



# 2666

## MIL Spec Pan/Tilt Unit

### Features

- NSN: 5985-99-957-8642
- 28vdc
- MIL Std 810E
- High Capacity
- Built-In Serial Data Controller
- Optional Internal Tilt Sensor
- 30kg Load Carrying Capability
- Ideal for Mobile or Mast Mounted Systems
- Full Operational Software Suite Available for Control by Panel or PC

### Description

The Britannia 2666 Pan/Tilt unit is perfect for mobile or mast mounted surveillance systems. The mounting platform can be adapted to suit individual requirements. The unit will operate from 19-33vdc.

A built-in telemetry board enables the Pan/Tilt to be controlled via a serial link, with control via the Britannia sensor control panel or direct from a PC. Preset potentiometers provide positional feedback to a repeatability of 0.2 degrees. The in-built controller allows 8 presets, software end stops, search patterns etc to be stored. Special to purpose software can be installed to meet any operational requirement.

The mounting platform can be modified to take side loaded sensors and a laser rangefinder

The 2666 has been fully tested for shock, vibration, icing, rain, temperature and EMC.

For occasions when the vehicle is not level, an optional base plate for the unit allows remote adjustment of up to  $\pm 10^\circ$  to level the positioner

### Specifications

<b>Payload:</b>	30kg OTT
<b>Pan Angle:</b>	$\pm 180^\circ$ from datum
<b>Pan Speed:</b>	2 deg/s or 3.5 deg/s
<b>Tilt Speed:</b>	1 deg/s
<b>Pan Operating Current:</b>	1A
<b>Backlash:</b>	<0.2°
<b>Positional:</b>	0.2 accuracy, 12 bit ADC
<b>Size:</b>	145 (L) x 115 (H) x 130 (W)
<b>Controller:</b>	Built-in
<b>Weight:</b>	22.5kg
<b>Title Angel:</b>	$\pm 15^\circ$
<b>Tilt Operating Current:</b>	1A
<b>Ambient Temp Range:</b>	-40°C ~ +55°C
<b>End Stops:</b>	Software
<b>Connector:</b>	Mil 5015

## Specifications

**Ground continuity:** GAM-EG-13 (N7)  
**Ground Isolation:** GND: GAM-EG-13 method 81

Certified to MIL Std 810E for the following severe tests:

### Environmental

<b>Low Temp:</b>	MIL-STD-810E (N3), Method 502.3, Procedure I & II
<b>Icing:</b>	MIL-STD-810E (N3), Method 521.1, Procedure I
<b>High Temp:</b>	MIL-STD-810E (N3), Method 501.3, Procedure I and II
<b>Temperature Shock:</b>	MIL-STD-810E (N3), Method 503.3
<b>Solar Radiation:</b>	MIL-STD-810E (N3), Method 505.3, Procedure I
<b>Water Jet:</b>	IEC 529 [N6]
<b>Rainfall:</b>	MIL-STD-810E (N3), Method 506.3, Procedure I
<b>Humidity:</b>	MIL-STD-810E (N3), Method 507.3, Procedure II
<b>Salt Fog:</b>	MIL-STD-810E (N3), Method 509.3
<b>Altitude:</b>	IL-STD-810E (N3), Method 500.3, Procedure I and II
<b>Dust:</b>	MIL-STD-810E (N3), Method 510.3, Procedure I
<b>Operational Vibration:</b>	(with 30kg head load): MIL-STD-810E (N3), Method 514.4, Category 9 (Navy)
<b>Transit Vibration:</b>	MIL-STD-810E (N3), Method 514.4, category 8 (Ground mobile, in transit case)
<b>Shock:</b>	MIL-STD-810E (N3), Method 516.4, Procedure I (in transit case)
<b>Transit Drop:</b>	MIL-STD-810E (N3), Method 516.4, Procedure IV (in transit case)

### EMC

<b>Conducted susceptibility:</b>	MIL-STD-461 E (N2), CS 101
<b>Conducted emissions:</b>	MIL-STD-461 E (N2), CE 102
<b>Radiated emissions:</b>	MIL-STD-461 E (N2), RE 102