# iNAT-M300/xLD-DA (x = T, R, S)

MEMS Based Inertial Navigation System with
integrated INS/GNSS/ODO/xxx Sensor Data Fusion and accessible Memory Stick

The **iNAT-M300/xLD** 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, tracking and control systems on the market for applications on the ground, at 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 500 Hz.

- robust, compact, light weight system, ~850 grams
- based on high grade MEMS Gyro / Accel technology and up to all-frequency / all-constellation GNSS with RTK support and optional dual-antenna heading support
- integrated accurate GNSS engine, up to RTK all frequencies / all constellations (3 grades of GNSS engines available: /TLD, /SLD, /RLD)
- Options for high/low range angular rate (-HRR/-LRR) and high range acceleration (-HRA) available
- odometer / wheel sensor / CAN aiding capability
- output of angular rate, acceleration, attitude, true heading, CoG, velocity and position in realtime with up to 500 Hz outut rate (adjustable)
- several processing modes: Standard mode with 1 m position accuracy and RTK mode with 0.02 m position accuracy; PPP support
- 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”)
- additionally accessible USB Memory stick / IP67 for fast post-mission data access
- easy to use, easy to configure; powerful GUI

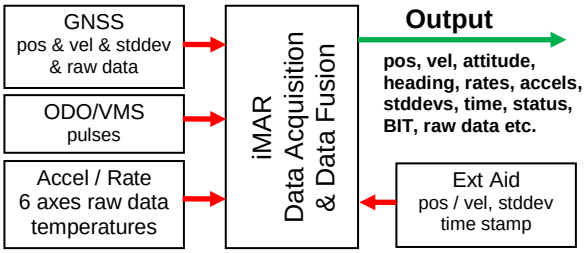
Depending on the use’s application, environmental conditions and required realtime accuracy, the integrated sensor data fusion includes IMU, GNSS, VMS or any other external sensor providing position and/or velocity, standard deviation and time stamp.

In urban canyons often the number of observable satellites is quite limited and affected by multipath and therefore the iNAT-M300/TLD supports an all GNSS constellation sensor data fusion. The 42+ state extended Kalman filter processing 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, the radar data, the CAN data or any other is estimated automatically.

The iNAT-M300/TLD provides system performance and system reliability which is required in standard tasks of navigation, guidance and control, mapping, vehicle motion dynamic stesting, trajectory surveying and platform control tasks for cars, trucks, naval vessels, civil and military aircrafts etc.

The **iNAT-M300/RLD** provides the same features, but containing a cheaper commercial grade multi-constellation RTK GNSS engine with less robust GNSS solution.




The iNAT-M300 is delivered with the configuration software iXCOM-CMD. 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, iPosCAL, 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™.

# Technical Data iNAT-M300/TLD-DA and iNAT-M300/xLD (typical, rms):

| | Rate | Acceleration | Attit./Heading | Position | Velocity | Height |
|---|---|---|---|---|---|---|
| Range[1]: | ± 500 °/s | ± 8 g | unlimited | unlimited | 515 m/s | unlimited |
| Bias Stability (AV)[1]: | < 2.5 °/h | < 0.1 mg | | | (without | |
| Bias (filtered[2]): | < 5 °/h | < 1 mg | | | export | |
| Bias day-to-day[3],[1]: | < 0.2 °/s | < 2 mg | | | control) | |
| Angles (Attitide, Hdg.): | | | 0.1° / 0.3° \| 0.05° / 0.15° RP/Y<br>0.15° / 0.35° \| 0.1° / 0.2° RP/Y<br>0.1 deg heading for 2 m baseline in dual-antenna setup (/TLD-DA) [2] | | (INS / GNSS, w/o \| with RTK) [5]<br>(after 10 s GNSS outage, w/o \| with RTK) [5] | |
| Position (horizontal plane) [4]: | | | | +/- 0.03 m CEP (INS/GNSS RTK real-time) [5]<br>+/- 0.02 m CEP (INS/GNSS RTK post-proc) [5]<br>+/- 0.4 m CEP (INS/GNSS with SBAS)<br>+/- 1.8 m CEP (INS/GNSS)<br>0.5 % of DT CEP (with VMS, during GNSS RTK outage)[6] | | |
| Velocity: | | | | | 0.02 m/s (INS / RTK GNSS) | |
| Noise: | 0.15 °/√hr | 23 µg/√Hz | 0.02 ° | < 0.01 m | < 0.01 m/s | |
| Resolution: | < 0.000'1 °/s | < 20 µg | 0.001 ° | < 0.001 m | < 0.001 m/s | |
| Linearity error: | < 0.2 % | < 0.5 % | | | | |
| Scale factor error: | < 0.3 % | < 0.1 % | | | | |
| Scale factor (filtered) | < 0.1 % | < 0.07 % | | | | |
| Misalignment to case | < 0.5 mrad | < 0.5 mrad | | | | |

| | |
|---|---|
| INS / GNSS / ODO proc.: | integrated advanced 42+ state INS/GNSS/+ extended Kalman filter data fusion; extended motion detector |
| Internal GNSS Engine: | version /TLD: high performance all frequencies / all constellation RTK GNSS engine (single & dual antenna available)<br>version /SLD: performance up to all frequency / constellation geodedic class RTK GNSS engine (single or dual antenna)<br>version /RLD: commercial multi frequencies / multi constellation RTK GNSS engine (single & dual antenna available) |
| Data Processing Rate: | up to 500 Hz; PPS timing accuracy better 10 ns |
| Data Output Rate: | output data rate = integer divisor of 500 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 < 3 ms) |
| Output (options): | USB, 2 x CAN, 4 x UART RS232/422, Ethernet 100 Mbit/s, NMEA183, ARINC825, TCP/IP, UDP, NTRIP caster with RTCM 104 rev 3 (can serve as a GNSS reference station); integrated real-time-clock (RTC) w/o battery NTP Time Server; furthermore accessible environmental protected USB stick for storing of mission data |
| Inputs: | DGPS/RTK correction data from base station, if available (RS232);<br>odometer (A or A/B at RS422 level) as an option |
| Data Latency: | < 1 ms (sampling accuracy better 1 µs, time-stamped according to PPS; jitter < 1 ms) |
| Connectors: | MIL-C-38999 III (data) [all typical platings availabe], SMA (antenna), M12 (Ethernet); option: LEMO connectors |
| Integrated Data Storage: | 32 GByte (option: 128 GByte); lasts for several days continuous data sampling as “black-box” |
| Graphical User Interface: | MS Windows or LINUX or MacOS based GUI / HMI software iXCOM-CMD for configuration, visualization, operation, data recording, data converting and playback operation |
| Power Supply: | 9...34 V DC, two independent and isolated inputs available; reverse and overvoltage protection; approx. 8.5 …10 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: | < 32 °/h/g / 1.8 °/h/g² (internally compensated) |
| Qualification: | designed to meet MIL-STD-810G, MIL-STD-461G, NIL-STD-704F and partially DO160G |
| Mass, size; IP: | approx. 850 grams , ≈102 x 122 x 65 mm; IP67 environm. 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) |
| Part-Number: | **00193-000X4-0Y1Z** (X = sensor measurement range, Y = GNSS engine, Z = single/dual-antenna GNSS) |
| Deliverables: | - MEMS based INS with integrated GNSS receiver, GNSS antenna, cable set<br>- iXCOM-CMD MS Windows or LINUX or MacOS based GUI software<br>- drivers for ROS-2, Python, C++/SDK available |
| Further Features / Options: | - L1L2L5… all frequency RTK accuracy of the integrated GNSS receiver<br>- dual-antenna GNSS based true heading for dedicated applications where required (**iNAT-M300/xLD-DA**) allows heading determination even at standstill conditions → typ. 0.2° at 1 m baseline<br>- 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)<br>- specific algorithms (also customized solutions); many new operational features in release 2023/12)<br>- other classes of performance available (iNAT-M300/uLw-DA with w = D, N, E and customized versions) |

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[1] Option: **iNAT-M300/xLD-LRR/HRR** for low range and high range rate tasks: ±120 °/s (0.15 °/sqrt(hr)), ±2000 °/s (0.3 °/sqrt(hr)) [factory set, can also be combined with –DA option]
Option: **iNAT-M300/xLD-HRA** for high range acceleration tasks: ±40 g °/s (100 µg/sqrt(Hz), 3 mg bias day-to-day) [factory set, can also be combined with –LRR or -HRR]
Option: **iNAT-M300/xLD-HRS** for high range speed tasks: > 515 m/s (requires an export license)
[2] after algorithm converging under sufficient motion excitation with sufficient GPS aiding conditions
[3] values without sufficient INS/GNSS data fusion conditions; the bias are estimated / compensated during GNSS aiding under motion automatically (Kalman filter); iNAT-M300/TLD provides 20 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
[5] dependent on trajectory and satellite constellation; in challenging environments (e.g. urban canyons) use iNAT-M300/TLD (RTK not available for iNAT-M300/MLD)
Hint: Under best GNSS and motion conditions the accuracy is 2 cm CEP with RTK.
[6] position error in relation to distance travelled (DT) during GNSS outages (requires a vehicle motion sensor / wheel sensor) – after suffic. GNSS

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