

## General Description

GRM-5550F1DR-AGGB is made of the MediaTek AG3335AT series GNSS chip, and six axis acceleration sensor. It is a multiple function communication module which has integrated the advanced online adaptive integrated navigation algorithm and GNSS location engine, it can provide real-time, high-precision vehicle location, speed measurement and direction measurement information in any environment (such as indoor, tunnel, underground garage, etc.). When the signal accuracy is reduced and even satellite signals are lost in GNSS system, without using the odometer information, GRM-5550F1DR-AGGB can use only inertial navigation technology to locate, measure the vehicle carrier accurately for a long time.

GRM-5550F1DR-AGGB is a concurrent receiver module with built-in multiple positioning systems that support simultaneous reception of GPS, Glonass, Galileo, Beidou, and QZSS L1 band. It has 135 tracking channels, enable it to capture and track any multiple satellite signals. Compared with single GPS system, the multiple positioning system (GPS&GLONASS&GALILEO&BEIDOU&QZSS&SBAS) of GRM-5550F1DR-AG GB makes a great increase in the number of visible and available satellites, at the same time, the first positioning time is greatly reduced, even in complex urban environment, it can achieve higher positioning precision and accuracy.

## Applications

- Vehicle High Precision Navigation
- ITS (Intelligent Traffic System)
- Vehicle Remote Monitoring



**Figure: GRM-5550F1DR-AGGB  
Top View**

## Features

- Build on high performance, low-power GNSS MediaTek AG3335AT chip set
- Built-in ST-LSM6DSRTR acceleration sensor to define various gravity algorithms
- Supports BDS-3 signals
- DR : DR/UBI
- Simultaneously receiving single-band multi-system satellite signals and all civil GNSS signals.
- Multipath signal detection and interference suppression.
- Passive or active antennas can be used
- Built-in high gain LNA to improve receiving sensitivity
- Software version : 20220721
- Support satellite systems: GPS, GLONASS, GALILEO, BEIDOU, QZSS, SBAS
- Ultra high track sensitivity: -165dBm
- Baud rate: 115200, 10Hz
- Protocol compliant NMEA-0183, MTK, RTCM3.3
- Automatically inertial navigation positioning without GNSS signal
- Automatically save GNSS log information
- Operating voltage: 3.0V~5.5V
- Power consumption: 50mA@3.3V
- Patch Antenna Size: 35x35x4mm
- Small form factor: 55±0.5x50±0.5x18.4±0.3mm
- Product Weight: 105.4g
- Communication type: RS232
- Wire interface type: Molex 4Pin , L=300cm
- Waterproofing grade: IP41
- Recommended operating temperature range: -40to75℃
- RoHS compliant (Lead-free)

# 1. Performance Description

## 1.1 Features

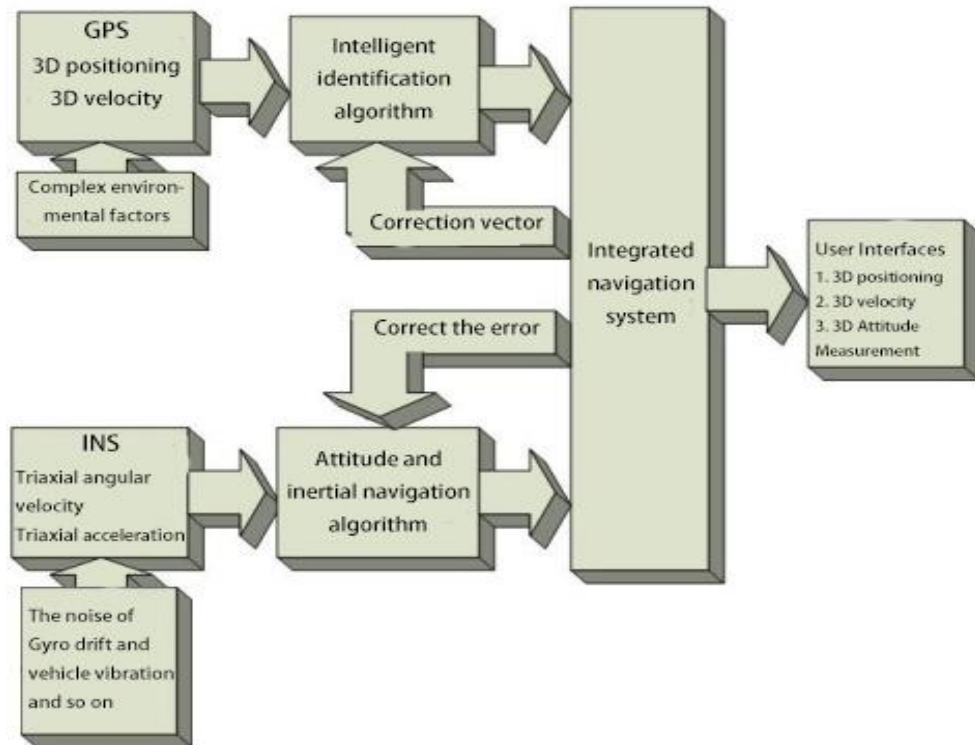
item	Features	item	Features
Gyroscopic drift	High precision attitude heading information is obtained by eliminating gyro drifttwo	Component selection	High performance three axis gyroscope and three axis accelerometer
Acceleration noise	Eliminate vibration acceleration and obtain high accurate velocity information	Error compensation	Complete quadrature error / temperature drift and other error compensation
Zero speed correction	Zero speed correction algorithm prevents navigation data drift	Preventing pirate	Each product calibration code is inconsistent for preventing pirate
Software algorithm	Adaptive extended Calman filtering algorithm	Physical Dimensions	Compact modular design saves user product space
Intelligent identification	Identify and isolate GNSS data with large errors	Communication protocol	Plug and use standard communication protocol NEMA-0183
Independent of odometer	High precision positioning by using inertial navigation	Engineering installation	No installation angle, convenient for users to install on board
Navigation technology	Switch between integrated navigation and inertial navigation technology	Sub - meter	Support RTCM3.3 protocol / sub-meter level navigation in complex environment

## 1.2 Technical Parameter

Item	Parameter	Specification
GNSS Receiver Type	Channels: 135 tracking channel and DSP accelerator GPS/QZSS: L1 C/A GLONASS: L1OF GALILEO: E1(E1B+E1C) BEIDOU: B1I SBAS: WAAS, EGNOS, MSAS, GAGAN	
GNSS Sensitivity	Tracking: -165dBm Capture: -149dBm Re-capture: -161dBm	
TTFB (Autonomous)	Cold start: 28s (AVG) @-130 Warm start: 25s (AVG) @-130 AIF start: <15s (AVG) @-130	
Horizontal Locating Accuracy	GNSS inertial navigation: <1.5m CEP @-130 dBm	
INS Accuracy	DR: Without aid: Sub-meter (3% CEP@120s)	
Acceleration Accuracy	Without aid: 0.1m/s <sup>2</sup>	
GNSS Dynamic Performance	Velocity: 100m/s (10m/s Minimum) Altitude: 10000m (80000m Maximum) Maximum Acceleration: 4G	

## 2. Application

### 2.1 Block Diagram



**Figure 1:** Block Diagram

## 2.2 System Introduction

### 2.2.1 Satellite navigation system:

Satellite navigation system has the advantages of global application, all-weather extension and high precision navigation; But satellite navigation systems are vulnerable to environmental influences, such as trees, buildings and so on, resulting in multi path effect to cause the accuracy of positioning result reduced or even lost, especially in the indoor environment, such as tunnels, satellite navigation system cannot be used.

In addition, even in an open environment, when the carrier speed is very low, the satellite navigation system will also be unable to get precise carrier azimuth information (heading angle).

### **2.2.2 Inertial navigation system:**

The inertial navigation is based on Newton's laws of mechanics to conduct integrating to time and change it into navigation coordinates by measuring the acceleration of the carrier in the inertial reference frame, thus, it can get information about speed, yaw angle, and position in navigation coordinates, as well as the carrier information. However, due to the serious drift of gyro and the shock of vehicle, the inertial navigation system can not obtain high precise azimuth and velocity information by directly integrating acceleration, that is, existing micro inertial navigation systems are difficult to work independently for a long time.

### **2.2.3 Integrated navigation system:**

Satellite / inertial integrated navigation takes full advantage of inertial navigation to obtain optimal navigation results based on the integration of optimal estimation algorithm and the kalman algorithm ; Especially when the satellite navigation system cannot work, the inertial navigation system is used to make the navigation system continue to work, to ensure the normal operation of the navigation system, and to improve the stability and reliability of the system.

### **2.2.4 Independence to odometer**

Conventional vehicle navigation systems often rely on GRM-5550F1DR-AGGB schemes of odometer and gyroscopes to realize high precision navigation and positioning in complex environment of vehicle, for many automotive aftermarket, the connection of odometer signal is extreme complex, and it involves auto safety. After years of research and development, when the signal accuracy in GNSS system is reduced and even satellite signals are lost, only by using pure inertial navigation technology, the vehicle carrier can be accurately positioned, measured in a long time. Compared with the existing products on the market, the performance has been greatly improved.

Of course, the GRM-5550F1DR-AGGB system can also connect with odometer signals and will achieve better performance indicators.

### **2.2.5 Vehicle attitude angle**

GRM-5550F1DR-AGGB navigation system achieves filtering of gyro drift and acceleration vibration signals using research experience in MEMS inertial devices for many years by adaptive filtering algorithm, and furthermore, it can get high precision attitude information, so as to meet various needs of vehicle monitoring and navigation applications in ramp detection.

### **2.2.6 GGM navigation system**

GRM-5550F1DR-AGGB navigation system provides intelligent recognition algorithm for satellite navigation accuracy to identify the positioning accuracy of satellite navigation based on the high precision navigation information provided by integrated navigation, if the satellite navigation accuracy is better, integrated navigation will be carried out, once satellite navigation signals are found to be very poor and even lost, pure inertial navigation is carried out, in a word, GRM-5550F1DR-AGGB navigation system realizes autonomous switching between integrated navigation and pure inertial navigation.

## 2.3 Product feature

### 2.3.1 Maximum parameter

Parameter	Index	Unit
Power Supply		
Voltage Supply	5.5 V	
Temperature Range		
Operation Temp	-40°C to + 75°C	
Storage Temp	-40°C to + 105°C	When the storage temperature over 105 °C , the waterproof function will fail.
Humidity	20~90%RH	

### 2.3.2 Electrical feature

Parameter	Index	Remark
Power Supply		
Input voltage	3.0~5.5V	
Current	50mA@3.3V	
Consumption	300mW	
Time		
The time required for the first valid data	<30S	

## 2.4 Performance Index

### 2.4.1 Mileage timing

GNSS signal loss time	Receiver positioning mode	Horizontal position <sup>1</sup>	Horizontal velocity <sup>1</sup>	Pitch roll Angle	Heading angle <sup>1</sup>
5 s	Standard	1.0-2.0m	0.05m/s	0.3deg	1.0
	Standard	1.5-5.5m	N/A	N/A	N/A
	Standard	3.0m	N/A	N/A	N/A
	Standard	5.0m	0.30m/s	0.4deg	1.0deg

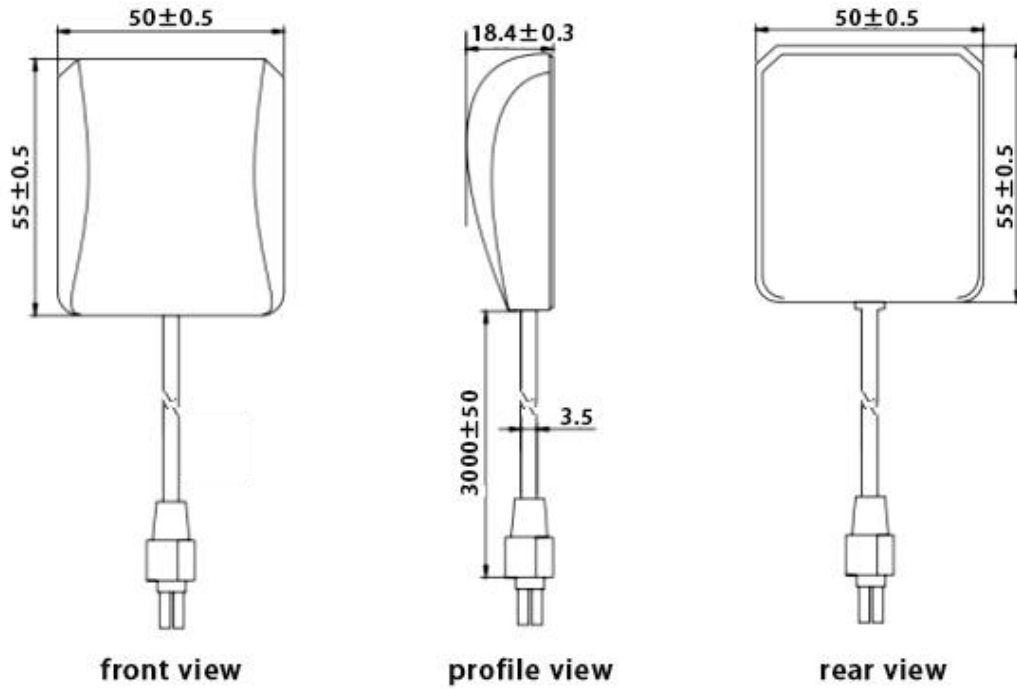
### 2.4.2 No Mileage Timing

GNSS signal loss time	Receiver positioning mode	Horizontal position <sup>1</sup>	Horizontal velocity <sup>1</sup>	Pitch roll Angle	Heading angle <sup>1</sup>
5 S	Standard	2.0-3.5m	0.05m/s	0.5deg	1.0
10 S	Standard	10.0m	N/A	N/A	N/A
60 S	Standard	25.0m	N/A	N/A	N/A
120 S	Standard	60.0m	0.5m/s	1.0deg	2.0deg

**3. Mechanical Dimensions and Pin Assignment**

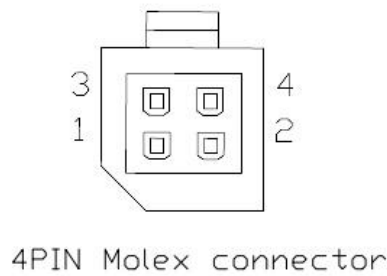
**3.1 Dimensions**

This chapter describes the mechanical dimensions of the module.



**Figure2: Mechanical Dimensions (Unit: mm)**

**3.2 Pin Definition**



**Figure3: Pin Assignment**

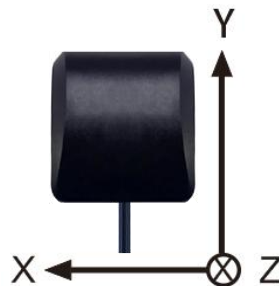
**Table: CON Pin Description**

Pin No.	I/O	Description	Remark
1	I	RS232_RX	RS232 Serial Data input
2	G	GND	Ground
3	O	RE232_TX	RS232 Serial Data Output
4	I	VCC	Module Power Supply

## 4. Coordinate System and Installation Direction

### 4.1 Attentions

As a high-performance vehicle integrated navigation system, GRM-5550F1DR-AGGB system also requires users to pay attention to some matters during application.



**Figure 4: Coordinate System**

### Installation Direction

No	Initialization process of integrated navigation	Importance
1	No installation Angle requirements.Refer to <b>Figure 4</b>	
2	Before power on, Fixed connected GRM-5550F1DR-AGGB and vehicle	Required
3	After power on, don't move GRM-5550F1DR-AGGB	Required
4	Before the vehicle moves, please make sure the GPS/BD system output the correct protocol	Required

No	Initialization process of integrated navigation	Importance
1	After power on, make static at least 5-10 seconds to complete the attitude initialization of the navigation system;	Required
2	In the course of the vehicle, it is necessary to keep the GRM-5550F1DR-AGGB navigation system moves in an open area for some time, for the algorithm convergence of integrated navigation system, and then test it in complex environments such as tunnels.	Required

**Further Explain:**

Summary: In integrated navigation system initialization, it is suggested that the vehicle drive under unobstructed environment for about a few minutes, then go into obstructed environment, the positioning effect will be better .

**NOTE:**

**(1) Installation Angle**

The product needs to be firmly connected with the car before it is powered on. When the vehicle is running, we will deal with the installation Angle according to the following two situations:

**Situation 1:** when the product is installed for the first time: When the vehicle is moving, the product identifies the installation Angle according to the acceleration and deceleration of the vehicle and other movements. That means, the product can obtain the installation Angle only after the car has been driving for a period of time, and the product will store the installation Angle data in a Flash after it has been identified several times.

**Situation 2:** If the product is installed for second time or more, the information about installation Angle is already in a Flash. When the vehicle is moving, the inertial navigation product will enter the integrated navigation state according to the last installation Angle.

**(2) Training**

When the installation Angle is obtained , the product will immediately enter the inertial navigation training state , and then the vehicle should drive for about 3 minutes before the inertial navigation training is successful , and finally the product will enter the integrated navigation state . In this case , the user can enter the tunnel or garage and other areas without satellite positioning .

## 5. Instructions

### 5.1 Sensor Calibration

Because the chip manufacturing process, each sensor element of GRM-5550F1DR-AGGB (three axis gyroscope, three axis accelerometer), sensitivity and zero temperature drift parameters are not the same, in order to make each GRM-5550F1DR-AGGB reach the same performance, before leaving the factory, various error compensation has been made for each sensor element of GRM-5550F1DR-AGGB.

The calibration parameters of sensor components are different for each product, if using the same parameters, it will lead to greater navigation error. This uniqueness can be used to prevent system piracy, thereby improving the reliability of the products for users.



## 5.2 Communication interface

The GRM-5550F1DR-AGGB system provides two serial ports, wherein the serial port 1 is used for transmitting satellite information and receiving differential information, and the serial port 2 is used for receiving the odometer information.

Both serial ports do not provide a hardware handshake, and the use of 8 bit data bits, 0 bit parity bit, 1 bit stop bit (8-N-1) mode, baud rate default is 9600bps, and according to user requirements, it can be modified to 115200bps.

## 5.3 Communication frequency

The system supports the output of 1hz、5hz、10Hz、20Hz data refresh frequency, the default frequency is 10HZ.

## 5.4 Communication protocol

At present, the GRM-5550F1DR-AGGB system outputs common NMEA0183 protocols, such as \$GPATT, \$GNGGA,\$GNRMC,\$SPEED,\$GNGSA; in addition, in order to output vehicle attitude information, the module system also defines a set of communication protocols GPATT.

## 6. Instruction About ADR&UDR

Based on measurements data of inertial sensors, UDR compensated for the lack of GNSS signal coverage and mitigate the adverse effects of multipath effects caused by GNSS signals reflected on buildings, thus providing an excellent navigation experience in dense urban environments. ADR further improves positioning accuracy in harsh environments by incorporating vehicle speed into sensor fusion algorithms. With both UDR and ADR capabilities, the GRM-5550F1DR-AGGB offers superior positioning performance and design flexibility, making it easy to find the best solution according to customer requirements.

## 7. Instructions About UBI

In order to achieve high performance and stable driving behavior analysis, our company has carried out research on driving behavior analysis algorithm based on GPS and INS integrated navigation. After more than 10 years of continuous research, we believe that the solution of driving behavior analysis effect provided by us is the most consistent with drivers' subjective judgment.

In order to achieve the above goals, we have done a lot of research work, specifically as follows:

### (1) Free angle:

Navigation equipment is often used at different installation angles, and driving behavior analysis is based on a vehicle body coordinate system to judge sensor data. Therefore, in order to convert the data of inertial sensor from any installed coordinate system to vehicle-mounted coordinate system, the system uses the Kalman filter algorithm to solve the installation course Angle. In addition, the adaptive installation algorithm has no requirement on the vehicle trajectory in the process of solving the course Angle, which means that the user only needs to drive. This means that the integrated navigation system enables the tracking device to be mounted at any Angle.

### (2) Anywhere in vehicle:

Generally, navigation equipment needs to be installed in a hidden way. Different installation locations have great differences in the satellite signal receiving strength of navigation and positioning system, which will affect the accuracy of

satellite navigation and positioning. Therefore, we developed a system, adaptive integrated navigation algorithm, which means that the accuracy of adaptive satellite navigation positioning can be evaluated for different installation positions, so as to maintain the stability of the filtering algorithm. That means, the integrated navigation system device can be installed anywhere in the vehicle.

**(3) All types of vehicle:**

Usually, navigation equipment needs to be installed on vehicles for different vehicle conditions, sometimes in the Mercedes Benz car with good shock absorption, sometimes in the car or a large truck with strong vibration, which will cause the sensor vibration error is large, thus causing the equipment to misjudge the driving behavior. Therefore, the system ADAPTS the sensor data into integrated navigation algorithms to realize accurate driving behavior analysis of vehicles for different vehicle conditions. This means that the integrated navigation system can be installed and used on all types of vehicle.

**(4) All model of vehicle:**

Tracking devices often need to be installed in a variety of vehicles, ranging from small passenger cars to midsize SUVs to large vans and buses. The judgment rules of driving behavior analysis of different models are different. In order to achieve accurate driving behavior analysis, the system collects a large amount of data, and then classifies different vehicles to realize a small car mode, large car mode and general mode, among which the general mode can be used for various types of vehicles. If you want a more accurate alarm, you can choose small or large car mode according to the car type.

**(5) Any road conditions:**

Driving behavior analysis is based on the integrated navigation module output of a variety of accelerations, angular velocity and a variety of thresholds compared, resulting in rapid acceleration, rapid deceleration, sharp lane changes, sharp turns, horizontal collision and other driving behaviors. However, when the vehicle is driving on bumpy road conditions, the acceleration will have a large spike value, and it will also misreport the driving behavior analysis behavior. When a vehicle is traveling at / through a curved road, passing through that road at high speed will trigger an emergency lane change alarm. To solve the above problems, the system constructs a vehicle road model, which fully considers how to shield road factors and realizes real driving behavior analysis and judgment, and verifies the correctness of the model through a large number of data.

In general, through more than 10 years of GPS product research and development, our company has carried out the research on driving behavior analysis algorithm based on GPS and INS integrated navigation. We can provide inertial navigation and driving behavior solutions that can meet any attitude installation, any space installation, any vehicle condition, any vehicle type use, and any road condition use.

## 8. Packaging information

The follow packing way is for reference only, and the actual packing way can be customized according to customer requirements.



**Figure 7:** Packaging physical figure

### Reel Packaging

Model Name	MOQ for MP	Minimum Package: 1000pcs
GRM-5550F1DR-AGGB	100pcs	Size: 365mm × 350mm × 53mm N.W: 10.54kg G.W: 11.00kg

## 9. NMEA Data Analysis

The communication statements specified in the NMEA protocol are based on ASCII coding, the data format of the NMEA-0183 protocol statement is as follows: "\$" is the statement start symbol; "," is the domain delimiter; "\*" is the checksum identifier, the two digits behind it are checksum, which represent the bitwise XOR value of all characters between (\$) and \* (excluding these two characters); "." is the terminator, all statements must end using it, that is, the ASCII character "return" (hexadecimal 0D) and "line feed" (hexadecimal 0A).

The default output NMEA data of GRM-5550F1DR-AGGBB is \$GPATT,\$GNGGA, \$GNRMC,\$SPEED,\$GNGSA and users can also specify the output data according to personal needs.

### 9.1 GGA Data Format

For Example : \$GNGGA,062938.00,3110.4700719,N,12123.2657056,E,1,25,0.6,58.9666,M,0.000,M,99,AAAA\*50

No	Name	Description	Code	Example
1	\$GNGGA	Log header		\$GNGGA
2	utc	UTC time (H/M/S)	hhmmss.ss	062938.00
3	lat	Latitude: -90~90 degrees	lll.llllll	3110.4700719
4	latdir	Latitude direction: N: North; S: South	a	N
5	lon	Longitude: -180~180 degrees	yyyyy.yyyyyy	12123.2657056
6	londir	Longitude direction: E: east; W: west	b	E
7	QF	Solution State 0: invalid solution; 1: single point positioning solution; 2: pseudo range difference; 6: inertial navigation	q	1
8	sat No.	Satellite Number	n	25
9	GPS precision	GPS precision	x.x	0.6
10	alt	Altitude	h.h	58.9666
11	a-units	Altitude unit	M	M
14	age	Differential delay	dd	1
15	stn ID	Base station number: 0000-1023, In single: AAAA	xxxx	1
16	*xx	Checksum	*hh	
17	[CR][LF]	Sentence terminator		[CR][LF]

### 9.2 RMC Data Format

For Example : \$GNRMC,064401.65,A,3110.4706987,N,12123.2653375,E,0.604,243.2,300713,0.0,W,A\*3E

No	Name	Description	code	Example
1	\$GNRMC	Log header		\$GNRMC
2	utc	UTC time (H/M/S)	hhmmss.ss	064401.65
3	Pos status	Solution state: A= effective positioning V= invalid positioning	A	A
4	lat	Latitude: -90~90 degrees	lll.llllll	3110.4706987
5	latdir	Latitude direction: N: North; S: South	a	N

6	lon	Longitude: -180~180 degrees	yyyyy.yyyyyyy	12123.2653375
7	lonDir	Longitude direction: E: east; W: west	b	E
8	SPEED IN	Ground speed	q	0.604
9	Track Ture	Ground course angle	n	243.2
10	Date	UTC date	ddmmyy	300713
11	Mag var	Magnetic declination (000.0~180.0 degrees, adding o if lack of leading digit)	0.0	0.0
12	Vardir	Declination direction, E (East) or W (West)	W	W
13	Mode ind	Mode indication (only NMEA0183 3 version output, A= self localization, D= difference, E= estimation, N= data invalid)	a	A
14	*xx	Checksum	*hh	*3E
15	[CR][LF]	Sentence terminator		[CR][LF]

✧ After the inertial navigation module is powered on, the installation Angle is the installation Angle identified by the previous module. If there is a big difference between the current installation Angle and the last installation Angle, it is recommended to clear it by sending the command log clear. The inertial navigation derivation should be avoided due to the error of installation Angle.

### 9.3 ATT Data Format

For Example :

\$GPATT,1.05,p,1.72,r,179.41,y,20220625,S,003E009,ID,1,INS,3335,04,20,-1.61,2,7,01,1.20,4,1,D,00,7,1,56.299,0,0,04,B,-3,-3,-1,5,2,2,F,0\*0F

No	Name	Description	Code	Example
1	\$GPATT	Log header		\$GPATT
2	Pitch	pitch angle	Float	1.05 (unit: degree)
3	Angle Channel	P: pitch, r: roll, y: yaw	Char	P
4	Roll	Roll angle	Float	1.72
5	Angle Channel	P: pitch, r: roll, y: yaw	Char	R
6	Yaw	Yaw angle	Float	179.41
7	Angle Channel	P: pitch, r: roll, y: yaw	Char	Y
8	Soft Version	S: software version number	CString	20220625
9	Version Channel	S: software version number	Char	S

10	Product ID	96 bit unique ID	CString	003E009
11	ID Channel	ID:product ID	ID	ID
<b>12</b>	<b>INS</b>	Default open inertial navigation	<b>X</b>	1: open, 0: close
13	INS Channel	INS: whether inertial navigation open	CString	INS
14	Hardware version	Named after the master chip	CString	3335
<b>15</b>	<b>Run_State_Flag</b>	<b>Algorithm status flag</b>	<b>d</b>	<b>1-&gt;4 Please refer to table A below for details</b>
16	Mis_Angle_Num	number of Installation Angle identification	d	20
17	Custom flag	Custom flag	Float	X
18	Custom flag	Custom flag	B	X
19	MTK version	flag bit	Char	M:MTK1.6.0Version 7: MTK1.9.0Version
20	Static Flag	Static Flag	d	1:Static 0: dynamic
21	User_Code	User_Code	d	1: Normal user X: Custom user
22	GST_Data	User satellite accuracy	dd	04
23	Line Flag	Straight line flag	d	1: straight driving, 0: curve driving
24	Custom flag	Custom flag	F	F:Full Update D:Full Update and Part Update
25	Custom flag	Custom flag	d	00
26	IMU_Kind	Sensor Type	d	0->BIM055; 1->BMI160; 2->LSM6DS3TR 3->LSM6DSOW 4->ICM-40607; 5->ICM-40608 6->ICM-42670; 7->LSM6DSR
27	SUBI_Car_Kind	UBI Vehicle Type	d	1: small car, 2: big car
28	Mileage	Mileage	ddd.mm	21.547 (unit: KM), The maximum is 9999 kilometers
29	Custom flag	Custom flag	d	D
30	ANG_DGet_Flag	established angle	d	1: The Flash has an installation Angle. 0: The Flash has no installation Angle
<b>31</b>	<b>Run_Inetial_Flag</b>	<b>Inertial navigation converged flag</b>	<b>D</b>	<b>1-&gt;4 Please refer to table B below for details</b>
32	Custom flag	Custom flag	c	B
33	Custom flag	Custom flag	d	

34	Custom flag	Custom flag	d	
35	Custom flag	Custom flag	d	
36	Custom flag	Custom flag	d	
37	Tim_Save_Num	Tim_Save_Num	d	Ephemeris stored times
38	Fix_Angle_Flag	Fixed installation channel	c	F: Fix
39	ANG_Lock_Flag	Fixed installation Flag	d	1: fixed setting, 0: Self adaptive installation
40	Extensible			
41	*xx	Checksum	*hh	*2c
42	[CR][LF]	Sentence terminator		[CR][LF]

**Remarks : the conditions for inertial navigation to work normally:**

- 1.GPATT protocol 12 field INS is 1
- 2.GPATT protocol 15 field State Flag is 03/04

If the user wants to obtain good inertia performance, such as speed, UBI alarm and other parameters, In addition to the above two results, it is recommended to wait for inertial navigation convergence. As the (1) Table A and Table B shows

(1) GPATT protocol 31 field Run\_Inetial\_Flag is 4;

**Table A GPATT protocol 15 field RUN\_STATE\_FLAG each physical meaning description**

Flag	description	Required conditions
0	Prepare initialization	System power on
1	Attitude initialization completed	Vehicle Static for 5-10S
2	Position initialization completed	Get Position Info
3	Get the installation angle, Enter the integrated navigation	Driving over 5m/s for a period of time
4	The installation Angle has been identified	Keep driving for a while

**Table B GPATT protocol 31 field Run\_Inetial\_Flag each physical meaning description**

Flag	description	Required conditions
0	Prepare initialization	
1	Inertial navigation start converged	Copy satellite positioning only, Run_State_Flag=01
2	Initial convergence of inertial navigation	Inertial navigation is training, Run_State_Flag=02
3	Inertial navigation is converging	Inertial navigation is training, Run_State_Flag=03
4	Inertial navigation converges completed	Inertial navigation completed training, Run_State_Flag=04

**9.4 GSA Data Format**

For Example: \$GNGSA,A,3,07,08,09,11,01,23,27,,,,,3.01,1.25,2.74\*1A

No	Name	Description	code	Example
1	\$GNGSA	Log header		\$GNGSA
2	Positioning mode	Positioning mode flag		Please refer to table B below for

				details
3				
4	Satellite used	First channel	SV	07
5			SV	08
6	...	...	...	...
7	PDOP	Position Dilution Of Precision		3.01
8	HDOP	Horizontal Dilution of Precision		1.25
9	VDOP	Vertical Dilution of Precision		2.74
10	*xx	Checksum	*hh	*1A
11	[CR][LF]	End of message termination		[CR][LF]

**Table B: Physical meaning description of State\_Flags**

Flag	description
M	Manual-forced to operate in 2D or 3D mode
A	Automatic-allowed to automatically switch 2D/3D

**Table C: Physical meaning description of State\_Flags**

Flag	description
1	Not positioning
2	2D positioning
3	3D positioning

### 9.5 SPEED Data Format

For Example: \$SPEED,020406.10,20.96,2,A,-0.44,-1.15,-9.48,G,-0.11,S,0,0,0.000\*52

No	Name	Description	code	Example
1	\$SPEED	Log header		\$SPEED
2	Utc	UTC time (H/M/S)	hhmmss.ss	020406.10
3	Speed	Ground speed(bit)	dd.mm	20.96
4	Status	Solution State: 0=data invalid 1=converging 2=data valid	D	2
5	A	separator	A	Acceleration
6	Acc_X	X axis acceleration	ddd.mm	-0.44 (m/s/s)
7	Acc_Y	Y axis acceleration	ddd.mm	-1.15 (m/s/s)
8	Acc_Z	Z axis acceleration	ddd.mm	-9.48 (m/s/s)
9	G	separator	G	Represents angular velocity
10	Gyr Z	Z axis acceleration	ddd.mm	-0.11 Radian per second
11	S	separator	S	status



12	Custom flag	Custom flag	D	
13	Custom flag	Custom flag	D	
14	Custom flag	Custom flag	d.mmm	
15	*xx	Checksum	*hh	*52
16	[CR][LF]	Sentence terminator		[CR][LF]

◇ **Remarks :**

- (1) The speed unit of SPEED protocol is the same as that of GNRMC
- (2) The output frequency of SPEED protocol is 10Hz
- (3) Since the inertial navigation system supports arbitrary installation, the value of the sensor can be converted to the vehicle coordinate system only after the installation Angle is determined, so as to obtain the acceleration and angular velocity data of X/Y/Z axis. Otherwise, the inertial sensor data will be installed arbitrarily, resulting in the data cannot be converted to the vehicle's XYZ axis.

Initialization under adaptive installation: The inertial navigation module must be rigidly linked to the vehicle. Then, there are two situations:

Situation 1: If it is installed for the first time, when the inertial navigation module is powered on, there is no installation Angle in the Flash, then the Status value is 0. After the vehicle runs, through the vehicle acceleration deceleration and other vehicle movement, it identifies the installation Angle, then Status will change to 1, and it will change to 2 about 3 minutes after the vehicle runs again and the inertial navigation training is completed. In this case, acceleration and angular velocity are reliable values.

Situation 2: If it is not the first installation, after the inertial navigation module is powered on, there is already an installation Angle in the Flash, and the value of Status is 1. The vehicle runs for about 3 minutes again, and the Status changes to 2 after the inertial navigation training is completed. In this case, acceleration and angular velocity are reliable values.

Situation 2: If it is not the first installation, after the inertial navigation module is powered on, there is already an installation Angle in the Flash, and the value of Status is 1. The vehicle runs for about 3 minutes again, and the Status changes to 2 after the inertial navigation training is completed. In this case, acceleration and angular velocity are reliable values.

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**Gotop Technology Co. , LTD**

Add:AreaC,4th layer,A1 building,QingHu Silicon Valley Power,LongHua district ,Shenzhen ,China

Phone: 86-755-23804156

fax: 86-755-23804155

N 22° 32' 17", E 114° 07' 07"

<http://www.gotop-zzu.com>

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