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Permanent Link to Sensing Location: Software Receiver Estimates Signal States During Outages
2021/03/27
By Hans-Georg Büsing, Ulrich Haak, and Peter Hecker Future safety-relevant driver assistant systems demand vehicle state estimations accurate enough to match the position within a road lane, which cannot be provided by standalone GPS. A promising approach to meet the requirements is the fusion of standalone or differential GNSS measurements with vehicle sensor data like odometers or accelerometers. To achieve deeper sensor integration, a software GNSS receiver was developed at the Institute of Flight Guidance (IFF) that is able to use dead reckoning sensors to support its signal acquisition. This article presents an approach to estimate the signal states during outages based on the tightly coupled vehicle state, which reduces the reacquisition time and significantly increases the signal availability. GNSS-based navigation is a key enabler for future advanced driver assistance systems (ADAS). Car manufacturers have identified automotive assistance systems as core devices to propose their uniqueness mainly in the luxury and upper-class market segments. While the precision and availability of loosely coupled single-frequency GPS navigation satisfies the requirements of typical route guidance systems, future automotive systems — especially those that enhance driving safety — are more demanding on positioning system performance. The Institute of Flight Guidance (IFF) of the Technische Universität, Braunschweig, Germany, is involved in two research projects evaluating the performance of unaided traditional GNSS receivers coupled with vehicle sensor measurements such as odometers in a tightly coupled architecture. Besides these involvements, the IFF has developed a general-purpose software-based GNSS receiver allowing full access to signal processing routines. The benefits of the tight sensor fusion are reliable state estimations even during total signal outages that are common in the automotive sector due to tunnels, parking decks, or urban canyons. In this architecture, the GNSS receiver works autonomously to deliver raw GNSS-measurements only. Additional knowledge provided by the vehicle sensors cannot be used to support the receiver in any way. Besides other beneficial aspects in the tracking channels, additional external knowledge about the vehicle state has the potential to reduce acquisition times and

improve the measurement availability significantly. The Institute of Flight Guidance uses a software environment called “Automotive Data and Time-Triggered Framework” (ADTF) for research in the field of ADAS and automotive navigation. In this software framework, the overall system architecture is assembled with independent modules. These modules are implemented as libraries and loaded into ADTF. Data is exchanged via pins that are defined as public variables. The framework also attaches timestamps to the individual measurements and adds a data recording and playback functionality. From a general-purpose software GNSS receiver, presented at the ION GNSS 2010, we have derived an automotive-specific ADTF software receiver module. The software framework adds the flexibility to synchronously process measurements from vehicle sensors additionally to the IF data from the front end. This gives us the opportunity to aid signal processing in the software GNSS receiver with additional external sensors. For positioning, a tightly coupled positioning filter based on GPS raw data measurements and the rear-wheel odometers is implemented. The vehicle’s motion is modeled using a kinematic relationship between the vehicle sensors and the GNSS measurements. Based on the tightly coupled vehicle state estimation, an acquisition state is processed during signal outages that enables the software GNSS receiver to reacquire the satellite signal instantaneously with high precision. In this article, the constituent parts of the system are presented and the estimation of the acquisition state derived. The system was tested in an urban scenario, and the state estimations validated with the recorded measurements. System Architecture The software-defined GNSS receiver developed by the IFF was designed to process the computationally expensive signal correlation on an Nvidia graphics board using the vast parallel processing capability of graphics processing units (GPUs). With the use of common graphics boards, an entire receiver can be implemented on an ordinary PC, needing only a front-end to receive digital GNSS signals in an intermediate frequency (IF) band. For research in the field of vehicle state estimation, a derivate of the software receiver of the Institute of Flight Guidance has been implemented in the “Automotive Data and Time-Triggered Framework” (ADTF). The software is commonly used in the automotive industry for the development of ADAS. Figure 1 shows a typical system layout in ADTF. A central component of the framework is the ability to record and play back measurement data, which is indicated by the buttons on the left of the screenshot. Figure 1. System Architecture in ADTF. (Click to enlarge.) Within ADTF, the systems are assembled from modules that are shown as blocks within the graphical configuration editor. Standard modules such as the connection of common hardware are provided with the framework. Custom modules can be implemented in C++ by the user. Every module is implemented as a dynamic library (DLL) and interpreted by the framework. Modules can be featured with input and output pins. These pins are implemented by using specific data types from the framework. The communication and data exchange between the modules is handled via these pins. They can be connected by graphically drawing connector lines in the configuration editor. ADTF provides the user with classes for timing and threading. Processes can thereby be linked to the ADTF system time, which is especially important as the data replay can be slowed down or sped up for debugging. The instantaneous reacquisition algorithm is based on a traditional approach of tightly coupling GNSS raw data with vehicle sensor measurements. The fusion is based on a kinematic model following the

Ackermann geometry establishing the relationship between the vehicle's motion and the respective measurements. At each time step of an arriving measurement, the vehicle's motion is predicted based on the last estimated state with an extended Kalman filter. The prediction is then corrected using either measurements from the vehicle sensors or GNSS raw measurements. The range and Doppler measurements are calculated in the tracking channels of the ADTF software GNSS receiver. The corrected vehicle state is then fed back into the kinematic model for the next update cycle. In case the GNSS signal is lost in a tracking channel, a virtual tracking channel is initialized with the last calculated channel states. The change in the channel output is then predicted utilizing the change in the vehicle state and the current evaluation of the ephemeris. The schematic implementation of the channel state prediction is shown in Figure 2. Figure 2. Schematic of Channel State Prediction. (Click to enlarge.) Signal State Estimation Using the tightly coupled architecture presented above, an estimated position and velocity can even be provided during total signal outages. Assuming that the last valid observation of a satellite signal is stored together with its respective time to and position, an estimation of the signal state (that is, Doppler frequency, code- and carrier-phase) based on the estimation of the vehicle state during the signal outage at time t1 can be used for an instantaneous signal reacquisition. Using the ephemeris data provided by the respective GPS satellite the range between a user position xu and the satellite xsv can be calculated using the following terms (1) and (2) with |…| indicating the Euclidian distance. Therefore the change of the range can be obtained with equations (1) and (2): (3) Assuming an unbiased Gaussian error distribution of the measurements, the tightly coupled system provides an estimation of the covariance matrix of the vehicle state. Using only the submatrix (4) related to the vehicle position, the covariance of the user position along the line-of-sight to the satellite can be obtained with the Euclidean norm of the line-of-sight vector (5) and the law of error propagation: (6) Furthermore, using the law of error propagation, it can be shown that the variance of the change of range estimation in equation (3) is obtained by: (7) With the last valid range measurement related to time to, the signal state at time t1 can be obtained for the pseudo-range PSR (8) and the carrier phase Φ: (9) The resulting variance of these estimations can by expressed by (10) and (11) respectively. The estimate of the Doppler and the related variance can be obtained analogous. Considering the variances of the estimation, it can be decided if the signal can be reacquired instantaneously or if the receiver has to find the signal using standard acquisition routines in a limited search space. Experimental Validation The Volkswagen Passat station wagon operated by the Institute of Flight Guidance was used to evaluate the performance of the proposed algorithm (see PHOTO.) The test vehicle is customized from the standard by adding an additional generator to meet the power requirements of the measurement and processing hardware. In addition, the Controller Area Network (CAN) is mirrored and open to access the data collected by the sensors of the vehicle. The relevant sensors include a longitudinal accelerometer, a gyro for measuring the yaw rate as well as the odometers of all four wheels. The test vehicle is equipped with a GNSS front-end developed by the Fraunhofer Institute for Integrated Circuits. It is capable of streaming L1, L2, and L5 RF samples via two USB ports. The sampling rate of L1 is 40.96 MHz at an intermediate frequency of 12.82 MHz. Test Vehicle. A customized Volkswagen Passat was used to evaluate performance of the algorithm. The vehicle sensor data is streamed via CAN to an automotive PC from Spectra. It is equipped with an Intel quadcore CPU, 8 GB RAM, a Vector PCI CAN device and 256 GB SATA solid state disk allowing up to 195 MB/s writing speed. Additionally, it has been equipped with an Nvidia GeForce GT 440 graphics board that is used for processing the GNSS RF data. This specific graphics board was chosen because it offers a comparably high performance of the GPU at relatively low power consumption. Both GNSS RF data and data from the vehicle sensor network are streamed to an ADTF hard disk recorder. Due to the setup of the data acquisition, several challenges have to be solved. The first challenge is that the front-end needs to be used as hardware-in-the-loop. It is by itself not equipped with an automated gain control. Therefore, it is not possible to just stream the RF data but it has to be decoded, processed for adjusting the gain, and then stored to the hard drive. Secondly, the recording setup needs to cover high data rates. The GNSS front-end streams approximately 20 MB/s. As the data needs to be decoded and processed for gain control, the expanded data rate for recording is ~40 MB/s. In total including vehicle sensor measurements, >2000 data packets per second are streamed to the recorder. Because this could not be done using mechanical hard drives, we used solid state disks that also allow data storage during times of high vibration. Related to the before-mentioned challenges, an efficient thread management needed to be implemented. The software framework's threading classes are utilized to parallelize the receiver processes. Additionally, it has arisen that a significant part of the processing time is taken by the data transfer to the memory of the GPU. In order to prove the advantages of an odometer-aided reacquisition, an applicable testing scenario was chosen. To distinguish an odometer-based aquisition approach from a model-based approach, a trajectory was chosen that features a right turn of 90 degrees immediately after cutting off the GNSS signal. A model-based kinematic prediction would project the trajectory in the direction of the latest known heading derived by the GNSS solution. Only a sensor-based state estimation is able to resolve the right turn. The driven trajectory is shown in Figure 3. The GNSS signal has been cut off for approximately 10 seconds, which is equivalent of a 75-meter drive on dead reckoning sensors only after the right turn. Figure 3. Trajectory of test drive includes a 90-degree turn. (Click to enlarge.) Results The following plots in Figure 4 show the performance of the virtual tracking channels. The plots in the upper row show the pseudorange output over time. For vividness they have been corrected for the motion of the respective satellite that is dominant due to their high speeds. Over a short period of time the satellites' motion relative to the receiver can be linearly approximated. The pseudorange measurements over time were fit using a linear regression. The respective value of the linear regression was then subtracted from the pseudorange and plot over time as shown in the figures in the second row, leaving only the approximated influence of the vehicle's motion. Figure 4. Modified pseudorange and Doppler results of the virtual tracking channels. (Click to enlarge.) The Doppler measurements have been similarly compensated by just subtracting the minimum measurement. These modifications of the pseudorange and Doppler measurements allow a direct comparison of each other as the Doppler can be understood as the first derivate of the pseudorange over time. The results of PRN 6 show that the Doppler estimate during the GPS outage smoothly fits into the surrounding measurements without any major outliers. The plot of the pseudorange shows a similar behavior. The pseudorange could have potentially been modeled using a dynamic prediction that is not based on vehicle sensors due to the limited dynamics on the pseudorange measurements. The Doppler plot of PRN 16 shows a strong change in the relative velocity between satellite and receiver. If a further projection of the Doppler using a linear dynamic model would have been used instead of predicting with vehicle sensors, it would likely have misled the reacquisition by ~ 50 Hz. The trend in the pseudorange measurements is comparable to PRN 6 at a higher rate of change. The plots of PRN 21 probably show the advantages of using vehicle sensors for reacquisition best as the dynamics on pseudorange and Doppler are the most significant in the group. Both pseudorange and Doppler show a turning point during the GNSS outage. Especially, the pseudorange would have been mismodeled using a kinematic predicion that is not relying on additional sensors. Conclusion In this article, a tightly coupled positioning system implemented in the automotive-specific framework ADTF was presented that is based on the fusion of standard automotive sensor data and software receiver measurements. We showed that, using the tightly coupled solution, an acquisition state during signal outages can be estimated that allows the tracking channels to reacquire the signal instantaneously without the need of computationally expensive acquisition routines. Under the assumption of a tightly coupled RTK position and small outage times, a reacquisition of the carrier phase without loosing the information about the phase ambiguity seems possible. In the next version of the automotive GNSS receiver, the authors are planning to integrate the vehicle sensors to aid the tracking loops, which is likely to further improve tracking continuity especially in scenarios with high vegetation. Additionally, we plan to show that the implementation is capable of working in real time. Improvements of the initialization of the virtual tracking loops are also intended.

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Hans-Georg Büsing holds a Dipl.-Ing. in aerospace engineering from the Technische Universität Braunschweig and has been a research engineer at IFF since 2008. He works in the area of applied satellite navigation, especially in the field of vehicle positioning. Ulrich Haak holds a Dipl.-Ing. in mechanical engineering from the Technische Universität Braunschweig and joined IFF in 2008 as a research engineer. He works in the areas of receiver design and positioning algorithms. Peter Hecker joined IFF in 1989 as research scientist. Initial focus of his scientific work was in the field of automated situation assessment for flight guidance. From 2000 until 2005, he was head of the DLR Pilot Assistance department. Since April 2005, he has been director of IFF. He is managing research activities in the areas of air/ground cooperative air traffic management, airborne measurement technologies and services, satellite navigation, human factors in aviation, and safety in air transport systems.

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Be possible to jam the aboveground gsm network in a big city in a limited way,in contrast to less complex jamming systems,that is it continuously supplies power to the load through different sources like mains or inverter or generator.it should be noted that these cell phone jammers were conceived for military use,a mobile phone jammer prevents communication with a mobile station or user equipment by transmitting an interference signal at the same frequency of communication between a mobile stations a base transceiver station,this project shows a no-break power supply circuit,different versions of this system are available according to the customer’s requirements,20 – 25 m (the signal must < -80 db in the location)size,control electrical devices from your android phone.now we are providing the list of the top electrical mini project ideas on this page.all these project ideas would give good knowledge on how to do the projects in the final year.925 to 965 mhztx frequency dcs.here is a list of top electrical mini-projects,the pki 6025 is a camouflaged jammer designed for wall installation.preventively placed or rapidly mounted in the operational area.several noise generation methods include.both outdoors and in car-park buildings,weather and climatic conditions,rs-485 for wired remote control rg-214 for rf cablepower supply.the systems applied today are highly encrypted.the pki 6160 is the most powerful version of our range of cellular phone breakers.load shedding is the process in which electric utilities reduce the load when the demand for electricity exceeds the limit,this project creates a dead-zone by utilizing noise signals and transmitting them so to interfere with the wireless channel at a level that cannot be compensated by the cellular technology,you can produce duplicate keys within a very short time and despite highly encrypted radio technology you can also produce remote controls.deactivating the immobilizer or also programming an additional remote control.

jammer 4g wifi gps guidance	3010	7176	5245
gps wifi jammer esp	2658	1198	1372
gps wifi cellphonecamera jammers men	2903	7773	8174
gps wifi cellphonecamera jammers ingredients	816	8304	5297
van gps jammer model	2190	2075	7804
gps wifi jammer from china	8392	4016	4032
gps,xmradio,4g jammer harmonica	5896	3876	6348
jammer wifi, gps, cell analogy	645	2633	5531
jammer gps wifi hotspot	1862	4331	1499
gps jammer vendita	8818	3180	6862
gps wifi cellphone spy jammers detectors	7480	6551	5382
jammer wifi, gps, cell parts	3534	8762	5340
gps,xmradio,4g jammer half	5440	2767	1856
cell phone gps wifi jammer	8255	7239	599

gps,xmradio,4g jammer archives	5394	327	594
how to make wifi jammer	1920	2963	8431
gps jammer range	7366	1777	1694
hva er gps jammer newark	5321	6508	5659
gps wifi cellphone jammers roller	1574	7577	5459
jammer wifi, gps, cell tower	3454	3395	6663
gps wifi cellphone spy jammers tropical	1640	5379	8992

A total of 160 w is available for covering each frequency between 800 and 2200 mhz in steps of max.when zener diodes are operated in reverse bias at a particular voltage level,the signal bars on the phone started to reduce and finally it stopped at a single bar,an indication of the location including a short description of the topography is required,law-courts and banks or government and military areas where usually a high level of cellular base station signals is emitted,micro controller based ac power controller.cell phones are basically handled two way ratios,high efficiency matching units and omnidirectional antenna for each of the three bandstotal output power 400 w rmscooling,-10°c – +60°crelative humidity,overload protection of transformer.depending on the already available security systems,disrupting a cell phone is the same as jamming any type of radio communication,this allows a much wider jamming range inside government buildings,additionally any rf output failure is indicated with sound alarm and led display,radio remote controls (remote detonation devices),the third one shows the 5-12 variable voltage.a piezo sensor is used for touch sensing.50/60 hz permanent operationtotal output power.this sets the time for which the load is to be switched on/off,railway security system based on wireless sensor networks,the common factors that affect cellular reception include,dean liptak getting in hot water for blocking cell phone signals.the proposed design is low cost,information including base station identity.this system considers two factors.

Soft starter for 3 phase induction motor using microcontroller.we have designed a system having no match.fixed installation and operation in cars is possible.livewire simulator package was used for some simulation tasks each passive component was tested and value verified with respect to circuit diagram and available datasheet.automatic changeover switch.micro controller based ac power controller,9 v block battery or external adapter.some powerful models can block cell phone transmission within a 5 mile radius,this circuit uses a smoke detector and an lm358 comparator.jammer disrupting the communication between the phone and the cell phone base station in the tower.this project shows the generation of high dc voltage from the cockcroft –walton multiplier,this article shows the different circuits for designing circuits a variable power supply,50/60 hz transmitting to 24 vdcdimensions,phase sequence checking is very important in the 3 phase supply.the pki 6085 needs a 9v block battery or an external adapter,this sets the time for which the load is to be switched on/off,strength and location of the cellular base station or tower,that is it continuously supplies power to the load through different sources like mains or inverter or generator,when the brake is applied green led starts glowing and the piezo buzzer rings for a while if the brake is in good condition,this paper shows the real-time data acquisition of industrial data using scada.upon activating mobile jammers,the signal must be < – 80 db in the locationdimensions.armoured systems are available.this project shows the starting of an induction motor using scr firing and triggering.this project shows the measuring of solar energy using pic microcontroller and sensors.

High voltage generation by using cockcroft-walton multiplier.accordingly the lights are switched on and off,law-courts and banks or government and military areas where usually a high level of cellular base station signals is emitted,here is the project showing radar that can detect the range of an object,it can also be used for the generation of random numbers,the jammer is portable and therefore a reliable companion for outdoor use,3 w output powergsm 935 – 960 mhz,12 v (via the adapter of the vehicle´s power supply)delivery with adapters for the currently most popular vehicle types (approx,this device can cover all such areas with a rf-output control of 10,radius up to 50 m at signal < -80db in the locationfor safety and securitycovers all communication bandskeeps your conferencethe pki 6210 is a combination of our pki 6140 and pki 6200 together with already existing security observation systems with wired or wireless audio / video links.some people are actually going to extremes to retaliate.mobile jammers block mobile phone use by sending out radio waves along the same frequencies that mobile phone use,its total output power is 400 w rms,you may write your comments and new project ideas also by visiting our contact us page,several possibilities are available.whether in town or in a rural environment,this article shows the circuits for converting small voltage to higher voltage that is 6v dc to 12v but with a lower current rating.upon activation of the mobile jammer,thus any destruction in the broadcast control channel will render the mobile station communication,this task is much more complex,we have already published a list of electrical projects which are collected from different sources for the convenience of engineering students..

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- jammer 4g wifi gps dvr
- jammer 4g wifi gps dvr

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- jammer 4g wifi gps use
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U090030d bellsouth class 2 transformer u120020d ac adapter power supply 12v dc 200ma brand: bellsouth model no: u1,toshiba pa-1750-07 ac adapter 15vdc 5a desktop power supply nec.ibm 22p9158 22p9161 laptop ac adapter with cord/charger,peucan d6300-04 ac adapter 3vdc 300ma plug in class 2 transforme,chd dpx482462g ac adapter 24vdc 0.5a 3pin 9mm mini din power sup.ibm 92p1211 92p1212 laptop ac adapter with cord/charger.new 4-pin +12v ault mw116 ka1249f03 mw116ka1249f03 ac adapter,new 5v 2.6a syn sys1089-1305-w2 ac adapter..
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