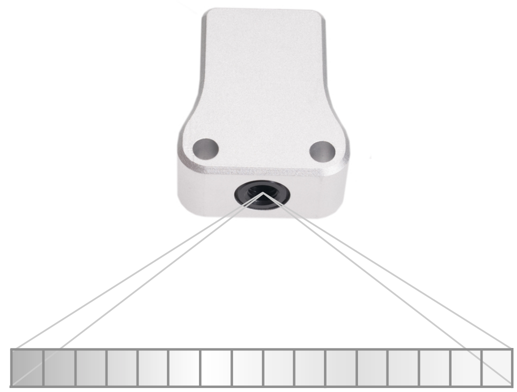
The Izze-Racing infrared sensor is specifically designed to measure the highly transient surface temperature of a tire with spatial fidelity, providing invaluable information for chassis tuning, tire exploitation, and driver development.



The sensor is capable of measuring temperature at 16, 8, or 4 laterally-spaced points, at a sampling frequency of up to 32Hz, object temperature between -20 to 300˚C, using CAN 2.0A protocol, enclosed in a compact IP66 rated aluminum enclosure, and priced to be affordable to all tiers of motorsport.

The sensor is now offered with an optional ultra-wide (120˚) field-of-view to ease installation in closed-wheeled vehicles with tight packaging constraints.

SENSOR SPECIFICATIONS

Temperature Measurement Range, T_o	-20 to 300˚C
Package Temperature Range, T_p	-20 to 85˚C
Accuracy (Central 10 Channels, Nominal) (16-Ch Sensor)	±1.0˚C for 0˚C < T_p < 50˚C ±2.0˚C for T_p < 0˚C and T_p > 50˚C
Accuracy (First & Last 3 Channels, Nominal) (16-Ch Sensor)	±2.0˚C for 0˚C < T_p < 50˚C ±3.0˚C for T_p < 0˚C and T_p > 50˚C
Noise Equivalent Temperature Difference, NETD	0.5˚C at 16Hz, ε = 0.85
Field of View, FOV	60˚x 8˚ (Default) 120˚x 15˚ (Optional)
Number of Channels	16, 8, or 4
Sampling Frequency	32, 16, 8, 4, 2, or 1Hz (default = 16Hz)
Effective Emissivity	0.01 to 1.00 (default = 0.78)
Spectral Range	8 to 14 μm

ELECTRICAL SPECIFICATIONS

Supply Voltage, V_s	5 to 8 V
Supply Current, I_s (typ)	30 mA
Features	• Reverse polarity protection • Over-temperature protection (125˚C)

MECHANICAL SPECIFICATIONS

Weight	30 g
L x W x H (max, 60˚ FOV)	36.5 x 30 x 15 mm
L x W x H (max, 120˚ FOV)	31 x 32.5 x 15 mm
Protection Rating	IP66

CAN SPECIFICATIONS

Standard	CAN 2.0A (11-bit identifier), ISO-11898
Bit Rate	1 Mbit/s
Byte Order	Big-Endian / Motorola
Data Conversion	0.1˚C per bit, -100˚C offset, unsigned
Base CAN ID’s (Default)	LF Sensor: 1200 (Dec) / 0x4B0 (Hex) RF Sensor: 1204 (Dec) / 0x4B4 (Hex) LR Sensor: 1208 (Dec) / 0x4B8 (Hex) RR Sensor: 1212 (Dec) / 0x4BC (Hex)
Termination	None

CAN ID: Base ID

Channel 1		Channel 2		Channel 3		Channel 4	
Byte 0 (MSB)	Byte 1 (LSB)	Byte 2 (MSB)	Byte 3 (LSB)	Byte 4 (MSB)	Byte 5 (LSB)	Byte 6 (MSB)	Byte 7 (LSB)

CAN ID: Base ID+1

Channel 5		Channel 6		Channel 7		Channel 8	
Byte 0 (MSB)	Byte 1 (LSB)	Byte 2 (MSB)	Byte 3 (LSB)	Byte 4 (MSB)	Byte 5 (LSB)	Byte 6 (MSB)	Byte 7 (LSB)

CAN ID: Base ID+2

Channel 9		Channel 10		Channel 11		Channel 12	
Byte 0 (MSB)	Byte 1 (LSB)	Byte 2 (MSB)	Byte 3 (LSB)	Byte 4 (MSB)	Byte 5 (LSB)	Byte 6 (MSB)	Byte 7 (LSB)

CAN ID: Base ID+3

Channel 13		Channel 14		Channel 15		Channel 16	
Byte 0 (MSB)	Byte 1 (LSB)	Byte 2 (MSB)	Byte 3 (LSB)	Byte 4 (MSB)	Byte 5 (LSB)	Byte 6 (MSB)	Byte 7 (LSB)

WIRING SPECIFICATIONS:

Wire	26 AWG M22759/32, DR25 jacket (EPD49715A available upon request)
Cable Length (typ.)	500 mm
Connector	None

Supply Voltage, V_s	Red	(twisted)
Ground	Black	
CAN +	Blue	(twisted)
CAN -	White	

SENSOR CONFIGURATION:

To modify the sensor's configuration, send the following CAN message at 1Hz for at least 10 seconds and then reset the sensor by disconnecting power for 10 seconds:

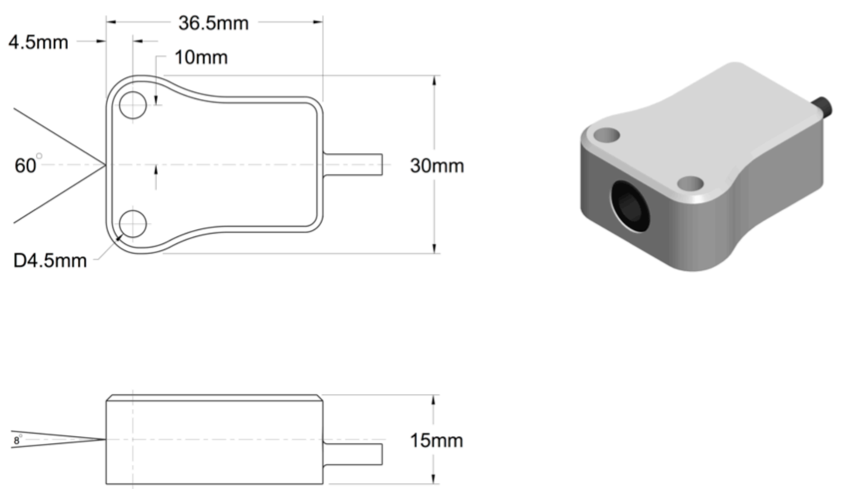
CAN ID: Current Base ID

Programming Constant		New CAN Base ID (11-bit)		Emissivity	Sampling Frequency	Channels	
Byte 0 (MSB)	Byte 1 (LSB)	Byte 2 (MSB)	Byte 3 (LSB)	Byte 4	Byte 5	Byte 6	Byte 7
30000 = 0x7530		1 = 0x001 ⋮ 2047 = 0x7FF		1 = 0.01 ⋮ 100 = 1.00	1 = 1Hz 4 = 8Hz 2 = 2Hz 5 = 16Hz 3 = 4Hz 6 = 32Hz	40 = 4Ch 80 = 8Ch 160 = 16Ch	

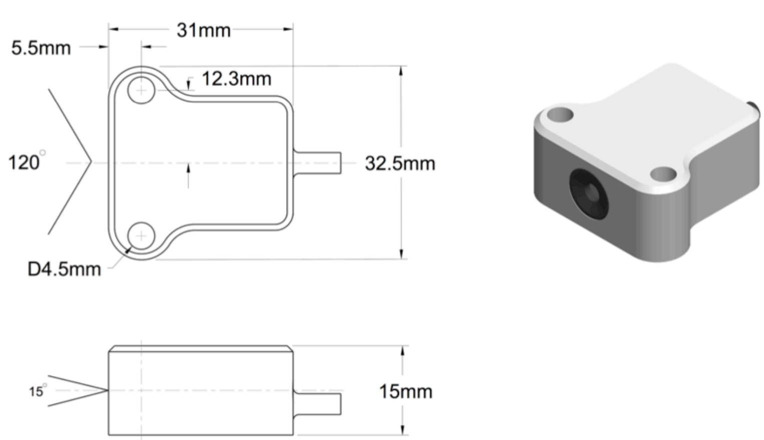
CAN messages should only be sent to the sensor during the configuration sequence. **DO NOT continuously send CAN messages to the sensor.**

DIMENSIONS:

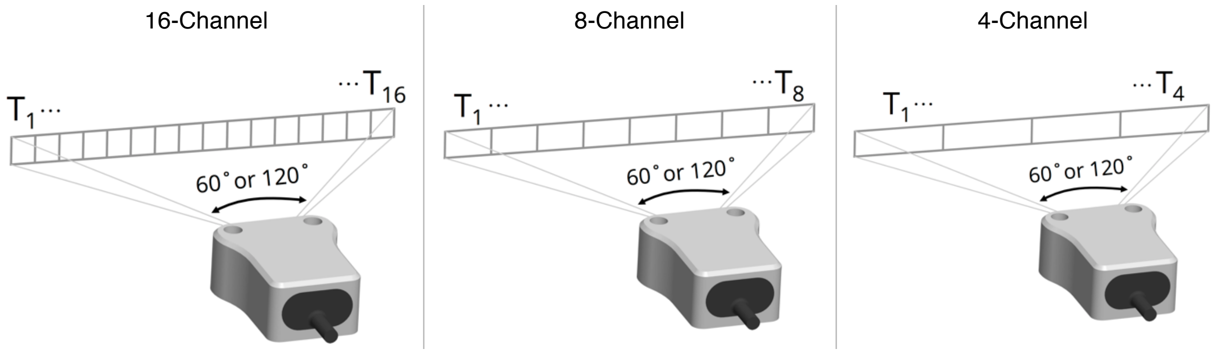
60° Field of View

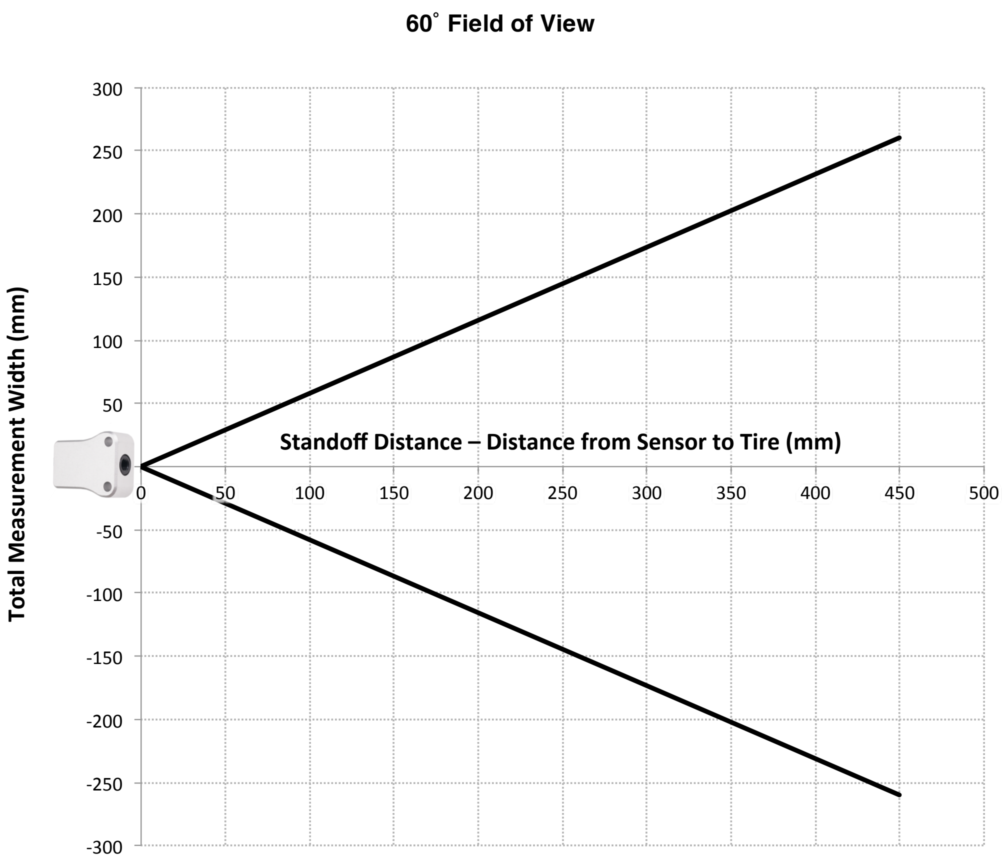


120° Field of View

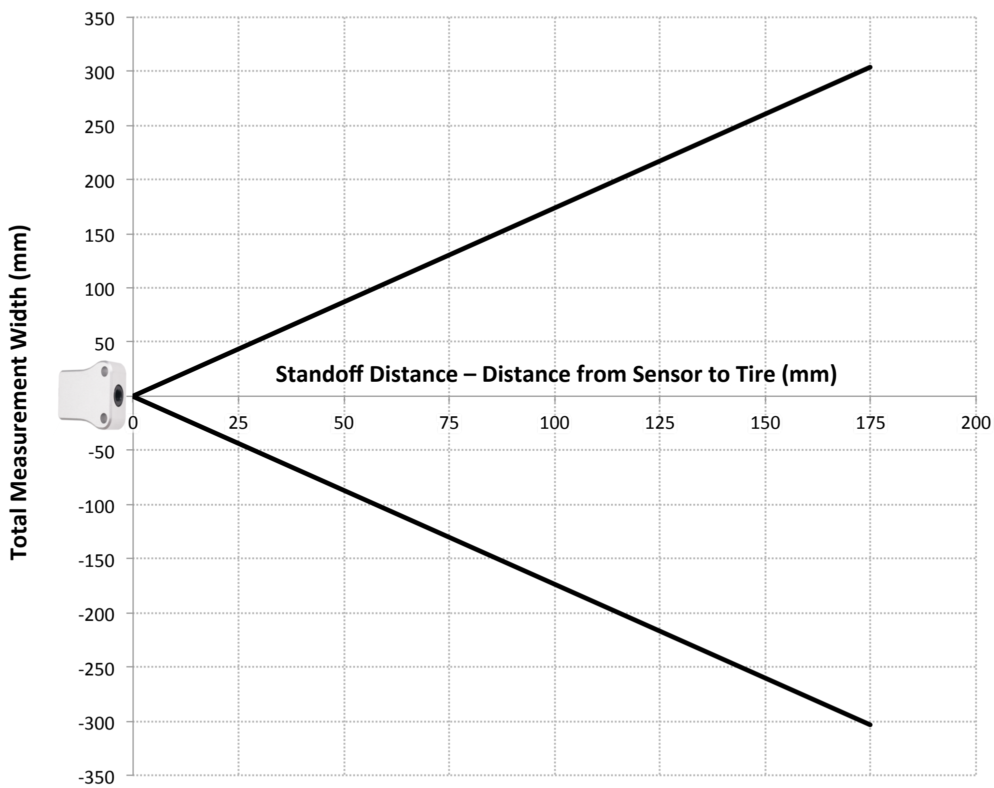


Field of View (FOV):





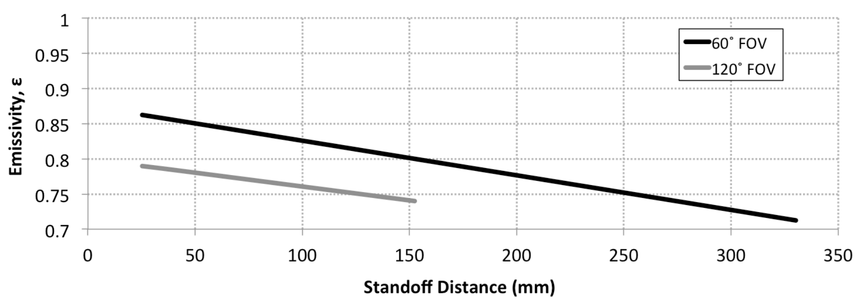
120˚ Field of View



Due to optical distortion, the outer channels are wider than the inner channels for the ultra-wide 120˚ FOV version of the sensor. Accordingly, this optical distortion should be accounted for when mapping the spatial range of each channel.

ADDITIONAL INFORMATION:

- Stated accuracy is under isothermal package conditions; for utmost accuracy, avoid abrupt temperature transients and gradients across the sensor's package
- Point the sensor in the downstream direction (facing front of tire) to avoid contamination, pitting, and/or destruction of the sensor's lens from debris
- The *effective* emissivity of most tires ranges from approximately 0.70 to 0.90 in the 8 to 14 μm spectrum
    - Generally, the emissivity should be lowered as the standoff distance (distance from tire to sensor) increases; this is particularly important with the 60˚ FOV sensor due to the larger standoff distances required. The suggested emissivity vs. standoff distance is shown in the graph below:



    - Lowering the emissivity increases the measured object temperature and vice versa
- Noise Equivalent Temperature Difference (NETD) increases with increasing sampling frequency:
    - Provided that tire surface temperature is highly transient, it is usually advantageous to use a higher sampling frequency at the cost of increased noise