

iSULONA-III

Dead Reckoning Nav System for Tactical Grade Position Determination

Dead Reckoning is the way to make (D)GPS more accurate and reliable when tracking or steering vehicles or when surveying their trajectories, e.g. in defense applications. iSULONA is a hybrid INS/GNSS system, complemented by vehicle motion sensor input. It provides reliable information of position and heading also during GNSS outages.

- Used to provide orientation & position of support, supply and logistics vehicles
- Robust, compact, light
- MEMS gyro technology
- L1 or all-frequency GNSS (GPS + GLONASS+GALILEO+ BEIDOU+ QZSS); SBAS capability, RTK option
- Output of all navigation data, like position, heading, attitude and many more, also during GNSS outages
- Position accuracy typ. up to 2 cm
- Supports MVT and platooning operations; integrated NTRIP capability
- Interfaces: UART RS422 & 232 / CAN / Ethernet / USB for real-time data output and RS232 for DGPS correction input; NMEA183 / iXCOM
- 32 GByte internal memory

All iSULONA navigation systems contain a full triade of gyros and three accelerometers and an integrated (D)GNSS receiver to detect position, velocity, true heading, roll and pitch. An interface to odometer / VMS is available to measure the vehicle velocity.

iSULONA continues to provide positions with high data rate also during GNSS signal blockages or disturbances, such as in tunnels, in urban canyons as well as in case of GNSS loss due to temporary jamming, if an odometer is connected (automatic dead-reckoning mode).

By optimal fusion of all sensor data inside the powerful signal processor of iSULONA, the current vehicle position can be calculated with higher

accuracy, even when GPS or DGPS signals are blocked for a certain time. The fusion is based on a

42+ state extended Kalman filter, including automatic odometer scale factor estimation, misalignment estimation and on-the-fly alignment without any need to perform any "calibration drives". **iSULONA provides an automatic initialization, calibration and operation.**

Besides using its internal GNSS receiver, iSULONA can be made operable with nearly all common available (D)GPS receivers like Javad, NovAtel, Trimble, Ashtec, Rockwell, Garmin, NavStar etc. as long as they provide position, velocity, standard deviations, time stamp and PPS for synchronization with reasonable accuracy.

The "stored heading / stored position" feature is a standard feature in the iSULONA and allows a fast start-up even if GNSS

is not available during power-up. The iSULONA is delivered with the MS Windows™ based configuration software iXCOM-CMD, which is also available under Linux and MacOS. All output data can be displayed and stored online on the user's notebook, tablet or process computer.

iSULONA can also be used without odometer aiding for UAV and missile applications.

Versions with higher grade (iSULONA-II, iCOMBANA, iPRENA) and lower grade (iSULONA-V) are also available (with compatible data interface).

The iSULONA is free of any export control or ITAR regulations.



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Technical Data iSULONA-III/S, iSULONA-III/S-DA and iSULONA-III/M

System performance: (PE and CEP):	Heading accuracy: <ul style="list-style-type: none"> • < 8 mil [RMS / 68%] / < 15 mil [RMS / 95%], on the move with L1-GNSS ¹ • 4 mil / L[m] [RMS] with <u>integrated</u> dual-antenna GNSS engine (L = antenna baseline in [m]; i.e. 2 mil at 2 m baseline (for iSULONA-III/S-DA version) • ~10 mil with magnetometer (option iMAG) • 2 mil/min heading drift during short GNSS outage Attitude accuracy: <ul style="list-style-type: none"> • 3 mil [RMS] (after sufficient GNSS aiding) • 5 mil [RMS] (static alignment, without any GNSS) Position accuracy: <ul style="list-style-type: none"> • 1.0 % of distance traveled during GNSS outages ² • 1...8 m (typ. 2 m) with GNSS (S/A off) Altitude accuracy: <ul style="list-style-type: none"> • 1.5 % of distance travelled • typ. 5 m with GNSS (S/A off)
Data Output:	Position, velocity, heading, roll/pitch, standard deviations, status via UART RS232/RS422, CAN, Ethernet (TCP/IP, UDP), USB
Alignment Time:	not required (stored heading/pos.) or < 1 minute for first GPS acquisition
Roll, pitch, azimuth rate:	±500 °/s
Acceleration:	±8 g all axes
Integrated GNSS receiver:	iSULONA-III/M: L1 GPS+GLONASS+GALILEO (+Beidou) / SBAS; iSULONA-III/S: L1L2 GPS, GLONASS, GALILEO (+others) / SBAS; iSULONA-III/S-DA: L1L2 GPS, GLONASS, GALILEO (+ others) – dual antenna; for heading determination even at standstill condition
Odometer Interface / VMS:	One (A) or two (A/B) lines for odometer counts (RS422 level); mode selection (e.g. usage of forward/backward signal) by software
Communication Interfaces:	Ethernet (TCP/IP, UDP), 2 x UART RS422/232, 2 x CAN, PPS (RS422 level), 2 x SYNC-IN, SYNC-OUT, USB, UART RS232 for GNSS correction data input
Data Input:	iMAG-DMC-LS (option), external GNSS receiver (option)
Power Supply:	9...34 V DC / approx. 8.5..10 W (depending on version)
Temperature range:	-40°C to +71°C operating, -56 °C to +85 °C storage
Shock; Vibration:	60 g, 11 ms half-sine (endurance); 5g, 5 to 2'000 Hz (endurance)
Environment:	per MIL-STD-810G (vibration, shock, humid.) and MIL-STD-461G (EM/EMC)
MTBF (estimated):	35'000 hrs
Built-In-Test:	Power up and continuous BIT
Dimensions, Weight:	approx. 102 x 122 x 65 mm ³ (WxDxH) ; approx. 800 grams
Additional Features:	Stored Heading/Position after Power-Off/On etc.
Signal Processing:	iMAR's advanced extended Kalman filter based SD/DR-algorithms
Parameter Setup:	For most accurate measurements, beside of other parameters the lever arms between the system and the odometer and the GPS antenna and the user definable virtual reference point can be stored via a Windows™ or Linux based tool iXCOM-CMD on the iSULONA hardware.
Software / GUI / HMI:	iXCOM-CMD visualization, command and configuration software; SDK available
Additional Optoions:	Support of Platooning, Multi-Vehicle Tracking (MVT), Vehicle steering, IDMN Dynamic Mesh Network Communication etc.

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¹ under sufficient motion dynamics and GNSS aiding

² only applicable, if the system is aided with odometer (wheel sensor)

