



PwrPak7D-E1

Compact dual-antenna enclosure delivers leading SPAN GNSS+INS technology from Hexagon | NovAtel

Dual-antenna input

Multi-frequency, dual-antenna input allows the PwrPak7D-E1 to harness the power of NovAtel RTK and ALIGN functionality. This makes the PwrPak7D-E1 ideal for ground, marine or aircraft-based systems, providing industry-leading GNSS multi-constellation heading and position data in static and dynamic environments.

World-leading GNSS+INS technology

SPAN GNSS+INS technology brings together two different but complementary technologies: Global Navigation Satellite System (GNSS) positioning and Inertial Navigation System (INS). The absolute accuracy of GNSS positioning with the stability of inertial measurement unit (IMU) gyro and accelerometer measurements generate a 3D navigation solution that is stable and continuously available. Deeply coupling the GNSS and inertial measurements through SPAN technology enables better bridging through GNSS interruptions and rapid reacquisition of signals.

PwrPak7D-E1 advantages

The PwrPak7D-E1 contains an Epson G320N MEMS IMU to deliver world-class SPAN technology in an integrated, single-box solution. This product is commercially exportable and provides an excellent price/performance/size GNSS+INS solution.

Future-proofed scalability

Capable of tracking all present and upcoming GNSS constellations and satellite signals, the PwrPak7D-E1 is a robust, high-precision receiver that is software upgradeable in the field to provide the custom performance required for your application demands.

The PwrPak7D-E1 has a powerful OEM7 GNSS engine, integrated MEMS IMU, built-in Wi-Fi, onboard NTRIP client and server support and 16 GB of internal storage.

Precise thinking makes it possible

Our GNSS products have set the standard in quality and performance for over 20 years. State-of-the-art lean manufacturing facilities in our North American headquarters produce the industry's most extensive line of OEM receivers, antennas and subsystems.



Benefits

- Small, low-power, all-in-one GNSS+INS enclosure
- Easy integration into space and weight constrained applications
- Commercially exportable system
- Rugged design ideal for challenging environments
- Enhanced connection options including serial, USB, CAN and Ethernet
- Future-proof for upcoming GNSS signal support

Features

- Low-noise commercial grade gyros and accelerometers
- Dedicated wheel sensor input
- TerraStar Correction Services supported over multi-channel L-Band and IP connections
- Spoofing detection, interference detection and mitigation provided by GNSS Resilience and Integrity Technology (GRIT)
- SPAN GNSS+INS capability with configurable application profiles
- Dual-antenna ALIGN heading
- 16 GB of internal storage
- Built-in Wi-Fi support
- Supports Precision Time Protocol (PTP)
- Hardware variants available without Wi-Fi or internal storage

PwrPak7D-E1 Product Sheet

Performance¹ Signal tracking^{2,3} GPS L1 C/A, L1C, L2C, L2P, L5 GLONASS4 L1 C/A, L2 C/A, L2P, L3, L5 Galileo⁵ E1, E5 AltBOC, E5a, E5b BeiDou B1I, B1C, B2I, B2a, B2b 07SS L1 C/A, L1C, L1S, L2C, L5 NavIC (IRNSS) SBAS L-Band up to 5 channels Horizontal position accuracy (RMS) Single point L1/L2 SBAS⁶ TerraStar-L⁷ TerraStar-C PRO7 RTK 1cm+1ppm

ALIGN heading accuracy Baseline 2 m 4 m	Accuracy (RMS) 0.08° 0.05°
Maximum data rate GNSS measurements GNSS position INS solution IMU raw data rate	up to 20 Hz up to 20 Hz up to 200 Hz 125 Hz or 200 Hz
Time to first fix[®] Cold start Hot start	< 34 s (typ) < 20 s (typ)
Time accuracy ⁹ Velocity limit ¹⁰	< 5 ns RMS 600 m/s

IMU performance^{11, 12} Gyroscope performance Technology Dynamic range Bias instability¹³ Angular random walk¹³ Accelerometer performance Technology Dynamic range Bias instability¹³ Velocity random walk¹³ 0.05 m/s/√hr Environmental Temperature Operating -40°C to +75°C Storage -40°C to +85°C Humidity 95% non-condensing Ingress protection rating Vibration (operating)

L5

L1, L5

1.2 m

60 cm

40 cm

2.5 cm

vibration (operat	ing)
Random	MIL-STD 810H, Method 514.8
	(Cat 24, 20 g RMS)
Sinusoidal	IEC 60068-2-6
Acceleration (ope Me	thod 513.8, Procedure II (16 g)
Bump (operating)	IEC 60068-2-27 (25g)
Shock (operating) MIL-STD-810H, Method 516.8, Procedure 1, 40 g 11 ms terminal sawtooth)

Compliance

FCC, ISED, CE and Global Type Approvals

Physical and electrical

MEMS

150 °/s

3.5 °/hr

0.1°/√hr

MEMS

0.1 mg

IP67

5 g

Dimensions	147 x 125 x 55 mm
Weight	510 g
Power	
Input voltage	+9 to +36 VDC
Power consumption ¹⁴	4.15 W
2 Antenna LNA power out	
Output voltage	5 VDC ±5%
Maximum current	200 mA
Connectors	
2 Antenna	SMA
USB device	Micro A/E
USB host	Micro A/E
Serial, CAN, Event I/O Ethernet	DSUB HD26 RJ45
Power	SAL M12, 5 pin, male
Status LEDs	OAL MIZ, 0 pm, mate
Power, GNSS, INS, Data log	gging, USB
Communication ports	
1 RS-232	up to 460,800 bps
2 RS-232/RS-422 selectabl	
1 USB 2.0 (device)	HS
1USB 2.0 (host) 1Ethernet	HE 10/100 Mbps
1 CAN Bus	1 Mbps
1Wi-Fi	1 Mbps
3 Event inputs	
3 Event outputs	
1 Pulse Per Second (PPS) o	utput
1 Quadrature wheel sensor	input
Included accessorie	es
Power cable	
 USB cable 	

• DSUB HD26 to DB9 RS-232 cable

Optional accessories

- Full breakout cable for DSUB HD26
- DSUB HD26 to M12 IMU cable

Performance during GNSS outages^{15, 16, 17}

Outage duration	Positioning mode	Position accuracy (m) RMS		Velocity accuracy (m/s) RMS		Attitude accuracy (degrees) RMS	
		Horizontal	Vertical	Horizontal	Vertical	Roll/Pitch	Heading
0 s	RTK ¹⁸	0.02	0.03	0.020	0.010	0.020	0.090
	TerraStar-C PRO PPP	0.025	0.05				
	Single point	1.00	0.60				
10 s	RTK ¹⁸	0.27	0.13	0.070	0.020	0.040	0.130
	TerraStar-C PRO PPP	0.27	0.15				
	Single point	1.25	0.70				
60 s	RTK ¹⁸	15.00	1.63	0.720	0.065	0.095	0.210
	TerraStar-C PRO PPP	15.00	1.65				
	Single point	16.00	2.20				
	RTK with Land profile and DMI	3.50	0.80	0.220	0.040	0.095	0.210
0 s	Post Processed using Inertial Explorer	0.01	0.02	0.020	0.010	0.009	0.042
10 s		0.02	0.02	0.020	0.010	0.009	0.042
60 s		0.35	0.10	0.030	0.011	0.014	0.048
Typical values under ideal, open sky conditions. Signal availability based on model configuration. See manual for details. The secondary antenna input does not support L-Band or SBAS signals. Hardware ready for L5. Elto support only. GPS-only. Requires a subscription to TerraStar correction service.		etails. 9. Time accurd gnals. 10. Export licen message ou 11. Supplied by 12. Peak vibratio	 position and time entered. Time accuracy does not include biases due to RF or antenna delay. Export licensing restricts operation to a maximum of 600 m/s, message output impacted above 555 m/s. Supplied by IMU manufacturer. Peak vibration amplitude in the frequency range of 700-900 Hz must be minimized to achieve optimal SPAN performance. 		 Performance may be impacted in conditions with unmitigated vibration or significant temperature variations. May vary from part to part. Performance with one antenna, no DMI, and no SPAN profile unless otherwise specified. Typical. Based on mixed urban road vehicle dynamics and benign GNSS conditions. Be added to all position values to account for additional 		

- 2. 3. 4. 5. 6. 7. 8. Requires a subscription to TerraStar correction service. Cold start: no almanac or ephemerides and no approximate position
- Hot start: almanac and recent ephemerides saved and approximate

position and time entered.
 Time accuracy does not include biases due to RF or antenna delay.
 Export licensing restricts operation to a maximum of 600 m/s, message output impacted above 585 m/s.
 Supplied by IMU manufacturer.
 Peak vibration amplitude in the frequency range of 700-900 Hz must be minimized to achieve optimal SPAN performance.
 From room temperature Allan variance method.
 Towing unless using section and constraint of the presence of the

- Typical values using serial port communication without interference mitigation. See manual for power supply considerations.
- 15. Performance may be impacted in conditions with unmitigated vibrati or significant temperature variations. May vary fram part to part. 16. Performance with one antenna, no DMI, and no SPAN profile unless otherwise specified. 17. Typical. Based on mixed urban road vehicle dynamics and benign GNSS conditions.

 18. 1ppm should be added to all position values to account for additional error due to baseline length

Contact Hexagon | NovAtel sales.nov.ap@hexagon.com1-800-NOVATEL (U.S. and Canada) or 403-295-4900 | China: 0086-21-68882300 | Europe: 44-1993-848-736 | SE Asia and Australia: 61-400-883-601. For the most recent details of this product: novatel.com

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