PRODUCT SPECIFICATION

VN-110-A TACTICAL IMU/AHRS

Sensor Datasheet (Hardware v3)

VECTORNAV

HIGHLIGHTS

< 1°/hr
Gyro In-Run Bias Stability

< 10 µg
Accel In-Run Bias Stability

0.05°
Pitch/Roll Accuracy

MIL-STD VN-110-A
MIL-STD-810; MIL-STD-461G; DO-160G; IP 68 Rated

5°/hr /√Hz
Gyro Noise Density (ARW)

< 0.04 mg/√Hz
Accelerometer Noise Density (VRW)

800 Hz
IMU Data

Low SWaP
56 x 56 x 23 mm; 125 grams; < 2 W

Product Overview

The VN-110-A is a Tactical Grade Inertial Measurement Unit (IMU) and Attitude Heading Reference System (AHRS). The VN-110-A incorporates the latest inertial sensor technology, combining 3-axis accelerometers, 3-axis gyroscopes and 3-axis magnetometers into a compact and rugged package. Along with providing calibrated sensor measurements, the VN-110-A also computes and outputs a real-time 3D orientation solution that is continuous over the complete 360 degrees of motion.

Certified to MIL-STD and DO-160G standards, the VN-110-A is suitable for the most demanding military and aerospace applications. For SWaP-C constrained applications, the VN-110-A is also available in a miniature, embedded option: the VN-110E.

Calibration and Testing

Each individual VN-110-A sensor undergoes a robust calibration and acceptance testing process at VectorNav's AS9100 certified manufacturing facility. Performance specifications are based on comprehensive field testing and results from real-world applications and are regularly tested to ensure continued conformance to such specifications.

VN-110-A

Features

Vector Processing Engine (VPE) 2.0 Toolboxes

Real-time magnetic & acceleration disturbance rejection, adaptive signal filtering and dynamic filter tuning.

Onboard Hard & Soft Iron Compensation

World Magnetic Model: WMM2016

World Gravity Model: EGM96

Onboard Gyro Drift Compensation

AHRS Kalman Filter tracks real-time estimation of the gyro bias and compensates for small perturbations.

Software Compatibility

The VN-110-A shares a common communication protocol with the entire VectorNav product line.

Ease of Availibility

ITAR-free and Made in the USA; Short lead times.

User Configurable Messages

ASCII and VectorNav Binary messages.

Sensor Summary

- Continuous attitude solution over the complete 360° range of operation
- VectorNav Processing Engine (VPE) for disturbance rejection, adaptive filtering, dynamic filter tuning
- Real-time gyro bias tracking and compensation
- Hard/Soft Iron Compensation (Real-time and Manual 2D & 3D)
- Inputs for external magnetometers or velocity measurements (Airspeed, GPS)
- Individually calibrated for bias, scale factor, misalignment, and temperature over full operating range (-40°C to +85 °C)
- Coning and sculling integrals (ΔV's, Δθ's)
- World Magnetic & Gravity Reference Models

CONTENTS

VectorNav Support

Whether you are looking for details on the VN-110-A or assistance with your application, a wealth of information is available to assist you in product design and development. Check out the *Inertial Systems Primer* on our website, and be sure to register for access to a wide range of resources:

PRODUCT SPECIFICATIONS	TECHNICAL NOTES	APPLICATION NOTES
▪ User Manual	▪ Time Synchronization	▪ Gimbal Stabilization & Pointing
▪ Interface Control Document	▪ Hard & Soft Iron Calibration	▪ Satellite Communications
▪ Datasheet	▪ External GNSS Aiding	▪ Lidar Mapping
▪ Quick Start Guide	▪ Firmware Update	▪ Aerial Photogrammetry

All VectorNav products are backed by our customer-focused, robust and responsive support ecosystem. Our team is committed to supporting you through your entire product life-cycle, from concept design to in-field support. Please feel free to contact us by phone or email, our global team of engineers and representatives is ready to work with you through every challenge you know of, and every challenge you don't.

+1.512.772.3615 support@vectornav.com

1 AHRS PERFORMANCE

Attitude

SPECIFICATION	MIN	TYP	MAX	UNITS	NOTES
Range (Heading/Yaw, Roll)	-180		180	deg	
Range (Pitch)	-90		90	deg	
Heading (Magnetic)		2		deg	RMS[1]
Pitch/Roll (Static)		0.05		deg	RMS
Pitch/Roll (Dynamic)		1		deg	RMS[2]
Heading Mounting Misalignment			0.05	deg	1 σ[3]
Angular Resolution		0.001		deg	
Heave Accuracy		5 or 5%		cm	
Delayed Heave Accuracy		2 or 2%		cm	

[1] With proper magnetic declination, suitable magnetic environment and valid hard/soft iron calibration.
[2] Velocity Aiding required for applications with sustained linear accelerations.
[3] Constant on a per part basis. Can be calibrated out during system integration using boresighting or other alignment processes.

TABLE 1

2 IMU SPECIFICATIONS

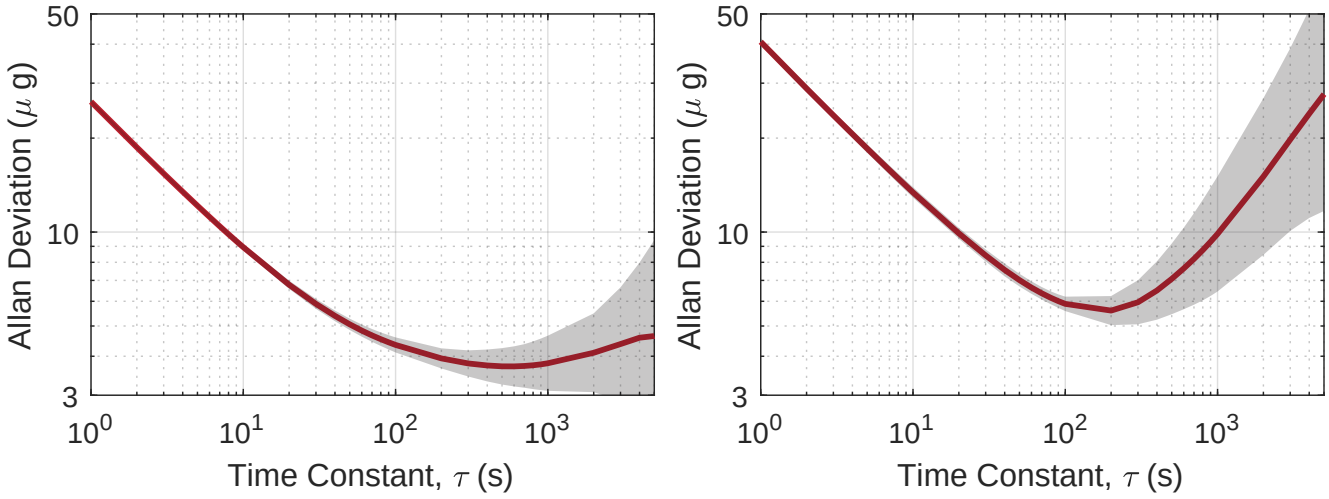
2.1 Accelerometer

Accelerometer

SPECIFICATION	MIN	TYP	MAX	UNITS	NOTES
Range		±15		g	
In-Run Bias Stability			10	µg	
Noise Density			0.04	$mg/\sqrt{Hz}$	
Bandwidth		200		Hz	
Cross-Axis Sensitivity			0.05	deg	
Resolution		0.1		mg	

TABLE 2

Allan Deviation



(a) XY-Axis Allan Deviation

(b) Z-Axis Allan Deviation

FIGURE 1

2.2 Gyroscope

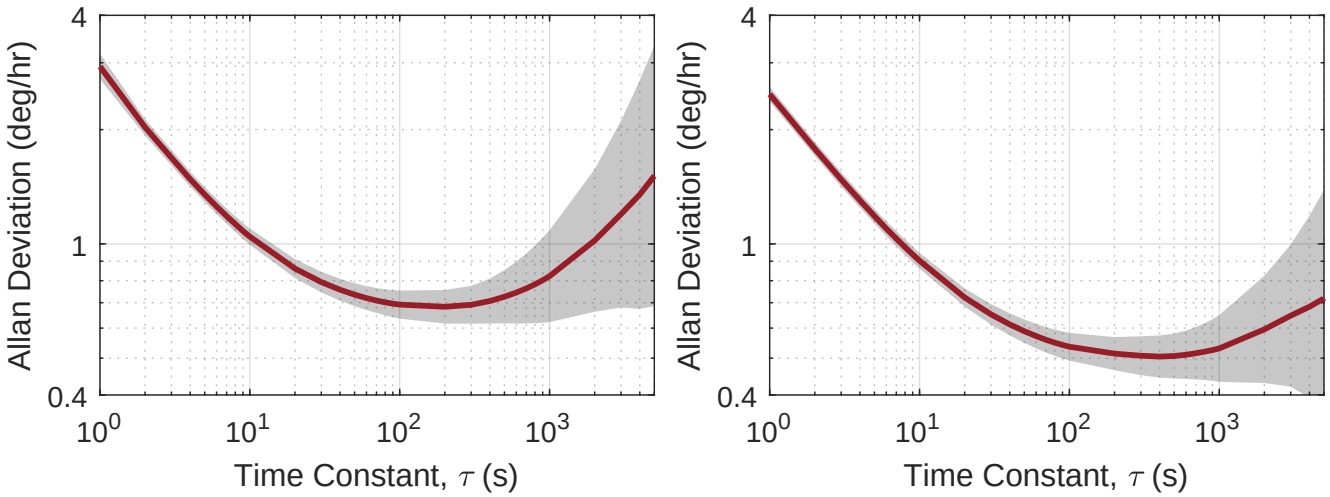
Gyroscope

SPECIFICATION	MIN	TYP	MAX	UNITS	NOTES
Range		±490		°/s	[1]
In-Run Bias Stability			1	°/hr	
Noise Density		5		$°/hr\sqrt{Hz}$	
Bandwidth		210		Hz	
Cross-Axis Sensitivity			0.05	deg	
Resolution		20		°/hr	

[1] Contact VN for Extended Range Gyro option up to 2000 °/s.

TABLE 3

Allan Deviation



(a) XY-Axis Allan Deviation

(b) Z-Axis Allan Deviation

FIGURE 2

2.3 Magnetometer

Magnetometer

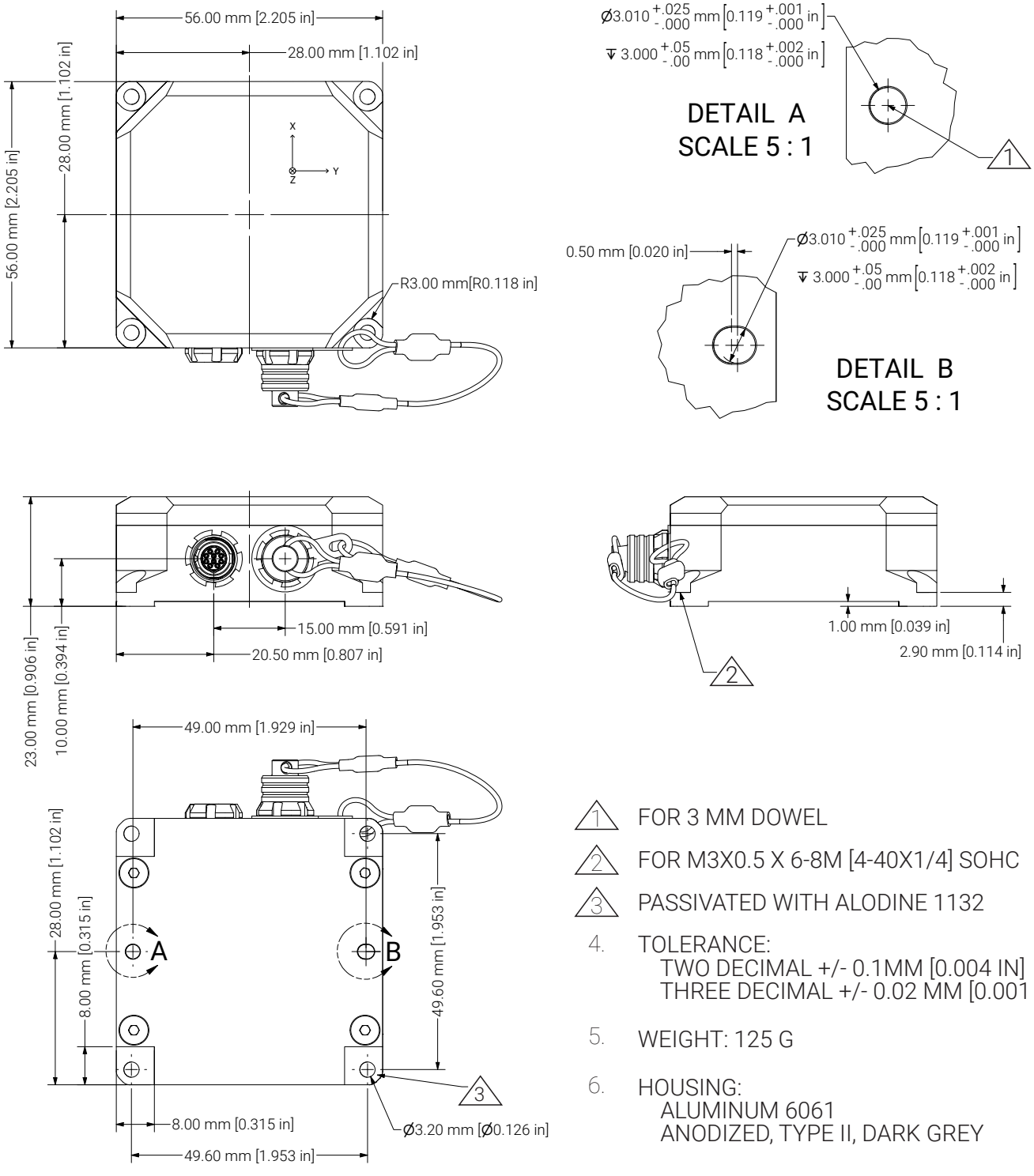
SPECIFICATION	MIN	TYP	MAX	UNITS	NOTES
Range		±2.5		G	
Noise Density		140		$\mu G/\sqrt{Hz}$	
Bandwidth		200		Hz	
Cross-Axis Sensitivity			0.05	deg	
Resolution		1.5		mG	

TABLE 4

3 MECHANICAL

3.1 Size

Dimensions



1. FOR 3 MM DOWEL
2. FOR M3X0.5 X 6-8M [4-40X1/4] SOHC
3. PASSIVATED WITH ALODINE 1132
4. TOLERANCE:
   TWO DECIMAL +/- 0.1MM [0.004 IN]
   THREE DECIMAL +/- 0.02 MM [0.001 IN]
5. WEIGHT: 125 G
6. HOUSING:
   ALUMINUM 6061
   ANODIZED, TYPE II, DARK GREY

FIGURE 3

3.2 Environmental

Environmental

SPECIFICATION	MIN	TYP	MAX	UNITS	NOTES
Operating Temperature	-40		85	°C	
Storage Temperature	-40		85	°C	
MTBF	35000			Hr	[1]

[1] The environment assumption was an Airborne Uninhabited Cargo (AUC) with 100 % duty cycle, which includes environmentally uncontrolled areas which cannot be inhabited by an aircrew during flight. Contact VectorNav for more information.

TABLE 5

Environmental Standards

CHARACTERISTIC	STANDARD	DESCRIPTION
Vibration	MIL-STD-810G	
Turboprop	514.6	ANNEX E, Category 24
Rotorcraft	514.6	ANNEX C, Category 8
Shock	MIL-STD-810G	
Crash Hazard Shock	516.6	Procedure 5
EMI, Conducted Susceptibility	MIL-STD-461G	
Power Leads	CS101	
Antenna Port, Intermodulation	CS103	
Bullk Cable Injection, Impulse Excitation	CS115	
Damped Sinusoidal Transients	CS116	
EMI, Radiated Emissions	MIL-STD-461G	
Magnetic Field	RE101	
Electric Field	RE102	
EMI, Radiated Susceptibility	MIL-STD-461G	
Magnetic Field	RS101	
Electric Field	RS103	
Power	MIL-STD-1275E	
Temperature	DO-160G	
Ground Survival Low	4.5.1	Short-term Operating Low Temperature
Operating Low Temperature	4.5.2	
Ground Survival High	4.5.3	Short-term Operating High Temperature
Operating High Temperature	4.5.4	
Dust & Humidity	IEC 60529	IP68

TABLE 6

4 ELECTRICAL

Pinout Schematic

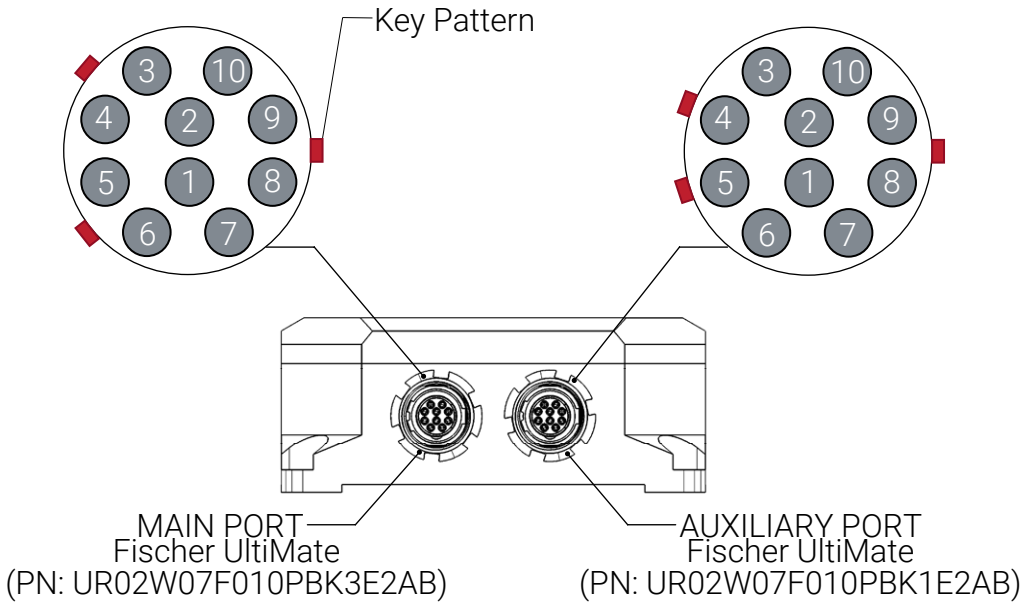


FIGURE 4

Main Port Pin Assignments

PIN	PIN NAME	TYPE	DESCRIPTION
1	SYNC_IN	Input	Input signal for synchronization purposes. Software configurable to either syncrhonize the measurements or the output with an external device
2	RESV	N/A	Reserved for internal use. Do not connect
3	SYNC_OUT	Output	Output signal used for synchronization purposes. Software configurable to pulse when ADC, IMU, or attitude measurements are available.
4	RX1	Input	RS-232 voltage levels data input from sensor
5	RESV	N/A	Reserved for internal use. Do not connect
6	RESV	N/A	Reserved for internal use. Do not connect
7	TX1	Output	RS-232 voltage levels data output from sensor
8	SIG_GND	Input	Ground reference for digital input/output signals.
9	VIN+	Supply	12 V to 34 V power input.
10	VIN-	Supply	Power ground (0 V).

TABLE 7

Aux Port Pin Assignments

PIN	PIN NAME	TYPE	DESCRIPTION
1	SYNC_IN_2	Input	Input signal for interfacing with an external IMU.
2	RESV	N/A	Reserved for internal use. Do not connect
3	RESV	N/A	Reserved for internal use. Do not connect
4	RX2+	Input	Serial RS-422 non-inverted input.
5	RX2-	Input	Serial RS-422 inverted input.
6	TX2-	Output	Serial RS-422 inverted output.
7	TX2+	Output	Serial RS-422 non-inverted output.
8	SIG_GND_2	Input	Ground reference for digital input/output signals.
9	VOUT+	Supply	12 V to 34 V power output.
10	VOUT-	Supply	Power ground (0 V). Tied directly to VIN-.

TABLE 8

4.1 Power

Input Power Supply

SPECIFICATION	MIN	TYP	MAX	UNITS	NOTES
Input Voltage (VIN)	12		34	V	
Power Consumption			2	W	
Current		80		mA	VIN=24 V

TABLE 9

Output Power Supply

SPECIFICATION	MIN	TYP	MAX	UNITS	NOTES
Output Voltage (VOUT)		VIN		V	
Output Current			0.5	A	Temp=25 °C

TABLE 10

VIN

The power supply on the VN-110-A was designed to meet the requirements of MIL-STD-1275E which defines the operating voltage limits and transient voltage characteristics for electronic circuits in military ground vehicle platforms. For additional details about the MIL-STD certifications for the VN-110-A, refer to the Enviromental section.

VOUT

The VOUT pins benefit from all the protective ciruitry of the VIN pins; however, additional current protective circuitry is provided to protect the VN-110-A from shorts. The VOUT pins act as a pass-through, so the VOUT pins will have the same power supply specifications as supplied to the the VIN pins.

4.2 General Purpose I/O

SYNC_IN

The SYNC_IN pin is a 5 V tolerant input that drives SyncIn *Events*. It can be configured to detect either rising or falling edges. A SyncIn *Event* occurs when an internal counter exceeds a user defined SyncInSkipFactor. This allows SyncIn *Events* to occur at some multiple of the input signal such that a high-frequency input signal can be provided that is divided to the desired rate (eg. providing a 10 kHz signal that the sensor responds to only every 100 triggers will yield a 100 Hz response). At every SyncIn *Event* timeSyncIn is reset and syncInCount is incremented. SyncIn *Events* can also be configured to trigger several other actions (see the VN-110-A Interface Control Document for more details).

SYNC_OUT

The SYNC_OUT pin is an output pin with configurable output polarity and pulse-width that is driven by SyncOut *Events*. A SyncOut *Event* occurs when an internal counter exceeds the user configurable SyncOutSkipFactor. The internal counter is incremented at a configurable rate defined by the SyncOutMode (See VN-110-A Interface Control Document for more details).

SYNC_IN_2

The SYNC_IN_2 pin is a 5 V tolerant input that is reserve for interfacing with external IMUs. Leave as no connect if not in use. For more information about the external IMU capabilities of the VN-110-A, refer to the User Manual.

SYNC_IN Specifications

SPECIFICATION	MIN	TYP	MAX	UNITS	NOTES
Input Logic-Low Voltage			0.8	V	
Input Logic-High Voltage	2.3			V	
Pulse Width	20			ns	
Pull-up Resistor		10		kΩ	
Sink Current			15	mA	
ESD Protection		±2.5		kV	

TABLE 11

SYNC_OUT Specifications

SPECIFICATION	MIN	TYP	MAX	UNITS	NOTES
Output Logic-Low Voltage			0.8	V	
Output Logic-High Voltage	2.9			V	
Pulse Width	20			ns	
Rise Time			5	ns	
Fall Time		3	6	ns	
Output Frequency	1		1000	Hz	
Jitter			20	µs	
Source Current			15	mA	
ESD Protection		±2.5		kV	

TABLE 12

SYNC_IN_2 Specifications

SPECIFICATION	MIN	TYP	MAX	UNITS	NOTES
Input Logic-Low Voltage			0.8	V	
Input Logic-High Voltage	2.3			V	
Pulse Width	20			ns	
Pull-up Resistor		10		kΩ	
Sink Current			15	mA	
ESD Protection		±2.5		kV	

TABLE 13

4.3 Communication

This sensor utilizes full galvanic isolated full-duplex transceivers on both the primary and secondary connections. This feature helps to guard against large ground-to-ground differentials and common-mode transients. The galvanic isolation also helps to protect against the formation of potentially dangerous ground loops between the navigation module and the host system. This is very important for cases where the power is provided from a different system than the host system communicating with the device. The galvanic isolation provides complete electrical separation between the power and data/communication interfaces, enabling the device to operate in situations where there is a significant ground potential difference between various systems.

UART-1 RS232 Interface Specifications

SPECIFICATION	MIN	TYP	MAX	UNITS	NOTES
Input Logic-Low Voltage	-25		0.8	V	
Input Logic-High Voltage	2.5		25	V	
Output Logic-Low Voltage	-5	-5.7		V	
Output Logic-High Voltage	5	6.2		V	
Output Resistance	300	10e6		Ω	
Data Rate	9600		921600	bit/s	
Pulse Slew		40		ns	
ESD Protection		±10		kV	

TABLE 14

UART-2 RS422 Driver Interface Specifications

SPECIFICATION	MIN	TYP	MAX	UNITS	NOTES
Differential Driver Output Voltage	2.1		5	V	
Difference in Magnitude of Driver Differential Output Voltage for Complementary Output States			0.2	V	
Driver Common Mode Output Voltage			3	V	
Difference in Magnitude of Driver Common Mode Output Voltage for Complementary Output States			0.2	V	
Maximum Driver Short-Circuit Current	-250		250	mA	
Data Rate	9600		921600	bit/s	
ESD Protection		±10		kV	

TABLE 15

UART-2 RS422 Receiver Interface Specifications

SPECIFICATION	MIN	TYP	MAX	UNITS	NOTES
Receiver Input Resistance	96	125		kΩ	
Receiver Termination Resistance Enabled	108	120	156	Ω	[1]
Receiver Input Current (RX- to RX+)	-100		125	µA	
Receiver Differential Input Threshold Voltage (RX- to RX+)	-0.2		0.2	V	
Receiver Differential Input Voltage (RX- to RX+)	-6		6	V	
Receiver Common Mode Input Voltage	-7		12	V	
Data Rate	9600		921600	bit/s	
ESD Protection		±10		kV	

[1] The stock configuration for the VN-310 does not provide a termination resistor between pins RX- and RX+. If this feature is required it can be supplied as a special build option. Please contact us for more information.

TABLE 16

5 PRODUCT HANDLING AND INSTALLATION

5.1 Alignment and Fastening

When designing the installation location of the sensor, alignment pins can be used to precisely align the sensor to the system. VectorNav recommends using 3 mm dowel pins from McMaster-Carr (PN:9600A267). When fastening the VN-110-A, VectorNav recommends torquing the screws to 2.5 N m and 2.0 N m for steel and aluminum bases, respectively.

5.2 Magnetic and Vibration Considerations

Magnetic disturbances and vibration are two forms of interference that can reduce performance and accuracy for an orientation sensor. In most applications it is not possible to avoid magnetic and vibration interference entirely, so the effect of these disturbances on the navigation sensor need to be minimized by careful design.

Magnetic Interference

Magnetic interference occurs when nearby objects emit either a static or time-varying magnetic field that interferes with the navigation sensor's ability to measure the background Earth's magnetic field which is used to estimate heading. Components such as electric motors, iron-core inductors, and current carrying wires can emit a magnetic field which will interfere with the VN-110-A.

Static magnetic fields do not vary with time. This type of static interference can be compensated for by performing a hard/soft iron calibration of the magnetometer on the VN-110-A if the component creating the interference rigidly rotates with the sensor and always maintains the same distance and direction with respect to the sensor. If the source of the magnetic field rotates separately from the sensor, for instance is installed on a separate moving platform or arm, then it cannot be compensated for using a hard/soft iron calibration. Where possible attempt to locate the sensor as far away from sources of magnetic interference as possible.

Dynamic magnetic fields vary with time and are created by items such as electric motors or current carrying wires. This form of magnetic distortion is very difficult for the sensor to handle without adverse effect on navigation performance. When designing the navigation sensor into your product pay careful attention to the location of current carrying conductors and their location with respect to the sensor. Where possible move these wires as far away from the sensor as possible to reduce its effect on the sensor's performance.

Vibration

Consideration should be made when designing the mounting location of the VN-110-A. The sensor should be placed such that unwanted vibrations are minimized.

5.3 Maintenance

There is no recommendation for returning the unit for recalibration. The factory calibrations are effective over the life of the part.

VectorNav Technologies, LLC
10501 Markison Rd
Dallas, TX 75238, USA

Tel: +1.512.772.3615
Email: sales@vectornav.com
Web: vectornav.com

Version 25-110003-R0