

Active safety systems

SMI700 combined inertial sensor for vehicle dynamics control



BOSCH

Invented for life



Product benefits

- ▶ Target applications
 - ESP®
 - Adaptive cruise control
 - Hill-hold control
 - Active front steering
- ▶ Excellent vibration resistance and offset stability over temperature and lifetime
- ▶ Wide range of customized signal monitoring options
- ▶ Various communication interfaces available (SPI, PSI5 and CAN)
- ▶ RoHS compliant

- ▶ **1** Ball grid array package (BGA),
7 mm × 7 mm × 1.5 mm

reliable operation

due to **excellent vibration resistance**

safe and economical

integrated sensor solution, applicable in systems up to ASIL D requirements.

Task The inertial sensor SMI700 is especially designed for ESP® and premium vehicle dynamics control (VDC) functions such as hill-hold control, active front steering, or adaptive cruise control.

Thanks to three chips in one housing, the SMI700 is able to measure data regarding the vehicle's rotation around its vertical axis. In addition, it delivers data about the lateral and longitudinal acceleration, which is important to determine the dynamic state of the vehicle and to check the plausibility of the rotation rate signal.

Function The MEMS elements of the SMI700 have been optimized for vibration resistance and ultra-robust offset stability.

The angular rate sensor is based on the Coriolis vibratory gyroscope principle: High-frequency electrostatic forces generate an oscillation of two seismic masses controlled by a closed loop drive system. When rotating around the nominal axis, the Coriolis forces acting on the oscillators can be measured by capacity changes in the detection system.

The acceleration sensor consists of movable comb-like seismic masses suspended from silicon spring bars and fixed counter-electrodes. As a result of external forces acting on the vehicle, deflections of the seismic masses along the sensitive axis generate changes in the capacity of the system.

Variants The SMI705 combined inertial sensor contains the angular rate sensor (Ω_z) from the SMI700 and the acceleration sensor (a_{yz}) from the SMI710.

Measurement characteristics

Measurement axis	a_{xy}	Ω_z
Measurement range	$\pm 5.0\text{g}$	$\pm 300^\circ/\text{s}$
Sensitivity (nominal)	5,000 LSB/g	100 LSB/ $^\circ/\text{s}$
Sensitivity variation ¹	$\pm 3\%$	$\pm 3\%$
Offset variation ¹	$\pm 50\text{mg}$	$\pm 3^\circ/\text{s}$
Noise (rms)	6 mg	$\pm 0.1^\circ/\text{s}$

Technical characteristics

Communication	SPI, PSI5, CAN
-3dB corner frequency ²	either 11, 18, 21 or 77 Hz
Start-up time ³	max. 400 ms

Operating conditions

Supply voltage (digital)	3.3V / 5V
Supply current (SPI, PSI5)	< 29 mA
Operating temperature	-40 °C to +125 °C

¹Over lifetime and temperature

²Nominal f_{-3dB} for the rate channel corresponding to programmable filter settings

³Depends on filter setting and interface – here: incl. up to 3 self-tests for 77 Hz setting