IMPORTANT NOTES AND COMMENTS BEFORE STARTING

Thank you for upgrading your system for the automotive package. Please note the following so your transition to the new software will be as easy as possible. The automotive package is installed and has been tested on the computer.

The system is ready to go. See the pinout in the back of the Automotive Package Users Guide for help in making your DB25 cable. But, before you make changes please note the following:

1. Read the enclosed description of the automotive package and add it as an appendix to your user's manual. Pay particular attention to the pin-out for the NRC multifunction I/O card presented on the last page of the description. If you want a new manual we have installed it on the CDROM in the directory \voyager\document\. Double click on it and print out as many copies as you like. Also the Automotive Addendum is in the file AutomotiveUpgrade.doc

2. By default (as defined in the default scenario) we have setup the system as follows:

    a. Wheel speed pulse output assigned as 5000 pulses/Kilometer. Change this to your specifications. Read the Automotive Package Description for details on how to do this.

    b. Rate gyro outputs configured as 22.2 millivolts/^{o}/sec with a 0 ^{o}/sec reading assigned to 2.5 volts (zero point offset). Change this to be consistent with your parameters. By convention a right turn is assigned at a + turn rate. In this case the voltage will be larger than 2.5 volts if turning clockwise. (If you use the opposite convention, notify us by email and we will tell you how to change the convention via a hidden file on your system).

    c. Accelerometer analog output configured as 600 millivolts/G with a 0 G offset assigned to 2 volts. Change this to be consistent with your parameters. By convention, positive acceleration corresponds to a voltage reading greater than 2 volts and a de-acceleration corresponds to a voltage reading less than 2 volts. (If you use the opposite convention, notify us by email and we will tell you how to change the convention via a hidden file on your system).

    d. The reverse sensing line is assigned to +5 VDC when the vehicle is going forward and 0 VDC in reverse. (If you use the opposite convention, notify us by email and we will tell you how to change the convention via a hidden file on the system).

3. We have built a comprehensive scenario, TESTAUTO, which generates turn rate, accelerometer, reverse voltage of 5 and 0 volts, and differing wheel tick outputs. Run this scenario (hopefully without modification) with your equipment to familiarize yourself with the outputs.

4. The Tapestry software is the latest version of the Windows2000 software. Any Voyager scenarios that you have created will run without modification on the new software. You can move your old scenarios to the new machine if you like (use the zip drive). **BUT**, make sure that you **DO NOT** inadvertently overwrite the *default* scenario or you will destroy the settings for the automotive package. If you do this, restore the default scenario from the backup CDROM we have supplied with the system. Place any scenarios that you transfer into folders off of **\voyager\runs**

5. We have set the default attenuation in the software to 10 dB. Check your current software settings (**Voyager pull-down menu hardware | Power level Calibration …**).

Enjoy the software, and if you have any questions you can email Frank Bletzacker at

frankb@navlabs.com

We had a lot of fun creating the automotive package and hope you find it useful.

Regards,

Frank Bletzacker
Navigation Laboratories Inc.