernet 100 Mbit/s, NMEA183, ARINC825, TCP/IP, UDP, NTRIP caster with RTCM104 rev 3 (can serve as a GNSS reference station); NTP Time Server (since HW rev. 5)
Inputs:	DGPS/RTK correction data from base station, if available (RS232); odometer / VMS (A or A/B at RS422 level) as an option
Data Latency:	< 11.3 ms (sampling accuracy better 1 µs, time-stamped according to PPS; jitter < 1 ms)
Connectors:	MIL-C-38999 III (data), SMA (antenna), M12 (Ethernet)
Integrated Data Storage:	32 GByte non-vlatime memory, optional up to 128 GByte (lasts for several days continuous data sampling as "black-box")
Graphical User Interface:	MS Windows or LINUX or MacOS based software iXCOM-CMD for configuration, visualization, data recording, data converting and playback operation
Power Supply:	9...34 V DC, two independent and isolated inputs available; reverse an overvoltage protection; approx. 8.5 …11 W (dep. on options); < 14 W for < 1 sec after power-on
Temperature; MTBF:	-40...+71 °C (outer case temperature) operating, -40…85 °C storage; 49'000 hrs (AUC, Airborne Uninhabited Cargo, 25 °C)
Shock, Vibration, Altitude:	60 g, 11 ms, 10…2'000 Hz 5 g rms (endurance); 10...2'000 Hz 2 g rms (operational); 60'000 ft
g / g² depenent gyro drift:	< 1 °/h/g / 0.06 °/h/g² [at 5 g / 1'000 Hz] (internally compensated)
Mass, size; IP:	approx. 900 grams , approx. 102 x 138 x 65 mm; IP67 environmental protection
Operational Support:	Airborne, Ground (with and without odometer), Sea, Subsea; ZUPT (auto or on demand), open interface to feed in application specific aiding information (position, velocity, attitude, heading, standard deviations, time stamp)
Deliverables:	- MEMS based INS with integrated GNSS receiver, GNSS antenna, cable set - iXCOM-CMD MS Windows or LINUX or MacOS based GUI / HMI software
PartNumber:	standard version: P/N 00190-00001-xxxx (rev. 3) [for advanced eccuracy see the "improved" version]
Options:	- L1 up to all-frequency / all constellation RTK accuracy of the integrated GNSS receiver - dual-antenna GNSS based true heading (**iNAT-M200/SLN-DA**, iATTHEMO-C) allows heading determination even at standstill conditions -> typ. 0.2° at 1 m baseline - odometer (VMS) interface for velocity aiding during longer GNSS outages (position error is then correlated to wheel sensor performance, typically 0.1 % longitudinal error of distance travelled) - interface to iMAR's iDMN Dynamic Mesh Network for Swarm Communication & Control - specific algorithms (also customized solutions)

iMAR Navigation GmbH • Im Reihersbruch 3 • D-66386 St. Ingbert / Germany
Phone: +49-(0)-6894-9657-0 • Fax: +49-(0)-6894-9657-22
www.imar-navigation.de • sales@imar-navigation.de

[1] Option: **iNAT-M200/SLN-HRR** for high rate range tasks: up to 1'200 deg/s
Option: **iNAT-M200/SLN-HRA** for high range acceleration tasks: up to 30 g [then it might require an export license]
Option: **iNAT-M200/SLN-HRS** for high range speed tasks: > 515 m/s (requires an export license)
[2] after algorithm converging under motion with GPS aiding at const. temperature
[3] values without sufficient INS/GNSS data fusion conditions; the bias are estimated / compensated during GNSS aiding under motion automatically (Kalman filter); iNAT-M200-SLN provides 10 deg/hr bias stability for several hours duration at const. temperature
[4] GNSS based altitude deviation is abut 1.5 times of GNSS based horizontal error; position error of iNAT-M200/**M**LN: < 2 m (CEP)
[5] dependent on trajectory and satellite constellation; in challenging environments (e.g. urban canyons) use iNAT-M200/TLN
Hint: Under best GNSS and motion conditions the accuracy is 2 cm CEP.
[6] Position error in relation to distance travelled (DT) during GNSS outages (requires a vehicle motion sensor / wheel sensor), after suffic. GNSS

