

ESP - Environmental Surveying Platform

Group 12

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1 Project Narrative

1.1 Background

The exploration of hazardous and unsafe environments is an ongoing obstacle mankind is constantly trying to overcome. Whether it's the deepest trenches in the ocean, the peak of a mountain, or even into the furthest reaches of space, we do our best to conquer the next frontier. In order to reach these goals, technology has been our greatest ally in assisting to achieve them. Vehicles, in particular, are one of the greatest technologies we have made to date. They're capable of transporting us through many terrains, such as: land, sea, air, space, and underwater.

The focus of this project was on land based transportation. The ability to move across the ground faster than on foot is an important part of today's society. In fact, without modern vehicles, it is impossible to live as we do today. As our technology progresses, so do our vehicles. All modern transportation vehicles contain one or more microcontrollers. These computers control all of the electrical components of the vehicle. Many higher end models have multiple computers that control different parts of the vehicle. Along with transportation vehicles, we've developed vehicles that were made to journey through inhospitable areas.

The most famous of these vehicles is undoubtedly Curiosity, the Mars rover created by NASA. Curiosity is a rover capable of semi-autonomous operation, which allows it to travel the harsh Mars landscape through limited autonomy, while also getting orders from a ground control team on Earth. Tesla is also creating semi-autonomous vehicles that are capable of navigating traffic, driving within road markings, and to some degree self driving without an operator in the vehicle. Closer to our project scope is an autonomous vehicle made by Infosys, an Indian technology company. This vehicle was retrofitted from an existing vehicle, and adapted to be able to drive autonomously using a "Drive-by-Wire" system developed by the company. Yamaha, a Japanese vehicle manufacturer, is also producing a driverless vehicle used for public transport and cargo transport.

1.2 Project Description

The concept for our project is in the scope of all the vehicles mentioned in the previous section. Our team aimed to design a vehicle capable of semi-autonomous driving and navigation with a feature rich web portal for statistics and control. This vehicle has an abundance of sensors on it to gather data about the surrounding environment. These sensors include: temperature sensors, humidity sensors, oxygen sensors, carbon dioxide sensors, ultraviolet sensors, particulate matter sensors, volatile organic compound sensors, ozone sensors, light sensors, ultrasonic (proximity) sensors, and multiple cameras. This data will aid in the study of the condition of the environment, and also give us insight to the habitability of the areas the vehicle traversed.

1.3 Motivation

This project is to demonstrate our collective knowledge and experience gained at the University of Central Florida. Our goal was to work as a group to produce a working and scalable prototype that pushed us to learn more and continue moving

forward with our education. We hoped to design and present a product to show future employers the caliber at which we're capable of producing products, as well as give our professors a reason to be proud of us as we finish our last milestone before we obtain our degrees.

2 Requirement Specifications

2.1 Design Requirements

Requirement	Description
Run Time	Must run a minimum of 3 hours.
Charge Time	Must charge in a maximum of 8 hours.
Manual Driving Speed	Must be able to maintain a manual driving speed of 32km/h.
Autonomous Driving Speed	Must be able to maintain an autonomous driving speed of 8km/h.
GPS Display	Must display correct GPS coordinates within 2m.
Wifi/GSM Connectivity	Must be Wifi/GSM connected at 5Mb/s for live data transmission.
Planning/Routing Capabilities	Must be able to plan and execute routing within 10s.
Quick GUI Feedback	Screen must give feedback within 100ms.
Occupant Weight Limit	2 seats for occupants with a 175lb limit each.
Maximum Weight Limit	Must be able to hold a maximum of 400lbs
Object Detection	Must detect external objects within 1000ms at 10m.

Table 1: Requirements Table

2.2 Definition of All-terrain

All-terrain is an ambiguous term used to describe any vehicle capable of driving across multiple types of terrain. This section defines [3] exactly what types of terrain material our vehicle will be able to drive on. The vehicle may be capable of driving across terrain composed of a material not listed (or not yet defined/discovered), but it was not built specifically for those types of terrain, and any attempt to drive the vehicle over the terrain could result in damage to the vehicle, its load, or injury to the passengers.

2.2.1 Silt

Silt is classified as any particle ranging from 1 to $100\mu\text{m}$. Dust will be considered silt in this definition since they have a similar particle size. Sand and gravel can fall into this category under certain circumstances, but will be considered separate materials for a more accurate classification. Any claims made will be under the assumption the dust fall is natural, and has not been compacted, wetted, or disturbed.

- Particle ranging from 1 to $50\mu\text{m}$:
This vehicle is able to drive on any dust particle of size $50\mu\text{m}$ eters or less.
- Particles ranging from 50 to $100\mu\text{m}$:
This vehicle is able to drive on a dust particle of less than $100\mu\text{m}$ if the height of the dust is no larger than $3/4$ the radius of the tire.

2.2.2 Sand

Sand is classified as any particle ranging from 62.5 to $2,000\mu\text{m}$. It is often found near bodies of water such as: beaches, rivers, and lakes. Sand also makes up the majority of deserts. The main compound that makes up sand is silicon dioxide in the form of quartz. Any claims made will be under the assumption the sand has not been compacted, wetted, or disturbed.

- Particles ranging from 62.5 to $125\mu\text{m}$:
Sand of this size is considered very fine sand. The vehicle is able to drive over this type of sand that is less than 20cm in height and no more than 1% in grade.
- Particles ranging from 125 to $250\mu\text{m}$:
Sand of this size is considered fine sand. The vehicle is able to drive over this type of sand that is less than 20cm in height and no more than 1% in grade.
- Particles ranging from 250 to $500\mu\text{m}$:
Sand of this size is considered medium sand. The vehicle is able to drive over this type of sand that is less than 20cm in height and no more than 1% in grade.
- Particles ranging from 500 to $1,000\mu\text{m}$:
Sand of this size is considered coarse sand. The vehicle is able to drive over

this type of sand that is less than 10cm in height and no more than 1% in grade.

- Particles ranging from 1,000 to 2,000 μm :

Sand of this size is considered very coarse sand. The vehicle is able to drive over this type of sand that is less than 5cm in height and no more than 1% in grade.

2.2.3 Gravel

Gravel is classified as any particle ranging from 2,000 to 65,000 μm . Gravel can be found almost anywhere, and can be either natural or man made. It is a granular material that is mostly made up of eroded rocks. Any claims made will be under the assumption that gravel is the only material present.

- Particles ranging from 2,000 to 4,000 μm :

Gravel of this size is considered very fine gravel. The vehicle is able to drive over this type of gravel that is less than 5cm in height and no more than 1% in grade.

- Particles ranging from 4,000 to 8,000 μm :

Gravel of this size is considered fine gravel. The vehicle is able to drive over this type of gravel that is less than 5cm in height and no more than 1% in grade.

- Particles ranging from 8,000 to 15,000 μm :

Gravel of this size is considered medium gravel. The vehicle is able to drive over this type of gravel that is less than 15cm in height and no more than 1% in grade.

- Particles ranging from 15,000 to 30,000 μm :

Gravel of this size is considered coarse gravel. The vehicle is able to drive over this type of gravel that is less than 20cm in height and no more than 1% in grade.

- Particles ranging from 30,000 to 65,000 μm :

Gravel of this size is considered very coarse gravel. The vehicle is able to drive over this type of gravel that is less than 20cm in height and no more than 1% in grade.

2.2.4 Rock

Rock is classified as any particle ranging from 65,000 to 256,000 μm . Any claims made will be under the assumption the rock has not been compacted, wetted, or disturbed, and that rock is the only material present.

- Particles ranging from 65,000 to 125,000 μm :

The vehicle is able to drive over rocks of this size assuming the surface of the rock is 70% uniform, does not have any sharp edges, and is less than 2% in grade.

- Particles ranging from 125,000 to 256,000 μm :

The vehicle is not able to drive over rocks of this size.

2.2.5 Soil

Soil is classified as any particle ranging from 1 to $32,000\mu\text{m}$. Any claims made will be under the assumption the soil has not been compacted, wetted, or disturbed, and that soil is the only material present. The vehicle is able to drive over soil that is less than 10cm in height and no more than 1% in grade.

2.2.6 Grass

Grass is a ubiquitous family of flowering plants known as grasses. For this classification we will assume that grass makes up 90% of the plant matter present, and the grass will be rooted in a compound of comprised of 75% soil or higher. Assuming these restrictions, the vehicle is able to drive on any grass that is less than 30cm in length, and on soil that is no more than 1% in grade.

2.2.7 Asphalt Concrete

Asphalt concrete is a material that made up of a mineral aggregate compound bound together with asphalt, a petroleum based substance. For this classification we will assume the asphalt concrete is the only material present, and will be assumed to be bare, which means unpainted or treated. Assuming these restrictions, the vehicle is able to drive on any asphalt that has less than 5% of the surface with any flaws, flaws with a diameter no larger than 5cm, and a grade of no more than 3%.

2.2.8 Concrete

Concrete is a material that is made up of a mineral aggregate compound bound together with cement. For this classification we will assume the concrete is the only material present, and will be assume to be bare, which means unpainted or treated. Assuming these restrictions, the vehicle is able to drive on any asphalt that has less than 5% of the surface with any flaws, flaws with a diameter no larger than 5cm, and a grade of no more than 3%.

2.2.9 Wood

Wood is a structural tissue found in woody plants. For this classification we will assume the wood is the only material present, and will be assume to be bare, which means unpainted, and only treated with a weatherproofing sealer if applicable.

- Fallen wood:

The vehicle is able to drive over fallen wood, and wood debris such as twigs, sticks, and branches, assuming the fallen wood is no more than 5cm in diameter.

- Cut wood:

The vehicle is able to drive over any cut wood meant for foot paths or roads that is no more than 2% in grade.

2.2.10 Water

Water is a liquid substance comprised of hydrogen and oxygen. For this classification we will assume any water is free from large debris, and is not mixed with a material to form a highly viscous substance. Any claims made will be under the assumption the water is standing, and the material underneath is solid and without flaw.

- Fresh water:

Fresh water is defined in this context to mean water free from salt. This water can come from natural sources such as rain, or non-natural sources such as a faucet. The vehicle is able to drive through any fresh water that is less than 15cm in height.

- Salt water:

Salt water is defined in this context as water that has a high concentration of dissolved salt. This water can come from natural sources such as the ocean, or non-natural sources such as a cooling plant. This vehicle is able to drive through any salt water that is less than 15cm in height. The vehicle will have to be thoroughly washed after driving through salt water to avoid corrosion to the vehicle.

- Gray Water and Black Water:

Grey water is defined in this context as waste water of any kind that does not contain human waste. Black water is defined in this context as waste water of any kind that does contain human waste. This vehicle is able to drive through either gray and black water that is less than 15cm in height, and does not contain any passengers or have a load with any living organisms.

2.2.11 Colloid

Colloids are a substance that has been dispersed and suspended in another liquid substance. Examples of colloids are: quicksand, marshland, quagmire, and fen.

- Colloids less than 5cm in height:

This vehicle is able to drive over colloids under 5cm in height.

- Colloids more than 5cm in height:

Depending on the density of the colloid, the vehicle may be able cross short distances over colloids of any depth as long as the vehicle does not stop, however this cannot be accurately tested, and the vehicle is not meant to drive over colloids.

2.3 Definition of Autonomy

Autonomy is an ambiguous term used to define anything capable of making choices, but for our purpose it is used to describe the rapid ability for a computer to make navigational decisions based on data provided by sensors on-board the vehicle. This section defines the components of our system that enable our vehicle to be autonomous.

2.3.1 Geofencing

A geofence is classified as a perimeter made up of coordinates that act as a boundary and has the ability to allow the triggering of conditions when an object is present inside, or exits the predetermined area. Geofencing is used in our project to designate a safe operating area for our vehicle, and if it detects its location as outside the acceptable region the computer will immediately power down and the vehicle will come to a stop.

- Requires a minimum of 3 coordinates marked via GPS to create an allowable area of operation
- Requires a minimum area that is 10 times larger than GPS accuracy

2.3.2 Obstacle Detection and Classification

Anytime the vehicle is on, both idle and motion, artificial intelligence collects data from sensors and cameras to determine obstacles that are potential collision hazards. The hazards that are identified will then be categorized based on the potential safety threat that they pose. This will be sensed with cameras and infrared dot projection and analysed with machine learning.

- Wide angle front facing cameras, and sensors, will provide object detection for obstacles in the path
- Safety threats assigned in order of least to most severity: Disregard, Attempt Passage, and Reroute

Listed below are potential hazards that the vehicle could encounter. The vehicle is able to detect objects at a distance of up to 10m, and hazards will start to be flagged at 5m. This will give the on board AI ample time to make a decision based on the hazard detected. If the hazard is more than 15cm in height, the vehicle will be rerouted, as a hazard of this height is reaching the limit of 20cm that the vehicle can pass over safely. If any solid object is between 5 to 15cm in height and is marked as a hazard, the vehicle will attempt to pass over it at a reduced speed. If any liquids, sand, or silt are marked as a hazard, the vehicle will attempt to cross through it, until the wheels begin to lose steady contact with the ground underneath, and if this occurs the vehicle will attempt to reverse and reroute. If an object of less than 5cm is marked as a hazard, this is simply not flagged and the vehicle will continue on its normal route.

Obstacle	Detection Range	Action
0-5cm (height)	1m	Disregard
5-15cm (height)	2m	Attempt passage, reduce speed

15+cm (height)	5m	Reroute, reduce speed if approaching
Liquid	2m	Attempt Passage, reduce speed
Concrete/Asphalt	5m	Disregard
Sand/Silt	2m	Attempt Passage, reduce speed

Table 2: Rough Obstacles Table

2.3.3 Attention

Human attention is the feature that separates full automation from partial automation, such as lane assist. To keep the occupants safe while using features similar to lane assist, modern vehicles will often require the driver to touch the steering wheel. This can be avoided with an array of sensors and computer vision. The goal of our vehicle is to not require human attention beyond selecting a waypoint list from the on board touchscreen panel and then initiating the trip.

- Low speed allows for the terrain and obstacles to be recorded and the level of danger they pose assessed
- Computer vision will enable the machine to reroute it's path around an obstacle if it's risk of danger is low, or moderate
- Rapidly able to stop the vehicle if the danger level exceeds safe values where avoidance is not possible

2.3.4 Waypoints

Using pathfinding there are many acceptable ways to design a system that safely transports its occupant(s) from the initial to final position. The means of our navigation is called waypointing. This style is based around preselected GPS locations that the vehicle will travel from in a direct path in order of addition.

If an obstacle is detected while the vehicle is traveling along the determined route it will be assessed and categorized whether it can traverse over the obstacle, or to avoid it. Due to the way that waypointing will be implemented, the craft will detour from the direct path in a calculated semi-circular route based on the size of the hindrance, and then rejoin the original navigational track once the obstacle is determined to be avoided.

- Requires at least one waypoint on a map to navigate to

- Must be contained inside the geofence
- Treats each waypoint as an endpoint destination that changes to an origin point before navigating to the next

2.3.5 Automation Level

With the development of more advance technology, automated vehicles are broken down into groups that precisely break down their level of competence. The Society of Automotive Engineers (SAE) developed a widely used system that will classify vehicles based on their skill of driving. The standard is J3016. The figure of the complete SAE levels are shown in the figure below. The levels are simplified here, subsected as:

- Level 0 - No automated control
- Level 1 - Some driver assistance; steering or throttle control
- Level 2 - Some driver assistance; steering and throttle control
- Level 3 - Automation; operator controls vehicle when there is a fault
- Level 4 - Automation in a regional area during set times or conditions; computer controls faults
- Level 5 - Automation anywhere and during all times; computer controls faults

During the research and development of the prototype autonomous vehicle, using the standards that SAE have developed, we have determined our vehicle to be compliant with SAE Level 4. This level was chosen because it aligns with our goal, with minor variances. The deciding factors were that it is operated in a manner according to:

1. An enclosed, or approved, geofence area
2. Computer controls faults of the craft, such as rerouting, or safely parking outside of traffic
3. Passengers are not required to be vehicle operators
4. Controls acceleration and steering simultaneously
5. Self-Routing without drawing direct path
6. Will never have unconditional control of it's navigation

	SAE LEVEL 0	SAE LEVEL 1	SAE LEVEL 2	SAE LEVEL 3	SAE LEVEL 4	SAE LEVEL 5
What does the human in the driver's seat have to do?	You are driving whenever these driver support features are engaged – even if your feet are off the pedals and you are not steering	You must constantly supervise these support features; you must steer, brake or accelerate as needed to maintain safety		You are not driving when these automated driving features are engaged – even if you are seated in "the driver's seat"		
What do these features do?	These features are limited to providing warnings and momentary assistance	These features provide steering OR brake/acceleration support to the driver	These features provide steering AND brake/acceleration support to the driver	These features can drive the vehicle under limited conditions and will not operate unless all required conditions are met	These are automated driving features	This feature can drive the vehicle under all conditions
Example Features	<ul style="list-style-type: none"> • automatic emergency braking • blind spot warning • lane departure warning 	<ul style="list-style-type: none"> • lane centering OR • adaptive cruise control 	<ul style="list-style-type: none"> • lane centering AND • adaptive cruise control at the same time 	<ul style="list-style-type: none"> • traffic jam chauffeur 	<ul style="list-style-type: none"> • local driverless taxi • pedals/steering wheel may or may not be installed 	<ul style="list-style-type: none"> • same as level 4, but feature can drive everywhere in all conditions

Figure 1: SAE Autonomy Chart [1]

A distinction between the levels of autonomy and their respective conditions can be seen in the graphic above. This is tremendously helpful to quickly illustrate how our vehicle stands apart from similar technologies being deployed in the automotive industry, such as lane assist.

2.4 House of Quality Diagram

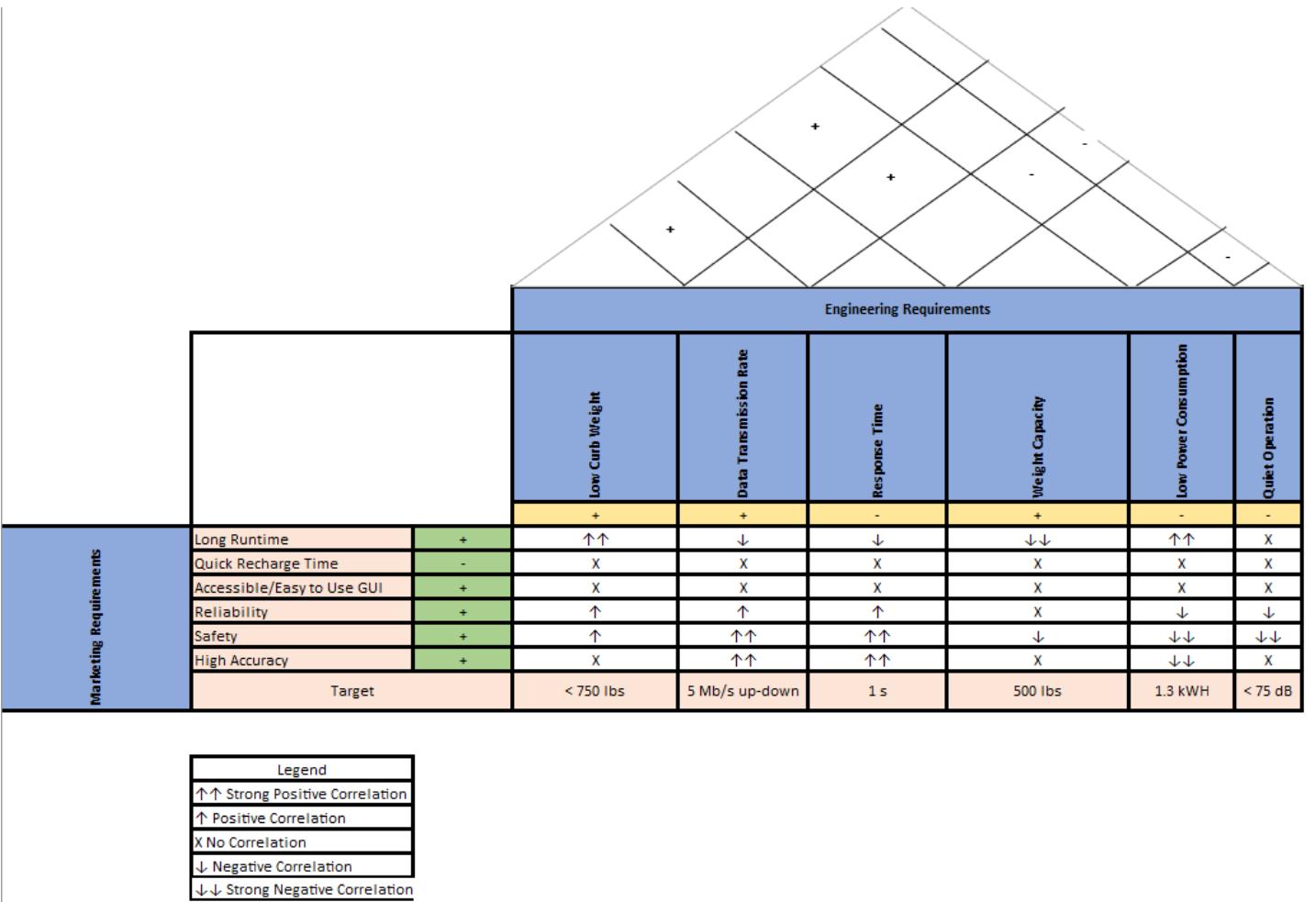


Figure 2: House of Quality Diagram

The House of Quality diagram shows the associations between the engineering requirements and marketing requirements. Our team focused on the qualities of a vehicle that would have the greatest impact on the consumer. Our goal was to make the vehicle as user friendly and reliable as possible without jeopardizing key features necessary to make the vehicle function properly. The marketing requirements our team prioritized are: long runtime, quick recharge time, an accessible and easy to use GUI, reliability, safety, and high accuracy.

2.4.1 Long Runtime

The first marketing requirement our team focused on is long runtime. This is an important feature for a vehicle because you want to be able to travel long distances. Since our vehicle is meant for exploration and data collecting, having a long runtime will allow for the vehicle to collect more data over a large area. In order to maximize runtime, we had to make sure our vehicle doesn't have a lot of weight, and have a low power consumption. If our vehicle weighed a lot, it would cause the motors to have to work harder to move, which would drain the batteries extremely quickly.

We also had to make sure our electronics are efficient. If our electronics drew

a lot of power constantly, it would also cause the batteries to drain quickly. Our team also had to lower the total weight capacity of the passengers and cargo in order to maximize runtime. We had to do extensive testing to make sure the consumer will be satisfied with the total weight capacity while still having the longest total runtime possible.

2.4.2 Quick Recharge Time

The second marking requirement our team focused on is quick recharge time. This requirement was completely reliant on how our team chose to supply power to the vehicle. A quick recharge time is a feature any electric vehicle should invest in. The vehicle's users will rely on a quick recharge time to be able to use the vehicle multiple times throughout the day. It would not be a good design decision to have our vehicle take a long time to charge, such that the users cannot use the vehicle whenever they wanted to.

Our team also needed to think about recharging away from the main charger. Currently, our team is choosing to recharge the batteries with solar panels and a 12V battery charger. Having solar panels to recharge the vehicle constantly will help the vehicle maintain a charge while away from the charger. This will also give the vehicle another means of charging, rather than relying completely on a charger.

2.4.3 Accessible and Easy To Use GUI

The third marketing requirement our team focused on is an accessible and easy to use GUI. Our team designed the GUI in a way that makes it possible to use while in motion. Response time plays a big part in the usability of the GUI. If the GUI takes too long to update the user may have to stop the vehicle and wait for the screen to update. Since we wanted our vehicle to have some autonomy, and have the capability of self driving, it would be a bad design choice to force the user to not use the autonomous functions of the vehicle while they wait for the screen to update.

Our team also created the GUI in a way that is optimized for driving conditions. Qualities such as large touch areas and high quality graphics are key to making this possible. The screen is positioned in the center of the dashboard, which is far away from the passengers. To make the screen usable our GUI had to account for the distance, and be as clear as possible. It also had to have touch areas that are suited for a moving environment. We don't want the users to accidentally press the wrong button and go through the trouble of navigating back to the previous screen, or change a setting they didn't intend to. To make this possible we positioned the buttons away from each other, and made them large enough to where the user does not have to be precise in their actions.

2.4.4 Reliability

The fourth marketing requirement our team focused on is reliability. It's important to have a vehicle that people want to use because it makes their tasks easier to complete. Our team aimed to create a vehicle that will be useful to the user while showing that it is a tool they can repeatedly turn to for their needs. To meet this

requirement, the vehicle has features that make it efficient. A low curb weight will make the vehicle less likely to run into trouble while moving across terrain. The vehicle needs to be able to transport the passengers wherever they need to go for their work.

The vehicle is also able to reliably transmit data. If the data cannot be collected fast enough to meet the user's needs, it may cause the user to have to go back and spend more time waiting for the data to be collected, which would impact the work the user is doing. Likewise, we wanted the vehicle to be responsive to any input the user gives to it. Our team does not want the vehicle to lag in any way, doing so would cause the user to have to spend more time waiting on the vehicle, which negatively impacts the user's trust in the vehicle. To accomplish this our team had manage the power the vehicle consumes so the vehicle can have powerful electronics while also keeping the other marketing requirements achievable.

2.4.5 Safety

The fifth marketing requirement our team focused on is safety. Our team must prioritize safety over all other requirements. Most of the safety features that were implemented into the vehicle will come from the technology used for autonomy. This includes the ultrasonic sensors for determining the distance from objects, and the camera used for object recognition. These two features work together to make sure the vehicle doesn't crash into any objects. The ultrasonic sensors were placed on each side of the vehicle, and are able to sense if anything comes within a certain range of the vehicle, if this happens actions will be taken to either correct the vehicle's path to prevent hitting the object, or moving out of the way of an object about to hit the vehicle. The camera was placed on the front of the vehicle, which is used to identify all objects of a certain size that could potentially harm the vehicle or vice versa, and take appropriate action to either stop the vehicle or move the vehicle away from the object. Having a quick response time and fast data transmission is also important for safety. If our vehicle is unable to respond fast enough it could cause an accident even if the software and AI are working properly.

Having a safe vehicle comes with some challenges our team had to minimize. These include a larger power consumption, and a slower operation. These two things directly impact some of our other marketing requirements, and had to be carefully balanced in order to create a vehicle that is safe and efficient. Optimized software was important for balancing these two requirements. Likewise, having a power system capable of handling the software and hardware allowed our team to do more to protect the vehicle and its passengers.

2.4.6 High Accuracy

The final marketing requirement our team focused on is high accuracy. Since our project is based around collecting a lot of data of the environment, our vehicle needed to provide accurate results. For scientific use, the data we're collecting may need to have a high degree of accuracy to provide useful information. Having inaccurate data, even by a couple decimal values, could invalidate all of the collected data if it's being used for research. It's also important that our vehicle has accurate data for its autonomy purposes. As the previous section discussed, safety

is a high priority for our team. It would not be safe for our ultrasonic sensor to be inaccurate, or it may give false readings of nearby objects. This could cause a crash, and harm the passengers or pedestrians around the vehicle. Our vehicle needed a reliable and fast way of data transmission and a fast response time to make all of this possible.

By making all of this possible, power was sacrificed to give the electronics the speed they need to be as fast as possible. Our team had to find a way to maximize our power in our electronic heavy vehicle. Solar panels and efficient batteries are one way to accomplish this task, however it may not be enough in the long term to satisfy the other marketing requirements. These are challenges our team worked towards overcoming so our vehicle can meet all of the requirements specified.

3 Block Diagram

The block diagram below shows the current information our team has gathered and compiled into an easy to read diagram. The individual responsibilities of each group member are color coded, with their respective color filling in the node they are responsible for. A node with a border color represents if another group member assisted with the node, in which case the border has the corresponding color of the group member that assisted.

Devon Wilkerson worked on the computer vision and AI navigation. This allows our vehicle to see any external stimuli, as well as react to it. This system prevents the vehicle from crashing into objects in the path of the vehicle, and was used to judge whether or not the vehicle can safely proceed forward over certain terrain. Kris Choudhury designed the NFC application that will lock/unlock the vehicle, and the GUI that links a local web server with the microcontroller which is displayed locally on a front-end application. Benjamin Goerdt worked on linking the motor controller to the microcontroller, an electric steering system, and implemented parts onto the chassis, which entitles control via software. Sergio Gonzalez worked on the embedded systems. He also selected the sensors, and implemented each one into the vehicle through the microcontroller.

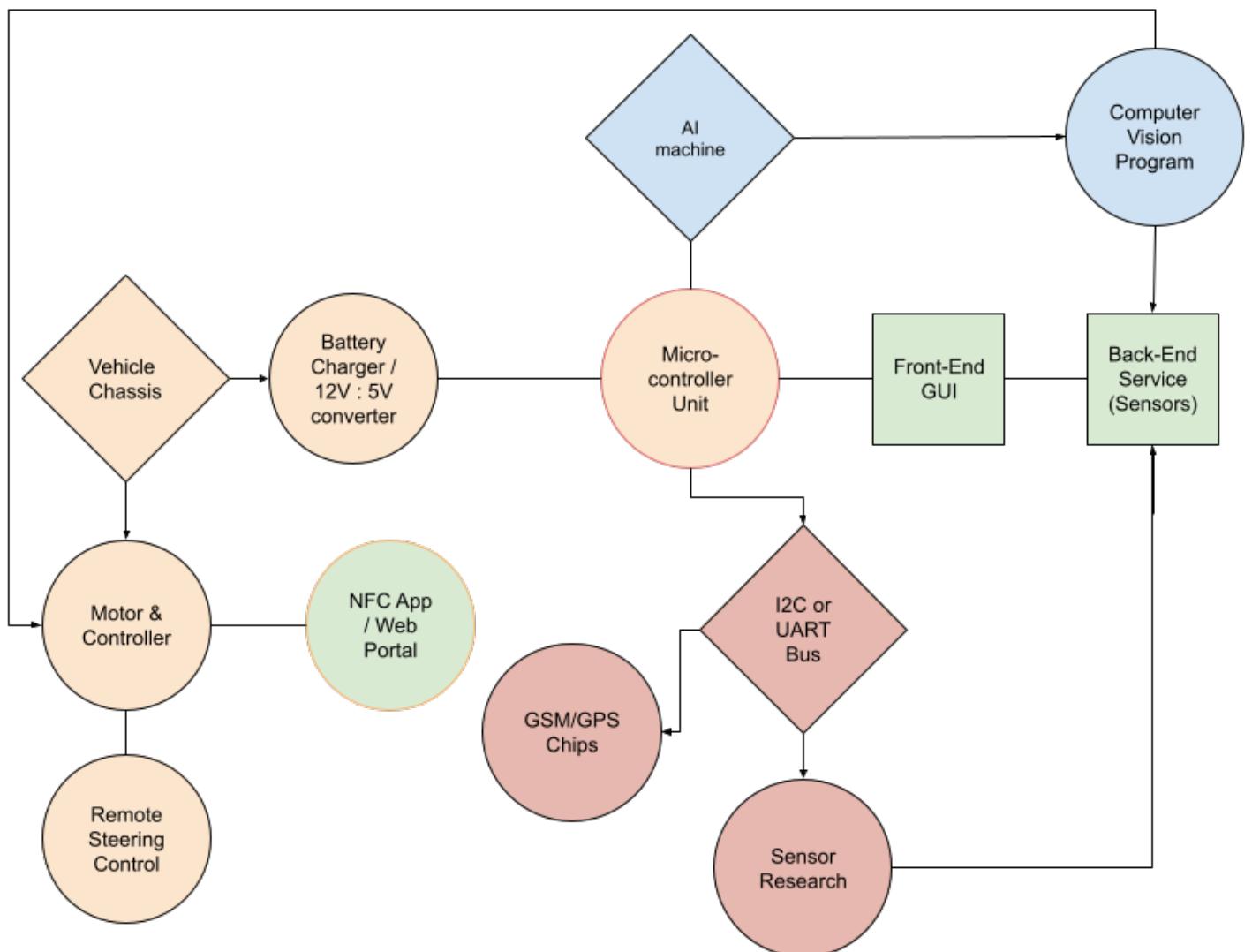
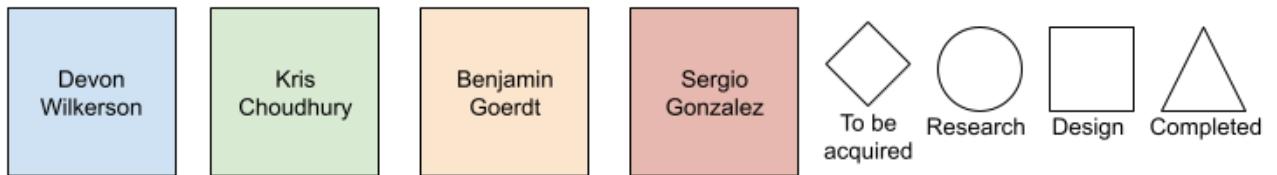


Figure 3: Block Diagram

4 Budget

The following parts list shows the components required for our project. Although all components are essential to the design, the most important components are the vehicle chassis and the AI computing device. The chassis is the main component that we built around, as it provides us with a rigid frame to add smart features to. The AI computing device acts as the brains of our vehicle as it is primarily used for computer vision.

The cost of our design was not fully accounted for at the time of writing this mainly due to parts, such as the vehicle, that did not have set prices and are dependent on the seller and condition of the component. Alternatively we had the option to build the vehicle ourselves which may have proven to be cheaper in the long run. We were also in the process of finding sensors that fit our performance needs, and getting a complete bill of materials. The goal was to minimize overall costs but ensure quality components that meet our specifications.

Our team was also considering retrofitting a Power Wheels toy car instead of a golf cart or hand-built vehicle. The price of it was far cheaper than the former two options and more convenient as it was already functioning out of the box. However, due to its size it can only be used to demonstrate as a prototype for our design. Additionally due to the size limit of these toy cars, we would have to change our weight constraint in Requirements Specification section. Despite the limitations, this is a good option when considering all the benefits.

As an estimate, our team has found golf carts to be around \$1200, go-karts to be around \$500, while a hand made frame could be built for around \$300 using wood or metal. A Power Wheels car would be cheaper ranging from as little as \$200. Sensors range from a couple dollars to multiple hundreds of dollars. As our design cycle progresses we'll be able to figure out which sensors to prioritize and spend more money on, and which ones we can afford to replace with a budget oriented option.

Item	Description	#	Price (Ea)
Vehicle	Main system	1	\$200-1000
Batteries	Batteries to power motor	4	\$100
Motor/Controller	Component for movement	1	\$500
Motor/Controller	Enables control of wheels	1	\$40
Solar Panel	Alternative power		Price
Touchscreen Display	User interaction	1	\$150

AI Computing Device	Computer vision processing	1	\$200
NFC Sensor	Near-field Communication	1	Price
Communication Bus	Data transfer between components	1	Price
GPS Module	Global Positioning Component	1	\$13.10
GSM Module	GSM Component	1	\$86.99
Temperature Sensor	Temperature Sensing Component	1	\$3.95
Humidity Sensor	Humidity Sensing Component	1	\$3.95
Oxygen Sensor	Oxygen Sensing Component	1	\$53.90
Carbon Dioxide Sensor	Carbon Dioxide Sensing Component	1	\$37.99
Ultraviolet Sensor	UV Sensing Component	1	\$5.90
Particulate Matter Sensor	Particulate Matter Sensing Component	1	\$39.95
Stoplight Switch	Momentary Switch Component	1	\$5
Volatile Organic Compounds and Ozone Sensor	Atmospheric Sensing Component	1	\$14.95
Light sensor	Light Sensing Component	1	\$4.95
Ultrasonic Proximity sensor	Range Finding Component	4	\$7.95
Kinect Camera	Camera for Computer Vision	1	\$0
LED Headlight	Front Lights	2	\$20

LED Taillight	Rear Lights	2	\$20
Relays	High Current Controllers	15	\$2
Inline Fuse Holders	Overcurrent protection	5	\$5
Voltage Converter	DC:DC Converter	3	\$5

Table 3: Item List Table

4.1 Bill of Materials

The bill of materials below is all of the components our team has been able to find at the point of completion. This is a completed list of all the items we put on the vehicle, and any items that didn't arrive in time, or we couldn't acquire due to parts shortages, aren't included in the final bill of materials.

Manufacturer	Part No.	Description	Quantity	Price	Quantity on Hand
NVIDIA	945-13541-0000-000	Jetson Nano System on Module - SOM Development Kit 4GB RAM Linux	1	99.00	5
CanaKit	PI4-4GB-STR32F-C4-BLK	Raspberry Pi 4 - Starter Kit 4 GB Ram + 32 GB of Storage	1	99.95	1000+
XYGStudy	SIM7600GH 4G HAT	GSM Communication Module 4G 3G 2G for Raspberry Pi	1	86.99	10
SixFab	B61	Raspberry Pi 4G/LTE Cellular Modem Kit	1	109.00	191

Arduino	A000066	Arduino Uno Rev 3 based on ATMEGA328p	1	23.00	1000+
Seeed Studio	109020022	Grove Air530 GPS Module	1	9.88	126
Raspberry Pi	LCD-13733	Raspberry Pi Foundation 7" Touchscreen LCD Display	1	60.00	1000+
Seeed Studio	113020006	Grove NFC Sensor	1	23.70	10+
DFRobot	DFR0231-H	DFRobot NFC Sensor	1	29.90	10+
Xinpuguang	100W	Solar Panel & Charge Controller	1	80	268
Best Choice Products	12V-BL	Power Wheels Vehicle	1	189.99	20+
Adafruit	VEML7700	Light Sensor	2	4.95	761
Adafruit	VEML6070	UV light sensor	1	5.95	226
Adafruit	AM2320	Temperatur and Humidity Sensor	1	3.95	304
DFRobot	SEN0322	Oxygen Sensor	1	53.90	68
Adafruit	PMSA003I	Particulate Matter Sensor	1	37.99	6
Adafruit	SGP40	Volatile Organic Compounds Sensor	1	14.95	N/A
Adafruit	HC-SR04	Proximity Sensor	4	7.94	11

Adafruit	B0149K K6SW	LSM303 Accelerometer + Magnetometer Board	1	14.95	30+
Songhe	C9	3A High Power Motor Driver	1	13.99	30+
Schwinn	SW75248A-5	Bicycle Chain	3	6.99	30+
Adafruit	B01HNA 1A6M	L3GD20H Triple-Axis Gyro	1	13.43	30+
Powkey	B0713X JBG2	200Watt with AC Outlet 42000mAh Power Supply	1	149.99	30+
Milwaukee	48-11-2420	12V 2Ah Battery	1	24.99	999+

Table 4: Bill of Materials Table

5 Project Milestones

The major milestones have been noted in the table below. This is a rough outline of all the deadlines our team wanted to achieve during the cycle of our project. This was a fast paced project with a lot of work, so a lot of overlap is present since we had to take on several tasks at once to reach our final goal.

SENIOR DESIGN 1

Task:	Assigned to:	Start Date:	End Date:	Status:
Assign Group Roles	Group	05/27/2021	06/15/2021	Complete
Component Research	Group	05/27/2021	06/15/2021	Complete
Initial Project Document	Group	05/27/2021	06/15/2021	Complete
D&C 2 Document	Group	06/15/2021	06/25/2021	Complete

Start buying components	Group	06/15/2021	08/03/2021	Complete
Vehicle Decision	Group	06/15/2021	08/03/2021	Complete
Microcontroller Design	Ben	06/15/2021	08/03/2021	Complete
Computer Vision Design	Devon	06/15/2021	08/03/2021	Complete
Sensor Implementation	Sergio	06/15/2021	08/03/2021	Complete
GUI interface	Kris	06/15/2021	08/03/2021	Complete
NFC App	Kris	05/27/2021	08/03/2021	Complete
60 Page Draft Document	Group	05/27/2021	07/09/2021	Complete
100 Page Draft Document	Group	05/27/2021	07/23/2021	Complete
120 Page Final Document	Group	05/27/2021	08/03/2021	Complete
Have most components purchased	Group	06/15/2021	08/03/20201	Complete

Table 5: Project Milestones Table (Senior Design 1)

SENIOR DESIGN 2

Task:	Assigned to:	Start Date:	End Date:	Status:
Prototype	Group	08/27/21	10/15/21	Complete
CDR	Group	09/30/21	09/30/21	Complete
CDR Post Meeting	Group	10/04/21	10/04/21	Complete
Midterm Demo	Group	11/01/21	11/03/21	Complete
8 Page Paper	Group	11/12/21	11/28/21	Complete

Showcase Video	Group	11/26/21	11/26/21	Complete
Testing	Group	10/15/21	11/05/21	Complete
Final Build	Group	11/05/21	11/28/21	Complete
Final Report	Group	11/29/21	12/07/21	Complete
Final Presentation	Group	11/29/21	11/29/21	Complete

Table 6: Project Milestones Table (Senior Design 2)

6 Related Research

6.1 Similar Devices

The initial idea for our design led us to researching autonomous vehicles that already existed. Our team wanted to find ways we could improve or differentiate our project from these designs. The concepts stated in the project narrative section lists vehicles that promoted full autonomy such as The Curiosity Rover, The Infosys' Driverless Golf Cart, and Yamaha's Driverless Buggy for Public Transport. Other examples of autonomous vehicles includes University of Central Florida's Autonomous Shuttle, and our research extends further than land-based vehicles, which includes aircrafts and watercraft, such as drones and submarines.

The biggest attribute with our design that sets our project apart from these examples is that our vehicle is not explicitly an autonomous vehicle. The vehicle will be designed as a surveying tool with a variety of sensors on board. Because of this, we're also researching other data-collecting vessels as well. Military UAVs are an example of this, which constantly scan and capture high resolution images.

6.1.1 Curiosity Rover

One of NASA's largest and most capable rover, Curiosity's goal was to traverse the surface of Mars collecting soil, rock, and air samples to be processed for on board analysis. The purpose of this was to identify whether Mars could be capable of supporting microbial life.

Since the terrain on Mars is highly irregular, the scientists at NASA needed to make sure that it would be able to navigate across through terrain safely. The scientists used autonomous navigation to circumvent this, by using the camera it would analyze the images it would take and calculate a safe driving path to take in real time. Our design would be heavily inspired by Curiosity, as we wanted to build an autonomous vehicle that would be able to traverse different terrains and environments, in which sensors were utilized to gather information on the



Figure 4: Curiosity Rover - Free Use Photo

surroundings.

6.1.2 Infosys' Driverless Golf Cart

The autonomous buggy design from Infosys demonstrates a vehicle meant to be used for civilian use in metropolitan areas. The main goal of the design is to navigate a controlled campus environment to safely drive civilians to their destination and utilize redundant mappings to ensure civilian safety.

The main technologies used are 3D LiDAR, as well as GPS and RADAR sensors to help power the autonomy of the design. Our design would draw some influence from Infosys' as we would also want to the buggy to be able carry passengers and utilize sensors such as GPS and radar. The GPS sensor will be used to map out the surrounding area and display on a GUI. For the radar sensor, our goal is to use something similar, the UltraSonic sensor, to help determine nearby obstacles that could impede movement or even damage the vehicle.

6.1.3 Yamaha's Driverless Buggy

Yamaha's design is quite similar to the Infosys product, as its main usage is meant for civilian transportation. One of its main features that intrigued us was the mobile app. According to the information on Yamaha's website on this design. The vehicle would be able to communicate with a mobile application and users would be able to reliably navigate to said civilian's area. Although the technology for navigation isn't listed on the website, we have other sources we can base our system on for our project.

The mobile application that we want to design for our system would be different from Yamaha's. Instead of auto navigation directly to the user, we decided that we would rather create a mobile app that would be used to "unlock" the vehicle.

Using Near-Field Communication (NFC), we would like to have the mobile app send a signal to an NFC sensor on the vehicle where a user could turn the vehicle off and on at their discretion.

6.1.4 University of Central Florida's Autonomous Shuttle

In an effort to reduce car accidents and promote the benefits of AVs (Autonomous Vehicles), The Federal Department of Transportation (FDOT) partnered with The University of Central Florida (UCF) to help combat these issues as Orlando is a rapidly growing region that would be ideal to test these technologies. Although not much documentation is present on the driverless shuttle operating at UCF, it appears to follow along a set path utilizing GPS for this and use sensor technologies to analyze obstacles and civilians for quick rerouting.



Figure 5: UCF Autonomous Shuttle - Reprinted with permission from –

6.1.5 Military UAVs

Although we have discussed only land-based vehicles, we also drew inspiration from other types of vehicles such as aircrafts and submarines. The one vehicle that interested us the most was a military unmanned aerial vehicle (UAV). What caught our attention about the vehicle was the technologies it used. Like the previously discussed designs, it utilizes GPS for self-navigation on a predetermined course. Other technologies used are ultrasonic sensors, computer vision, and autonomous recharging. These three aspects will be used in our design where the ultrasonic sensors will be used for proximity detection for obstacles. Computer vision will be the main technology powering our autonomy. As for autonomous charging, we wanted to include a solar panel that would help our design travel for longer runs without having to worry about energy problems.

7 Vehicle

This section is about the discussion of the vehicle part of our project. It discusses the options we had for vehicles, the comparison of the different options, and the vehicle our team chose to implement into our project. Choosing a vehicle was an important step in our design, if our team didn't consider all of the possible drawbacks to each option, it could've compromised the project goals.

The first option we had was retrofitting an existing vehicle. The two vehicles we chose for consideration are a golf cart and an off road go-kart. These vehicles were chosen because they already have off-road capabilities making them ideal for the exploration aspect of our project goals, and they are also light weight enough to easily transport to testing locations. They are also small enough to not seriously injure any bystanders or passengers if an accident occurs.

The second option we considered was building a vehicle from wood or metal. This option had been chosen for consideration due to the readily available materials and customization. Our project had a limited time frame for completion, so our team needed to be flexible when choosing parts for our project. A retrofitted vehicle would've been more convenient to use, however it was not an option that's guaranteed to be available when we were ready to purchase the vehicle. We needed to consider building a vehicle as an option if purchasing a vehicle was no longer an option due to time constraints.

The final option we had was buying a Power Wheels toy. This option was chosen for consideration due to the price and small size. Our team was completely self funded, so we had to cut costs wherever possible. This option was the cheapest one being considered, and allowed us to spend more money on other parts where needed. We also had to take into account that some parts were going to break during testing and spare parts had to be ordered, which wouldn't be possible if we used our entire budget on a chassis. This option was also the smallest one being considered. Our teams requirement was to prioritize safety during this project, and using a larger vehicle for the project came with inherit risk to our safety, and the safety of any bystanders. Power Wheels are extremely small and while this option would jeopardize other aspects of our project, it was be worth reevaluating our project goals in favor of safety, which was done by re-branding our project as a proof of concept instead of a working prototype.

7.1 Retrofitting

The first consideration for our vehicle was retrofitting an existing vehicle. Retrofitting would have provided us with a fully functioning vehicle that was built to our needs. This would've greatly reduce the work needed to create a functioning vehicle, since we wouldn't have had to design a completely new chassis. This choice would have allowed us to work on the important parts of our project, and optimize the electrical components for better function. The downside to this method was the cost.

As stated in the budget section, a golf cart was the most expensive option we had. We searched extensively, and all the golf carts we have found sold in the range of \$1200 used, and up to \$15,000 new. This was far out of our budget of \$200 - \$300 for a vehicle. The only way this would have been a viable option is if we got lucky and found a golf cart in our range. Cost aside, a golf cart would've

Moderate	Low	Chance of Failure
1-2 weeks	1-2 Days	Time Investment
Moderately Reliable	Very Reliable	Reliability
1,000.00	1,000.00	Possible Repair Cost (\$)
1,200.00	500.00	Cost (\$)
Retrofit - Golf cart	Retrofit - Go-kart	

Table 7: Retrofitting Comparison Factors

given us access to batteries, and a roof to attach solar panels on. Golf carts are also fully electric, which would've been beneficial to our team since that system was already implemented on the vehicle.

A less expensive option that still would have allowed us to focus on the important parts of our project was a go-kart. A go-kart would have given us a similar benefit as the golf cart, and provided us with a fully functional vehicle. A go-kart was also more budget friendly, albeit still slightly out of our budget range, at around \$500 used. This had been a viable option if we could've negotiated the price down to a more reasonable amount, which is a common occurrence with used vehicles. The downside to this option was that go-karts are mostly gas powered, and we would have had to design an entire electric power system. In the long term this would've caused more work, and the possibility of causing more errors, for our team.

7.2 Hand-built

The second consideration for our vehicle was building a new one from wood or metal. Building our vehicle would've allowed us to completely customize the shape and function of our chassis and main systems. This would have created more work in the long term, but would have allowed more control over the final product. Having complete control over our vehicle's design meant we would have been able to choose where we to put our sensors, motors, batteries, etc, without the need of cutting or adding parts which would have been necessary with an existing chassis.

The cost of this option was also more acceptable for our budget when compared with retrofitting. While it was on the higher end of our budget, this option was always available, since we only needed to go to a hardware store and get any part we needed for the chassis. While the chassis itself would've been cheap to make, we would've also had to consider the other parts that go into making a vehicle. If we didn't have the vehicle systems already implemented into the vehicle, such as

High	Chance of Failure
1-2 Months	Time Investment
Not Reliable	Reliability
900.00	Possible Repair Cost (\$)
300.00	Cost (\$)
Hand-built	

Table 8: Hand-Built Vehicle Comparison Factors

a steering system, suspension system, etc, the cost of this option would have come into question. It may have been possible to get the vehicle systems at a junkyard, which would've be more cost friendly, but unlike building a chassis, getting the used systems wouldn't have always been available as parts get sold.

The biggest concern of this option was part failure. This team was made up completely of electrical/computer engineers, so we didn't have the experience that a mechanical engineer would have had when it came to building a structurally stable vehicle chassis. Because of this, our chassis would've have a high chance of failure if we built it by hand. If any part of our chassis failed during testing, this would've driven the cost up, possibly higher than a go-kart. With all of these considerations, this was a last resort option, and was only considered if none of the other options were chosen.

7.3 Power Wheels

The third consideration for our vehicle was buying a Power Wheels, or other off-brand ride-on toy. Buying a Power Wheels, like the retrofitting option, provided us with an entire vehicle. This vehicle did have with some trade-offs, however. For starters, it wasn't a fully functioning vehicle. Power Wheels vehicles are essentially a molded plastic chassis fitted with two motors that power the back wheels. Using this option meant sacrificing reliability, and scalability in our project.

Since Power Wheels toys aren't an actual vehicle, it had potential limitations when it came to traversing the terrain we'd require. A portion of the initial goal of this project was to create a vehicle that is capable of driving over multiple different types of material. A Power Wheels toy simply was not able to accomplish this. Likewise, a Power Wheels toy isn't constructed like an actual vehicle. It was lacking all of the fundamental systems that would be needed to consider it an actual vehicle. This meant it would have had to be a proof of concept, rather than a functional prototype. Taking this option came with some consequences, including providing a scalable product, but it was the most budget friendly option.

Moderate	Chance of Failure
1-2 Days	Time Investment
Not Reliable	Reliability
150.00	Possible Repair Cost (\$)
150.00	Cost (\$)
Power Wheels	

Table 9: Power Wheels Comparison Factors

The cost of a Power Wheels toy was one of the biggest benefits for consideration of this option. A new Power Wheels sells for around \$150 to \$250, depending on the model. A used Power Wheels model sold for less than \$100. The cost was within the lower end of our budget, and unlike the hand-built vehicle, there weren't side costs that needed to be addressed. If a part of the Power Wheels had failed, replacing the parts was cheaper than repairing other chassis. Power Wheels also had in depth troubleshooting guides, as well as authorized parts sellers, and non-functional Power Wheels were able to be bought second hand for parts. With access to cheap, and readily available, parts we weren't worried about going over our budget or not being able to get a part.

7.4 Comparison

When comparing the different options, each one had their own benefits and downsides. A table comparison has been included in the respective sections. There were many factors we had to consider before we chose an option, such as chance of failure, time investment, reliability, possible repair costs, and cost to buy the initial parts. A comparison of these factors is discussed below based on the tables above.

7.4.1 Chance of Failure

The scale in the chance of failure section in the table above shows which options have the likelihood of having a critical failure, and the scale is as follows: None(no chance of failure), Low(1%-25%), Moderate(26%-50%), High(51%-75%), Severe(76%-100%).

The lowest chance of failure option was the go-kart. This is due to the off-road environments go-karts are meant to traverse. Go-karts are built to withstand harsh impacts, so having one structurally fail is unlikely to happen.

The highest chance of failure option was the hand-build vehicle. As discussed in the hand-built section, our team did not have anyone with experience making a physical structure, therefore the chance of it structurally failing was high.

The other two options, the golf cart and Power Wheels, were in the middle of the other options. While a golf cart is meant for off-road driving, it's not built for high impacts like the go-kart. Likewise, a Power Wheels is capable of going off road to some extent, but wasn't built for it, and the construction of the wheels meant there was no suspension to absorb hard impacts, leading to the motors increasing their chance of breaking. The chassis was also made of plastic, which is prone to breakage.

7.4.2 Time investment

The time investment section in the table above shows which options would have taken the most time for repairs and the possibility of rebuilding.

The lowest time investments were the go-kart and Power Wheels. The go-kart would have been bought used, and would've most likely needed some repairs. Some of our team members had experience repairing vehicles, so any minor repairs shouldn't have taken more than a couple of days. As seen in the last section, the possibility of the go-kart failing is low, so that didn't factor into the time investment. The Power Wheels would've came new out of the box, and wouldn't have needed to be built in any way. This wouldn't need any repairs to start, and the simplicity of the build would have made any future repairs quick, and we would've only had to consider the time it takes to get parts shipped.

The golf cart, like the go-kart, would've been bought used, and any repairs should've been just as fast as the go-kart. The main concern we had with the golf cart was failure. The more repairs needed to keep the golf cart functional was more time needed to invest in repairing it, which could've add up to weeks.

The hand-built vehicle had the largest time investment, at 1-2 months. This was due to the time it would've taken to build the chassis, and like the golf cart, the chance of multiple repairs due to chance of failure.

7.4.3 Reliability

The reliability section in the table above shows which options would have been able to successfully traverse the environment, and the scale is as follows: Not reliable(0%-15%), Reliable(16%-45%), Moderately Reliable(46%-70%), Very Reliable(71%-100%).

The lowest reliable options were the hand-built and Power Wheels. The hand-built option would have most likely not been structurally stable enough to traverse rougher terrain, such as rocks, and large gravel. It may have also not held up to repeated traversal in water, since a hand-built vehicle wouldn't be completely waterproof. The Power Wheels would also have had trouble traversing rougher terrain, since the motors had no shock absorbcency and would have had a high chance of failure after repeated impacts. The motors were not water proof either, which would've prevented the vehicle from going through any water that had the chance of reaching the motors. Due to the size of the Power Wheels, it would not have been able to traverse larger objects, and would've only been capable of serving as a demonstration of the autonomy of the vehicle on flat land.

The golf cart was classified as moderately reliable. Since golf carts are meant for off road use to some degree, they're built well enough to traverse rough terrain. The issue with the golf cart was with the shape. The chassis was built in such a way that left it with an extremely low ground clearance. This would've prevented the vehicle from passing through deep water. The golf cart would've had an easier time passing through rough terrain compared to the hand-built or Power Wheels options, however it would've still had the issue of not being able to pass over large objects.

The go-kart was classified as very reliable. Go-karts are built to go off road, and as such would've had no issues with clearance, or shock absorbency. Since the go-kart was designed for the purpose we needed, it should've been able to handle anything we needed it to do, and possibly more since the optimal operating conditions are often below the max threshold the vehicle can operate under.

7.4.4 Possible Repair Cost

The possible repair cost section in the table above shows the possible cost of repair for each option.

The lowest possible repair cost was the Power Wheels at \$150. Since the Power Wheels option was constructed of mainly plastic, most damage done to the chassis wouldn't have needed to be repaired. The only damage worth considering repair would've been the motors or batteries. The worst possible damage would've been a total failure of all parts, in which case the repair cost would have been the cost of replacing the entire vehicle and buying a new one.

The next highest possible repair cost was the hand-built option at \$500. Many things could have gone wrong throughout the lifetime of the project, and if we had decided to build the vehicle from scratch, this could've lead to a lot of repair costs. Like the Power Wheels, if the worst outcome had happened and the entire vehicle failed, we would've bought an entirely new set of parts and built a new vehicle. The main issue came from repeated failure. Anything could have gone wrong under a time constraint, and mistakes happened. If multiple mistakes happened over the course of multiple different iterations of the build, the repair costs would've added up.

The two options with the highest possible repair costs were the golf cart and go-kart. As stated in the previous sections, if our team chose the golf cart option we would have been using the golf cart outside of its intended purpose, and the likelihood of something breaking was without question. The golf cart and go-kart alike would have also come used, and would've likely needed repairing before they were fully operational.

7.4.5 Cost

The cost section in the table above shows the predicted initial cost of buying the vehicle for each option. As with every part of this project, cost was an important factor when determining which vehicle to choose. Our team had a limited budget, and we would not have been able to meet the goals of this project without managing every dollar we spent.

The lowest cost option was the Power Wheels at \$150. The low cost of this option wasn't without drawbacks. While it was the most budget friendly option

out of all of the available options, it was also the most restricting of the options. Our team would not have been able to fully demonstrate the capabilities of a vehicle at this scale, and it would have severely limited the features we could've implemented.

The next lowest cost option was the hand-built vehicle at \$300. Like the Power Wheels, the low cost of this option had multiple drawbacks. Construction quality suffered since our team didn't have the experience of building a vehicle, and we weren't able to build the vehicle to drive on all the terrain we would have liked. While it was double the cost of the Power Wheels, our team wasn't confident it would've been better to invest in, rather than just buying multiple Power Wheels.

The next option was the go-kart at \$500. As discussed in the previous sections, the go-kart was by far the most reliable option to choose, and the cost wasn't too far out of our budget. The main issue with this option was the conversion from a gasoline powered engine to an electric motor. While the initial cost wasn't too high, the conversion costs could have made this option far above the budget our team had.

The most expensive cost option was the golf cart at \$1,200. After the go-kart, this option would've been the next best option to choose for reliability. This option also would have came with an electric motor, which would have possibly made it cheaper in the long term compared to the go-kart. The initial cost, however, was far outside of our budget. The high cost made it hard to consider this option, but if it was possible to get a golf cart below the projected cost due to damage, or if the golf cart could no longer operate it was a contender.

7.5 Final Decision

After considering all of the available options our team chose to use the Power Wheels vehicle in our project. The chance of failure was within a reasonable range to where our team was confident in the ability of the Power Wheels. Time was a big factor in this project, since we had a limited amount of time to complete the project. Because of this we needed to be able to fix any broken parts fast. When the Power Wheels failed, our team was quickly able to fix the parts that failed and continued to progress with the project. Parts were also widely available for the Power Wheels, and we didn't have to worry about parts being out of stock or discontinued. While the reliability was the lowest out of all the options, this was only due to the size of the Power Wheels. As a scaled representation of what our vehicle was capable of, the Power Wheels was enough to provide a proof of concept for our project. This option was also the most budget friendly. Our team had a limited budget, and choosing the Power Wheels gave us extra money to spend on other components that provided a better chance of our project meeting the requirements.

The biggest factor for choosing the Power Wheels that was not mentioned in the comparison was safety. This project was a learning experience for all of the members of our team, and we didn't want to risk our project having a catastrophic failure and one of our team members or someone from outside of our team getting injured. When making the vehicle safety had to be a priority, and implementing autonomy gave a greater chance of something going wrong. We had to prioritize the safety of anyone around the vehicle over making a project that was fully

functional. This decision impacted the final design of the vehicle, and we had to redefine the requirements of our project, but this choice was for the best interest of the team and the University.

8 Communication Protocols

This section discusses the different types of communication protocols that are widely used. Communication is vital to our project due to the amount of sensor information we must transfer from the sensors to the center display on the vehicle.

Communication in our case means to stream bits of data from one device to another one bit at a time. Over the years there have been many methods of communication introduced, with the main three among them being I2C, SPI, UART. Our vehicle comes equipped with multiple different kinds of sensors and these sensors range in their method of communication, so understanding how these protocols work is critical to the success of our vehicle.

8.1 UART

Short for Universal Asynchronous Receiver/Transmitter, UART is a form of serial communication between two devices. A quick way to find out if a device communicates using UART is to look for the Tx (Transmitter) and the Rx (receiver) pins. There are a few large differences between UART and SPI or I2C, one of which being that it is not a communication protocol but instead its own Integrated Circuit (IC). The UART IC takes in parallel bits, multiple bits at the same time, and transmits the bits serially to the other UART device. When receiving, UART does the opposite; it takes in the serial data and is converted to parallel data. The figure below illustrates the process of converting parallel data to serial data then back to parallel.

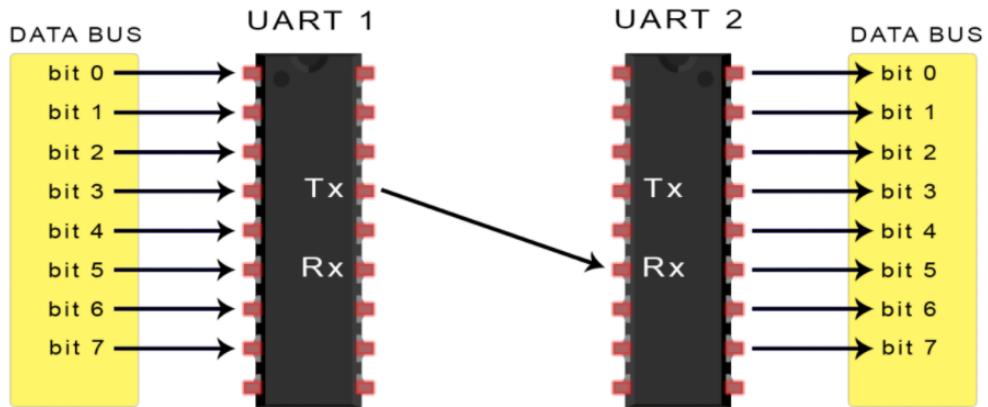


Figure 6: UART IC Communication

The transmitted data are in the form of packets. These are a structured set of bits that give the receiving UART more than just the bits of data. These packets include a start bit, parity bits, and stop bits. Without these extra bits that get transmitted, the receiver will have no way of determining where the set of data begins or ends; it would just be a mess of ones and zeros that don't have any

meaning. The receiving end looks for the start bit so that it knows that the next 5-9 bits are the actual data being transferred. The parity bits after the data are used to ensure that there was not any error with sending the data. If the parity bit is a 0, and the data has an even number of ones or if the bit is 1 and the data has an odd number of ones, then the data was transmitted correctly. When the result is not as it should be depending on the parity bit, the UART knows that the data became corrupted. Lastly there are the stop bits to signal the end of the transmission.

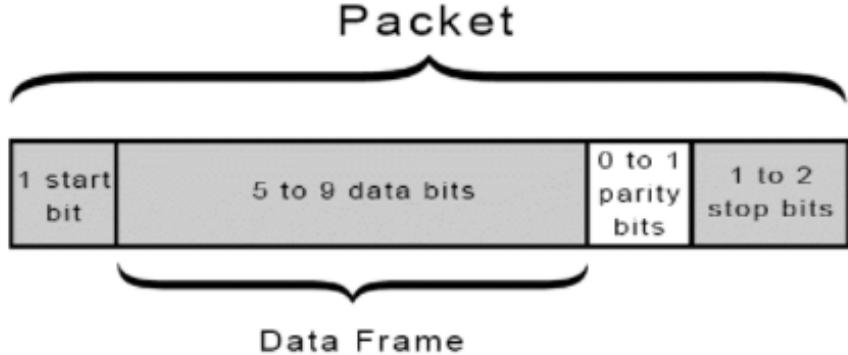


Figure 7: UART Package Structure

The other main difference between SPI and I2C is that fact that UART is asynchronous. This is done using the data packets mentioned above instead of having a clock signal such as SPI and I2C use. Using UART for serial communication is beneficial when needing an asynchronous platform.[4]

8.2 SPI

The Serial Peripheral Interface Bus, better known as SPI, is a protocol for serial communications. Some of the current applications for SPI include SD card modules, RFID card reader modules and wireless transmitter and receivers.

SPI is based on the Controller-Peripheral relationship which was known back in the day as the Master-Slave relationship. The controller represents the Controlling device such as the micro controller and the peripherals usually represent the sensors, display, or maybe a memory card. SPI allows for multiple peripherals to be connected to a single Controller but does not allow multiple peripherals to be connected to multiple Controllers. This is due to the MOSI, MISO and SCLK pins connecting to only a single Controller. A single controller-peripheral setup requires 4 wires:

- MOSI (Master Output/Slave Input) - Controller sends data to the Peripheral
- MISO (Master Input/Slave Output) - Peripheral sends data to the Controller
- SCLK (Clock) - Clock Signal
- SS/CS (Slave Select/Chip Select) - Controller can select which peripheral to send data to.

The Controller creates the output clock signal and selects which Peripheral to communicate with. If the Controller does not have multiple SS/CS pins, then it is required that all of SS/CS pins of the Peripherals be daisy chained together which is shown below in Figure 7. Using the clock signal output from the Controller the Peripheral knows at what rate to transmit the data. Thanks to the MISO and MOSI wires, data can be both transmitted and received at the same time. There is no package structure for transmitting data as UART and I2C have; instead, there is no limit as to how long the stream of bits must be. This does create some small issues such as, there is no acknowledgment to know if the data that was sent was even received. Nor is there any way to check if the data being sent has been corrupted such as the UART has with the parity bits. Aside from that, SPI is still a widely used protocol that allows for data transmitting speeds that are faster than the I2C protocol.[5]

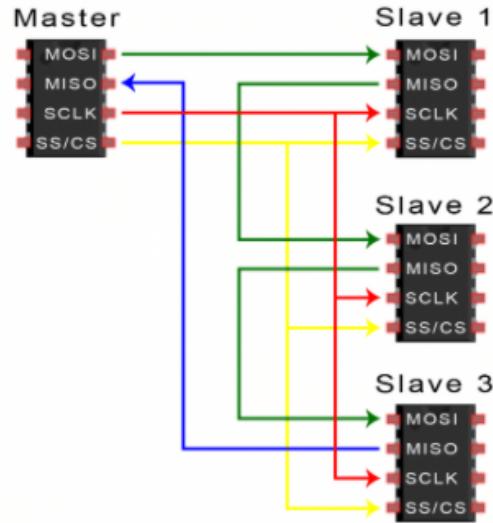


Figure 8: SPI Connection Structure

8.3 I2C

Short for Inter-Integrated Circuit, I2C is somewhat of a combination of both SPI and UART. Like with the SPI protocol, I2C can connect multiple Peripherals to a single Controller, but exclusive to I2C, it can have a single Peripheral connected to multiple Controllers. This is done with only two wires, similar to UART which also only needs two wires.

- SDA (Serial Data) - This pin is where data is transmitted between the Controller and the Peripheral
- SCL (Serial Clock) - The clock signal is to be sent to the Peripheral from here

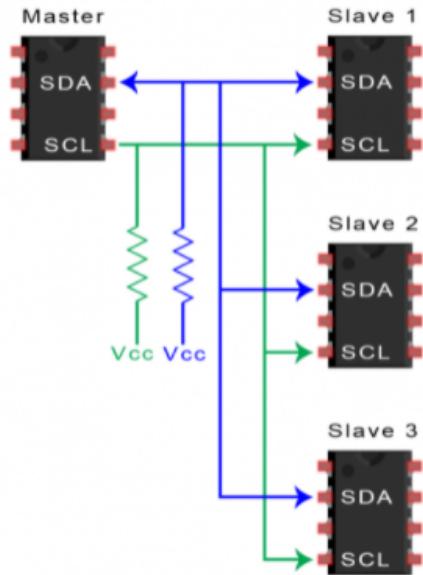


Figure 9: I2C one Controller to many Peripherals

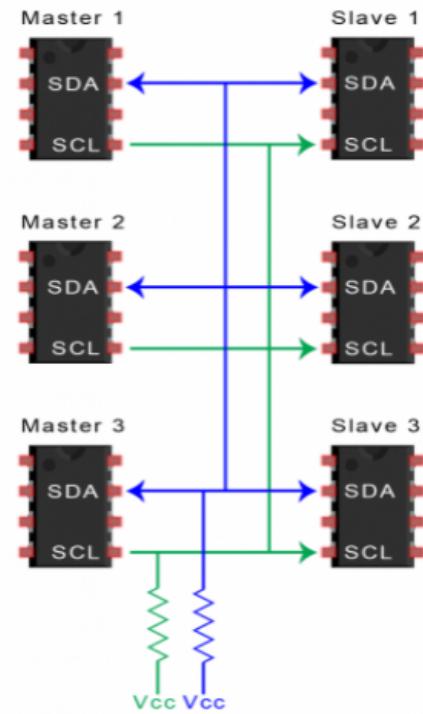


Figure 10: I2C many Controllers to many Peripherals

Similarly to UART, I2C also sends data through packages, except the packages for I2C are structured differently. Within each I2C package there are frames which are just a set of bits that correspond to something. Each package has the start and stop bit, but they also have a couple extra bits and frames such as the read/write bit, the acknowledgment bit, address frame and the data frame. For SPI, to differentiate the different Peripherals, each device had a SS/CS pin that the Controller would be able to reference. For I2C, each device has a specific address and there can be no two device with the same address or there will be conflicts with the data. Some devices have a set address that cannot be changed while some others have the ability to change it. When the Controller sends everyone the address of the device it would like to speak to, that respective device then sends the acknowledgement back to the controller. Then there is the data frames; each data frame is accompanied by an acknowledgement bit. Each I2C device can send multiple data frames with each frame being 8 bits long. After sending a data frame, the next data frame cannot be sent until there is acknowledgement of the previous data being sent[6]

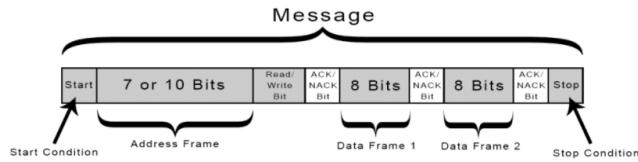


Figure 11: I2C Package Structure

9 Batteries

The voltage that the vehicle ran on was the foundation of the system, and had to be thoroughly considered since a higher voltage would have allowed us access to more power, torque, and speed when considering motor applications. However a lower voltage was safer and cheaper for the end-user. There were a few options that our team considered, but the biggest difference between them was what vehicle chassis we chose. Comparing battery form factor and technology is broken down into sections based on their chassis below.

9.1 Power Wheels

The power wheels chassis had the most diverse range of batteries that could have been adapted to power it. Running on 12V was safe and one of the most popular battery platforms being used during the time of testing.

9.1.1 12 Volt OEM



Figure 12: Power Wheels Battery

The first, and easiest, option would have been to use a sealed lead acid battery that was included with the purchase of the Power Wheels. This was normally a 12V-8Ah (Amp Hour) moderately dischargeable battery that had the ability to be recharged. The 12V system was a good idea due to being synonymous with the automotive industry. This enabled us to more easily interface with readily available components, such as light bulbs, without a voltage regulator.

The down sides to using the included batteries were the price, proprietary Power Wheels connectors, smaller capacity, as well as a large physical size. The proprietary connector had to be removed and standardized spade terminals attached to enable us to extend the runtime by placing multiple in parallel, and series to overdrive the motor.

9.1.2 18V Milwaukee



Figure 13: Milwaukee M18 Battery

The second option was a popular modification due to the household availability of power tool batteries. These normally operated on an 18V platform and included a built-in over-current and discharge protection circuit. Most generic brands could've been used, but Milwaukee M18 batteries were considered for this category due to already owning multiple batteries in the M18 ecosystem.

The greatest benefit of these were that they were assembled with 18650 lithium-ion cells. This meant that they were lightweight, support very high amperage, able to be discharged much farther, and were much more efficient than a similarly sized lead acid battery.

9.1.3 Comparison

An aftermarket 12V 8Ah battery (EXP1280) was compared to a 18V 12Ah Milwaukee power tool battery, as it was the only battery with a technical data-sheet available. For reliable information with the M18 battery, data for individual cells are used, Samsung INR18650-30Q.

3.35 lbs	9.61 lbs	Weight
6 x 3.9 x 3.4 in	5.87 x 5.63 x 4.5 in	Dimensions
95%	50%	Usable Capacity
120 A	36 A	Current
300 - 73%	410 - 50%	Number of Charge Cycles & New Capacity
M18 [7]	SLA [8]	Category

Table 10: Lithium-Ion vs Sealed Lead Acid Battery Comparison Table

It can be seen from this table that the Milwaukee battery was the best option for performance, but for the cost and labor of upgrading the stock Power Wheels battery, there was not much improvement. It was determined that unless the Power Wheels battery couldn't support the load demanded from it, that it would not have been replaced with an alternative.

9.2 Golf Cart & Hand-Built

For a chassis that was larger than a Power Wheels, a higher voltage motor was needed to provide the torque and speed to move increased magnitude of weight. There were two common voltages that these bigger vehicles operate at, 36V and 48V. These were not a standard battery voltage to buy, so cells had to be linked in series, and then those packs in parallel to provide the necessary voltage and current.

9.2.1 12V Marine Deep Cycle



Figure 14: Interstate Deep Cycle Battery

The easiest solution was to purchase off the shelf moderately dischargeable batteries and link 3 or 4 of them in series to produce a nominal 36, or 48V. This would have provided us with enough power to move our vehicle, and more batteries could have been added in parallel to increase the operating duration available. This was the cheapest option for this category as it only required 3 identical batteries as a proof of concept. The rough cost of this option was \$260 for a 36V system, and it was the mid-weight option compared to the other two options shown below. A large concern was the weight of the batteries, and the orientation they could have been mounted in. The chemistry of these were flooded lead acid, which would've leaked if turned sideways. More negatives for a battery pack being used in this fashion are that there was not a fine control of the battery size, nor could we have created custom cells to balance weight. The only control available was the battery capacity, and where we placed each of the batteries. A large AWG wire would have had to be ran between terminals, and as a result we would have increased the possibility of danger, whether in a crash or accidental slicing of the wire. This solution would've provided 160 Ah, and a peak current draw of 600A if needed.

9.2.2 6V Golf Cart



Figure 15: Interstate 6V Golf Cart Battery

The second, and heaviest, option was to use the standard golf cart battery configuration which was comprised of six 6V batteries aligned in series to provide 36V with a capacity of 210 Ah, and a peak current of 40A. The positives about this option were that there was already wiring and battery holders on a golf cart. This would've been the safest option in the sense of weight balancing to prevent a rollover, as well as well the proper wire being used. A distributed load of more batteries would have also ran at a lower temperature. The downfalls came as a large price of roughly \$900 for a set of 6, as well as a large number of objects to secure, and connect, if our team didn't use a stock golf cart. This option was only considered for use on a golf cart chassis, and was not viable on a hand built model because it would've been too heavy and unsafe.

9.2.3 Comparison

Batteries used for comparison were Interstate: SRM-27 and M-GC2-UTL, with a respective price of \$139.99 and \$142.95 respectively. Both choices were readily available and were chosen due to their median level price-point, reputability of the manufacture, and available data sheets.

50.3 lbs	58 lbs	Weight
12.75 x 6.75 x 9.5 in	12.75 x 7.13 x 11 in	Dimensions
600 A	40 A	Peak Current
3	6	Quantity Needed
Deep Cycle	Golf Cart	Category

Table 11: 12V vs 6V Battery Options

9.3 All Applications

9.3.1 18650 Cells

This was the most time consuming and potentially dangerous solution, but would have provided the best for results if done correctly. All 18650s were rated at 3.6-3.7V with a variance of capacity, a rough value being 2000mAh. The choice for our build would've been the Samsung INR18650-20S. Its specifications were 3.7V, 2000mAh capacity, 30A constant draw, and price tag of \$6. The sizing of each was a little larger than an AA battery, at 18mm diameter and 65mm in height. A 36V pack built out of 18650 batteries would've provided the best of both alternatives. The positives of this were that the cells were lithium-ion chemistry for better performance, and that they could've been separated and placed around the vehicle to balance weight, as well as the ability to have created a platform on top of the chassis for the batteries.

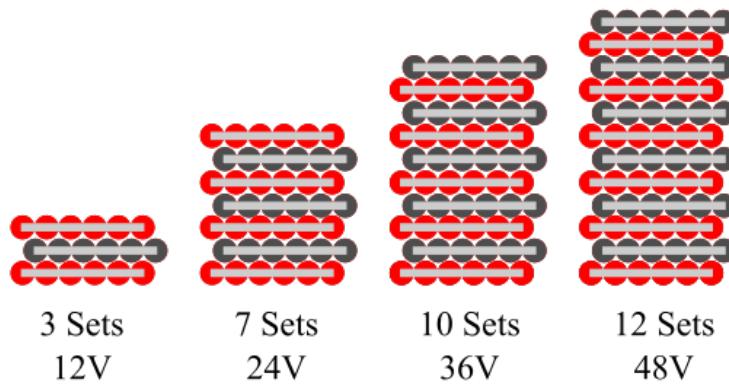


Figure 16: 18650 Pack Configuration

The platform would've be a thin layer of the cells that were spot welded to strips of Nickel and then heat shrunk together. This could've been any height or thickness that we needed, and then encased in wood or metal to protect the

batteries. This can be seen in the image above about the manufacturing and arranging of the individual batteries. It would've been very easy for us to change the voltage of our system from 36 to 48V by simply changing from a set of 10 batteries, to 13.

A rough calculation would've required 10 batteries for 2Ah, and the usual draw of a motor at 20A would've require 100 cells to operate for 1 hour continuously. This price estimate on a large vehicle would've approached \$600, while significantly less for a power wheels at roughly 18 cells, a cost of \$110. To get an accurate weight estimate, each cell had a maximum weight of 1.7oz. This relates to a 2 lbs for a Power Wheels, and roughly 113 lbs for a full size golf cart, or hand made craft. Both of these estimates were significantly less than other options.

The major downfall to these batteries were their temperature sensitivity and danger when manufacturing the packs. The lead acid batteries described beforehand were corrosive, while lithium batteries had the potential to be explosive. As stated above, a strip of Nickel had to be spot welded, or soldered, to each side of the cell. Solder would've rapidly raised the temperature of the battery and could've ruined the battery, potentially causing an explosion. Spot welding was preferred because it would not have heated up the cells, while it also would have created a stronger bond. The only issue was that spot welding machines were \$200 for a budget machine, and up to \$20,000 for professional grade.

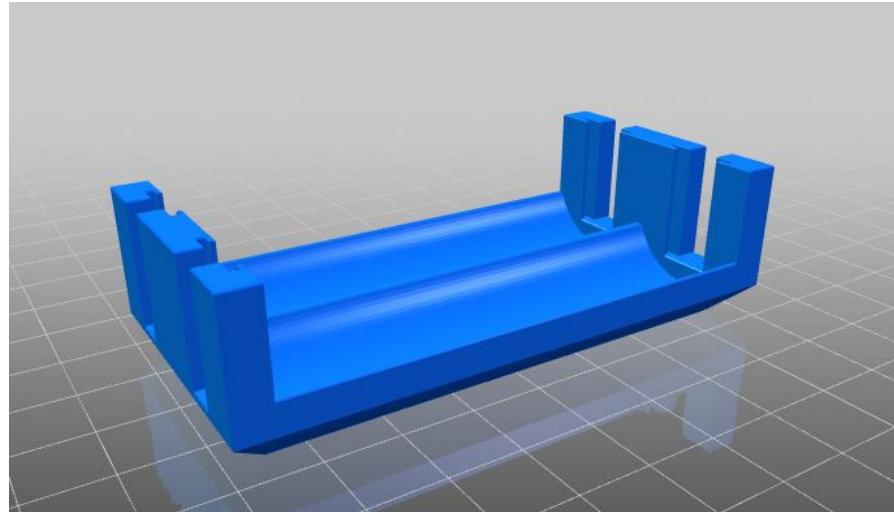


Figure 17: 18650 Cell Holder [2]

Lastly there was a final, more expensive option that could've been used. Cell holders were priced in bulk at \$0.50 each and had leads for connecting the trays, rather than the batteries themselves. This allowed for easy replacement if a cell had died. Storage using battery holders could've been designed to accommodate all of the 18650s and to not have required any soldering or welding. This was not ideal as the springs could've weakened over time, and they could have compressed during bumps, as well as not always having had a good contact area between the terminals of the batteries. This option had proven to be safer during construction, but would've shown its faults in the increased physical form factor, reliance on more parts, and the ability to properly secure the batteries from moving and vibrations.

10 Solar Panels

For a larger vehicle, the purpose of a solar panel fixed on the roof was to provide a trickle charging resource to keep the battery topped off during times of inactivity. On a smaller vehicle the purpose could have been shifted to charge the battery while the vehicle was not in use at a rate of roughly 8A. A solar panel was a beneficial due to the power draw of the resources on-board, such as the computers and cameras that always used power. By adding a smaller panel to the roof we could've negated the power drain of these components and increased our run time by a significant amount.

Each of our batteries had the ability to be charged by a solar panel, which was another reason they were chosen. A 100W solar panel would've normally had an output voltage of 12, or 18V to cover our range. If a larger voltage was chosen, more panels had to be used to make up the voltage, or a the panel could've solely been used for charging the power supply that ran the computing and navigating devices.

A lower voltage was preferred for the panels due to simplicity and a cost factor. As stated above, a 100W panel running at 12 volts would have produced 8.3A of charging current to recharge our unit. The draw we were looking at was around 15-20A, and this would've meant that the car could've almost be fully sustained by solar with the battery only being discharged when more power was needed. A battery charger for packs of this size ranged from 3-5A, so while the motors were not in use the extra current had to be disposed of properly. A solution to this would have been to run the panel at 18V and use a voltage divider built of resistors to burn 33% of the power. In doing this, a moderate amount of heat would've been generated, but the current would've plummeted to 3.7A, which was safe for the batteries.

On the contrary, a 300W panel would've allowed the entirety of the power needed for a Power Wheels to be drawn from sunlight which meant it would've been powered by 100% renewable energy. Running at 12V we could've achieved 25A of current, which amounted to a little more than needed to continuously have powered the drive motor and computers.

10.1 100W Flexible Panel



Figure 18: 100W Flexible Solar Panel

At the time of researching, the 100W panel was the most optimistic panel to prove as a proof of concept for recharging our batteries, and was easily expandable. The panel was a generic product that could have been sourced from AliExpress under many different names for around \$80. Rather than go for a specialized and true to spec panel, that would have been saved for the final revision as the cost was significant for our budget. The light absorption material was made of Monocrystalline Silicon, and the overall dimensions of the panel were 1050 x 540 x 3 mm. This translates to 41 x 21 x 0.1 in.

The ideal location depended on the chassis that we selected. In reference to the Power Wheels, the most suitable position was to be on the hood and up onto the windshield. This arrangement was possible due to the flexibility of the solar panel, but the downfall was that the sloped panel on the windshield would have had sunlight blocked by a passenger, or when the vehicle was traveling away from the sun. This effect would have been dramatically affected when the time of the test was not at noon. Another consideration was smudging and dirt from being so close to the road, or the occupants hands.

If the golf cart/hand built chassis was chosen then we could have positioned the panel on the roof to collect the most sunlight while leaving it out of the way. It had the ability to lay flat which would have prolonged the life of the device as bending the silicon over a windshield could've created a stress fracture after experiencing rough terrain, or a collision with road debris as it had a higher probability of damage being front mounted.

10.2 300W Fixed Panels



Figure 19: 300W Fixed Solar Panel

Similarly to the panel above, a cheaper generic panel would've been selected due to the cost, and in-stock availability of purchase for a singular panel from a supplier. A fixed panel was not suitable for a vehicle without a roof because of it's large size. The larger panel would have been designated for full power delivery to operate the vehicle, and not only to part time recharging. With the limitations described in the 100W panel having been an issue, it was not feasible to be low mounted.

The most economic solution was a glass panel that was sold in pairs of 150W each. Each panel had the ability to be ran at 12, or 18V from a built in charge controller. These panels had the ability to have had two mounted on the roof of a golf cart. The frame would have been made of aluminum, the interior was made of Monocrystalline Silicon, and tempered glass holding the system together. The dimension of each panel was 970 x 530 x 24 mm, which translates to 38 x 21 x 1 in.

The largest reason that these were being considered was their ease of manufacturing, and their tried-and-tested technology. With these specifications we believed the vendors would have been able to put out a better product in terms of durability. This was roughly the same size as the previous panels, but there was more freedom to mount them from the rigidity of the case. This enabled the panels to be mounted over the roof edge, where the flex panel couldn't.

10.3 Charge Controller



Figure 20: Solar Panel Charge Controller

The charge controller was the most important aspect of a solar panel. It regulated the power being introduced to the system from the photovoltaic cell to prevent over voltage or current issues. Sold in a bundle with both of the panels above, the generic charge controller would've been used as it had the proper technical specifications. The voltage had the ability to be preset to either a 12V or 24V setting, and sustained current of 30A. There were multiple connections on the device that linked it to the panel, batteries, and the DC load.

In the case of the dual panels for 300W of generation, two of these units would have had to be used to compliment each other. There would've been a slight increase in complexity and planning as they would've been installed in parallel for a 12V system, or in series for a 48V system. The connections did not need any special hardware or connections. The only calculation that had to be made was the wire gauge that depended on distance, voltage, and max current. We estimated to use 10 AWG wire for a 12V run of 8 feet.

10.4 Comparison

As the chassis of the Power Wheels was selected, the only viable option was the flexible solar panel. This allowed the unit to be mounted anywhere on the vehicle. We did not need the large current provided by the hard panels which required 2 large units. The charge controller was included with either variation of the solar panels so there was no need for a decision on that.

On the Power Wheels the solar panel was linked to the charge controller and ideally would have provided 100W of power during the daytime. This would have been used to charge the main 12V battery system and prolong the length of runtime. From preliminary calculations, the motor drew a max of 20A, so during sunlight the charger should've been able to increase the time spent operating the vehicle by 50%.

11 Motor

There was a minimum of 2 motors on the vehicle to control both latitudinal and longitudinal travel. In the prototyping stage a different setup was designed with a more complex traversing system due to unforeseen issues, such as the motor not being strong enough to move and steer simultaneously.

We planned to use a large motor to act as the propulsion device to move the vehicle forwards, and potentially in reverse. In each of the chassis we present below, there was a gearbox that was included with the exception of the home-made vehicle. That option would not have needed a gearbox as the motor was overpowered for the size.

The more in-depth issue was to control the steering in the longitudinal sense. It required a separate motor, or actuator, to dictate and force the front wheels to the left or right. They would've worked in tandem, and according to the latitudinal speed, the steering motor would have adjusted its amount of turn via software. This was due to needing less wheel turn at a higher rate of speed, compared to a low speed maneuver. This would've been programmed to be proportional to the rate of travel. A safety cutoff was also required to disconnect power from the steering motor if it had jammed, or failed.

11.1 Propulsion

The propulsion motor was projected to have required the highest power consumption of any electrical device used in this project. This was attributed to the amount of net weight that it had to move, and as a result should have had the most forethought into choosing which one to use.

In the case of the Power Wheels Motors, the gearbox would've fit both motor candidates without modification to change the high rotational speed of the motors into a lower speed with much more torque. This was needed as both motors were used primarily in Remote Control cars and had been instead used in ride-on toys. They were somewhat suitable for powering Power Wheels, but when the toys stop working it was normally diagnosed to be the motor that burned up, rather than the gearbox. This lead us to the conclusion that the vehicle is demanding more power and it should be upgraded if it had failed, rather than a stock replacement.

11.1.1 RC 550



Figure 21: RC-550 Motor

This was the stock motor that came installed in the power wheels. It had modest specs of power and could've been operated at 12, or 24V to have increased the power and speed. At 12V it's rotational speed was 15,000 RPM, while at 24V it was 30,000 RPM. This would have been translated by the stock gearbox to provide the torque that was required to get the vehicle moving. The dimensions of the motor were 57 x 36 with an output shaft having a diameter of 3mm, and a length of 10.5 mm.

The power wheels motor was driven by a potentiometer inside the pedal that increased, or decreased the resistance based on the amount of deflection from foot pressing. The further down it was pressed, the resistance went towards the ideal of 0 ohm and gave full power to the motor. The pedal was be removed, and this process was replicated via software.

Luckily, this was one of the easiest motors to work with as it was a standard brushed motor. The terminals were set up to be connected to a DC voltage source, and when polarity was reversed the motor would have spun in the opposite direction. This was a very simple process and did not require the motor to come with a custom controller. We could have built one by varying the input voltage to determine the speed we wanted the vehicle to move at. The microcontroller was to be connected to a relay to drive the motor due to the current draws of 1.10A at 7.4V, 1.3A at 12V, and 2.55A at 24V having been too large to directly connect to the board.

A great benefit to choosing this option was that very little modification would've been needed for the system. None of the drivetrain would have needed to be disassembled, rather only the speed control. These were very cheap motors at \$15.99 each and were widely used in the hobbyist world. If the motor burned out, another one could've been sourced locally.

For issues with lack of power, another could've been installed with some fabrication and the motors could have been driven in tandem to provide one motor to each rear wheel. This opposed the normal way of the motor inputting to rear differential that splits to drive both wheels. This was a big downfall for the off-road community and the future of our vehicle outside the proof-of-concept design. The most common setup of modern vehicles being driven was an open differential.

This allowed the wheels to spin at different speeds and allowed them to make turns without hopping or binding. Without these, turns would've been very difficult, and the life of the differential would've been very short lived for on-road travel. While on-road these would've proven to be great, off-road they were seen as the rival of the chassis. By having allowed the slip rate of the wheels to be different, the differential would have always spun the wheel with the least resistance. This phenomenon was explicitly shown in mud, sand, or surfaces covered with water. If one wheel were to latch onto resistance, the other would have freely spun and robbed power from the wheel that should've been spinning. A very capable vehicle could have immediately gotten stuck on the smallest of off-road obstacles, perhaps even a dirt road after a rainstorm.

With this issue being known, the rear drive with dual 550 motors instead of a singular one was the preferred setup for this motor. This would've acted as a locked differential and allowed us to force power to both rear wheels at the same time.

11.1.2 RC 775



Figure 22: RC775 Motor

The RC 775 was also a hobbyist motor that was described as the big brother to the RC 550. It gained its popularity from competitive racing of remote-controlled cars. This eventually leaked out into the home world and became a drop in motor to replace the 550 in Power Wheels when kids grew older.

This motor was very similar in form factor as it's dimensions were 37mm diameter by 67mm in length. The shaft thickness and length were identical to the 550. It was a dual voltage motor that could've been run anywhere from 12V to 36V, depending on the power needed. The rotational speed could've been pushed from 3500, to 9000RPM depending on the power given to it.

This motor was less resistant to burnout compared to others as it had a dual fan setup, and manufactured with high quality ball bearings. This would've allowed us to run it at a higher duty cycle, or a lower duty cycle with more weight. It was also commonly available for \$45, and was easily replaceable. This was a considered option if the RC550 could not have supplied enough power, or burned out.

11.1.3 MY1020



Figure 23: MY1020 Motor

The MY1020 was a motor designed by Monster Scooter Parts to be used in electric bicycles, scooters, and go-karts. It was ran on 48V and used 500W of power; a max current draw of 13.7 A. This drive selection would've only been used on a homebuilt cart as it had an 11-tooth sprocket affixed to the end to accept an 8mm chain. It would've required mounting it to the top of the floorboard in the rear and having attached a chain drive to a solid axle. The axle would've been a simple bar of steel between the 2 rear wheels with another sprocket welded onto that. The tooth count of the sprockets determined the torque and speed ratio.

This brushed motor was equivalent to a 0.66 HP gasoline engine which was about the smallest that we could've used to propel a hand-built vehicle. Its dimensions were 135 x 108 mm, or 5.3 x 4.25 in and produced 1.90 Nm of torque. It had a max rotational speed of 3000 RPM, while 2500 RPM was recommended for cooling and longevity. The vehicle would not have required a gearbox unless the torque proved to be too little. It could have driven a similarly weighted vehicle at speeds of 25 mph.

With a modest price of \$59 this was a very approachable option for a homebuilt vehicle, and was the main one being considered.

11.1.4 Club Car 36/48V Motor



Figure 24: Club Car Dual Voltage Motor

The largest motor in consideration was a replacement motor for many Ez-Go and Club Car golf carts. It would've dropped into both vehicles and was used for almost a decade so the replacement motor from an aftermarket company was going to be used for ease of data collection. This allowed us to compare and contrast the motor inside the golf cart chassis, as well as allowing the separate purchase for use in a home-made chassis.

The aftermarket vendor who produced the motor was known as D&D Motor Systems, and it was marketed as a house brand. Throughout research it seemed the motor was a generic and mass-produced Chinese motor like the solar panels. It was listed at \$530 and marketed as matching the stock speed but enhanced the torque by 10%. The weight was 52.00 lbs and spun at 4400 RPM to move the craft at speeds of 19 mph. There was no listed current draw, but the motor was rated at 9.8 HP. Through the calculation of $746\text{W} : 1 \text{HP}$, the power consumed was 7,310 W. This was broken down to 203 A at 36V, and 152 A at 48V. The voltage was selectable based on production environment it was to be installed into.

The current draw was very high on this motor and would have required a large set of deep cycle batteries, or a custom lithium-ion pack to be built. For our use case 48V was preferred to drop the current to more manageable levels, while only sacrificing space for one more 12V battery. It was the only option to use this motor in a stock golf cart, as it would have come preinstalled and none of the other configurations would've been able to drive the heavy vehicle. Very similarly to all of the above motors, its direction was polarity controlled and could've been done anytime the motor was at a standstill. A motor controller was bundled with the golf cart, and a toggle switch was located under the driver's seat to control forward and reverse. This allowed a microcontroller to piggyback the controller to have determined both the speed, and linear direction of travel. This simplified a lot as the controller was already bucking the voltage to a level safe to directly control with our custom board and software.

For any application other than a golf cart, where it was included in the purchase price, the motor was very cost prohibitive. The reasons were that it required an

expensive motor controller, a large wire linking it to the battery, a high voltage battery pack, as well as the MSRP was roughly 10x the second most expensive option.

11.1.5 Comparison

Below is a comparison table about the different drive motors and their qualities. From this list and the decision on the chassis, the motor had been narrowed down between the RC 550 and RC 775. Since the RC 550 came pre-installed with the Power Wheels, it was our decision to use that motor until it presented issues to us. Upon preliminary testing of the vehicle, if it did not have enough torque or speed to carry the weight that we needed, it would've been upgraded to the RC 775 as it was a direct swap motor. It was controlled in the exact same way as the stock motor so there would have been no modifications needed to our software besides adjusting the acceleration speed.

The other motors were passed over due to the chassis that we chose, and the cost factor of implementing those. The redundancy factor was also in our favor with the cheaper motors as they would not have destroyed the budget if we ruined them during testing and assembly. The golf carts that interested us in our budget were old and the concern of a brushed motor deteriorating was a big decision to avoid the chassis.

RC 550	RC 775	MY1020	Club Car	Category
\$16	\$45	\$59	\$530	Cost
30,000 RPM	9,000 RPM	3,000 RPM	4,400 RPM	Speed
7.4-24 V	12-36 V	48V	36/48 V	Voltage
Power Wheels	Power Wheels	Homemade	Golf Cart / Home-made	Use Case
All	All	No M18, No PW	No M18, No PW	Battery Compatibility

Table 12: Comparison of Drive Motors

11.2 Steering

The drive motors were required to be a high speed, and torque, setup while the steering apparatus did not have to be as stout. The steering driver would've linked with the drive motor to allow a full range of motion, rather than just forward and reverse. There were three types of devices that are being considered; they were stepper motors, servos, and linear actuators. Each of these devices had their own

speciality and could've been configured properly for our project.

The functionality of a stepper motor was a very high pole count DC motor that could've been controlled to rotate. It would've been hooked to a gearing, or drive system, where the vertical rotation of the motor would've translated to left and right movement of the wheels.

A servo was very similar to a stepper motor, except that it had fewer poles. Where the stepper motor could've been stopped at any pole, the servo motor had to be controlled with a controller for precise movement. This was good for quick movement, but was not as accurate as a stepper.

Finally a linear actuator would've removed the rotational element, and could've been thought of as a retracting and expanding piston. If a track bar was connected to both wheels, when the linear actuator was toggled it would've pulled or pushed the bar in turn having forced the wheels to turn. This was a good solution for automated driving, but would not have worked for manual steering - such as having had a steering wheel.

11.2.1 Tonegawa 050 Servo



Figure 25: Tonegawa 050 Servo Motor

The Tonegawa servo was a very well built device that was mainly found in industrial and medical equipment that required a low failure rate. Due to that fact it's cost was higher due to more research and development. The small steering motor was roughly \$200 while having boasted high torque numbers. It contained 3 poles, and produced 49 kg/cm of torque at its highest setting at 8.4V. Its miniature form factor was contained in a package of 76 x 45 x 80 mm, or 3 x 1.75 x 3.1 in. It required 0.21 seconds to rotate 60 degrees, and made one full rotation in 1.26s.

Rather than having to create a custom linkage, the servo could've been attached to the steering stem to imitate the steering wheel being turned by a passenger. For appearance it could've even been tucked under the dash and the steering wheel left in tact for passenger comfort. The typical rotation for an automobile turn was 90 to 180 degrees while at a moderate speed, and up to 2 turns for low speed. With the speed the craft was projected to be traveling at, there was no conflict of the max speed of the servo and the possible maneuvers that would've been made.

The only downfalls that could be found about this motor were the high price tag, and the need for dedicated 12V rail to power the device. The 12V rail was not a big issue as the microcontroller will be determining the angle of rotation, while the power would've come from a separate battery.

11.2.2 Automotive Windshield Wiper Motor



Figure 26: Automotive Wiper Motor

A more budget candidate was an old car windshield motor that could've been repurposed. There were many generic models, but the Crown Automotive 12V kit was the most approachable from it's many 5-star reviews. These types of motors were great for the elements and terrain due to their rugged and small design. Normally they would've sat in a cowl and been exposed to heat, moisture, and extreme use when needed. It offered a rapid change in direction without a cam/linkage. The torque on this model was not listed, but from experience they were lower than the servo discussed above.

The assembly was 4 x 5 x 5.5 in and had a screw terminal to mount a DC connection. The max current draw was 4A at 12V. Unlike the servo, this required a relay as there was only one power line to the motor, there was no control wire. A third yellow wire was attached as a parking feature for automotive, but would not have been used in our application. These motors were also equipped with 2 or 3 speeds, rather than being infinitely adjustable. This would've caused the steering to be too slow, or too quick in certain situations.

11.2.3 Nema 34



Figure 27: Nema 34 Stepper Motor

Producing almost the same numbers in a form factor similar to the industrial servo above, was the Nema 34 Stepper. This was chosen to fill the stepper category for precise motion. It was a 2-phase motor that had an arc of 1.80 degrees per step and produced 49 kg/cm of torque. The current draw was 6A, and could've sustained speeds of 1500 RPM, or 25 full rotations in 1 second. The dimensions were very similar at 86 x 86 x 80 mm, or 3.4 x 3.4 x 3.1 in. The housing had 4 mounting holes around the shaft, and a keyed rod that was 37 mm, 1.5 in, in length.

It was currently priced at \$30 and considered a great option if a suitable 2-phase motor controller could've been found.

11.2.4 Firgelli Linear Actuator



Figure 28: Firgelli Linear Actuator

This was potentially the easiest, and most elegant, solution that could've been added. The simplicity of mounting and steering of the wheels would've eliminated

a lot of issues with returning the stepper motors back to their initial position. Rather than fuss with complicated algorithms, the linear actuator was controlled with a simple closed loop feedback system. It was simply thought of as an extended piston mounted in parallel with the front axle. If the mounting position had the piston facing right, when it extended it would've pushed the front right wheel outward, dragging the front left wheel inward having caused the vehicle to steer. When the polarity was reversed it would've drawn in the piston and the vehicle would've turned left. Rather than having converted rotational energy through linkages and lose torque, the simplicity of pushing and pulling the wheels to the direction they needed to go was the easiest.

The Firgelli Actuator was ran on 12V and had a max current of 5A on the model with the largest force, of 200 lbs. They were highly configurable and the piston could've been swapped to accommodate different lengths. They were sold in 30 different setups. Three of the options were force; there were 35, 150, and 200 lb options. Beyond that the other configurable option was the stroke length of the piston. Lengths of 1, 2, 3, 4, 6, 9, 12, 18, 24, and 30 inches were available. For our application the 35 lb force was all that was needed for powerwheels, and the 150 lb option for a golf cart or home-built vehicle. The actuator stroke length was to be determined after a prototype was selected, but was estimated at 4 inches for a power wheels, and 9 inches for a larger vehicle. The stroke length was 2 in per second, so the shorter the better.

4"	9"	Stroke Length
12.53"	22.53"	Extended Length
8.53"	13.53"	Retracted Length
1.92 lbs	2.48 lbs	Weight

Table 13: Linear Actuator Physical Dimensions Based on Stroke Length

The form factor of the actuator housing varied based on stroke length and is shown in the table above. Variances are not noted between models of varying force.

11.2.5 Comparison

This decision of selecting the Firgelli Linear Actuator as our device of choice was done based on the amount of force it was able to provide and the ease of integrating it with our system. The big concern with force was for low speed maneuvers when the vehicle was near its max weight. With an indirect driver there would've been gear ratios to calculate, as well as having to design a gear system, plus retaining the steering wheel for manual control. With the servos and steppers the wheel would've been replaced by a cog and then the motor attached to that. With this linear actuator it would've been mounted under the vehicle and retained the

steering wheel. The linear actuator could've been overpowered by the user, with a slightly larger resistance having been felt by the operator, compared to stock.

The manual operation of the power wheels was a big plus so that it could be pushed into a building, or onto a trailer, if the electronics die. Since there was no battery backup after the main drive battery dies there would've been no other easy way to transport an inoperable vehicle. With this issue having been solved, the actuator would've provided 35 to 150 lbs of force which was more than enough to steer any vehicle we considered. The final decision that was determined during prototyping and after acquiring the Power Wheels was to decide the stroke length needed. The lead time was very low as they were in stock and 2-day shipping was included.

The only downfall of choosing this actuator was that it will be exposed to the elements of the road, and terrain the vehicle traversed. Since it was mounted below the vehicle it could've potentially contacted water or rocks. To slightly mitigate this issue, the actuator was going to be mounted higher than the vertical center-point of the front wheels. This was done to protect it from a majority of the issues and a splash shield would've been designed if the effects of the environment were found to be too harsh.

Tonegawa 050	Windshield Motor	Nema 34	Linear Actuator	Category
\$200	\$60	\$30	\$110	Cost
Servo	Servo	Stepper	Linear Actuator	Type
12 V	12 V	3 V, 2-Phase	12/24 V	Voltage
Power Wheels	Power Wheels	Homemade & Power Wheels	All	Use Case
Fast	Fast	Very Fast	Very Fast	Speed
Steering Shaft	Steering Shaft	Steering Shaft	Front Axle	Mount Location
49 kg/cm	Unlisted	49 kg/cm	35-200 lbs	Force
No Golf Cart	Power Wheels	No Golf Cart	All	Use Case

Table 14: Comparison of Steering Motors

12 Wheel Hubs & Brakes

Essential to any vehicle was a braking system that could've safely stopped the chassis in both, regular and emergency, situations. The braking system had to be designed for the maximum gross weight of the cart, plus about 30% to accommodate for any failures of the system. With the extra stopping power, the vehicle had the ability lose one wheel and still safely halt itself.

There were 2 main styles of brakes that were used on vehicles, disc and drum brakes. Disc brakes work by having a rotor attached to the axle or wheel hub, and mounted to the chassis was a caliper that sits on the top of the rotor. The rotor would've spun as the drive-line did, and the caliper compressed the brake pads to contact the rotor and add friction, thus slowing the vehicle down. This method created a tremendous amount of heat, but was the most efficient method of mechanical non-regenerative braking. It was also very simple to work on and found to be the easiest to set up.

The second braking option, drum brakes, were an older technology that has

been phased out due to its complexity and inefficiency. They work by having a cylinder that was hollow slide onto a grouping of brake shoes that were pulled inward to the center by an array of springs. When the brake pedal was pressed fluid will force the brake shoes outwards towards the brake drum having caused friction and the shedding of speed.

There are benefits and drawbacks to both, but the summary can be seen in the table below.

Disc	Drum	Category
High	Low	Cost
Less Dust	More Dust	Dirtiness
Higher	Lower	Stopping Power
High	Low (Brake Fade)	Heat Dissipation
On Hub, or Axle	Hub Only	Location
Yes	Poor Wet Performance	All-Weather Use
High	Average - More Moving Parts	Safety

Table 15: Comparison of Brake System Types

12.1 Power Wheels Brakes

Power Wheels had an interesting setup as they did not have conventional brakes as discussed above. They used the principle most commonly referred to as engine braking, with gasoline engines. A motor can be wired to a system in two ways, one being connecting the motor to a battery to force it to spin, and another being spinning the motor manually to generate a voltage across its terminals.

When the power wheels was in motion, the motor was connected to the battery in the first manner to make it spin. When the pedal was released the contacts on the top of the motor were short circuited. This forced the motor to generate electricity rather than use it. By doing this, energy was converted away from the kinetic energy causing motion. The vehicle then slowed to a halt. This was possible due to the low speeds and high torque of the RC 550, or similar, motor.

12.2 Golf Cart Brakes



Figure 29: Golf Cart Drum Brake

On a majority of golf carts drum brakes came standard on the rear driver and passenger wheels. Only 30% of braking power came from the rear axle, but to cut costs and improve the handling of the cart, they were only mounted on the rear. When a front brake was triggered the cart would've had a tendency to dive forward and transfer the lurching feeling to the occupants. To combat this the rear was equipped with the stopping power and the front suspension supported the vehicle on deceleration. Even though the front had the possibility to provide much more leverage for braking power, it was not needed due to the low speeds and weight distribution.

The golf cart braking system would've been kept stock and was designed as a single axle drum brake configuration. It was cable driven so that when the brake pedal was pressed, the cable would've contracted and forced the the shoes outward. The reason that cable actuation was possible compared to requiring a fluid was from the small size of the drum, infrequent use due to mechanical turning of the motor, and slow speeds of travel. If a modification had been done to increase the top speed, a fluid and master cylinder would've been required due to the heat.

12.3 Home-Built Chassis Brakes



Figure 30: Do It Yourself Disc Brake Kit

By building our own chassis we had the most freedom to design a braking system that was competent for our vehicle, as well as the potential of having a 4-wheel breaking system for redundancy and better performance. The kit that had the most potential was made by the company Fuerduo, and retails for \$190. It was a rear axle kit that mounted with a U-bolt to the chassis and had 2 sealed ball bearings to isolate the rotation from the chassis. It included one rotor mounted to the axle, a sprocket to be driven by the motor, 2 outer hubs, and one caliber that was cable actuated.

The reason for considering this kit was that it could've supported speeds of 40 mph and had the benefits of disc brakes, with a low entry cost. The axle was made of HSS, high strength steel, and could've supported 500 lbs of direct weight. It was perfectly balanced and symmetric so that the sprocket could've been positioned on either side.

Front brakes were not going to be used on our chassis due to cost constraints and lead times of those parts. The axle would've served as a proof of concept for future expansion and met all of our weight and stopping requirements.

12.4 Comparison

There was no need to compare the brakes as the chassis will determine the product that was used. The Power Wheels frame did not use the conventional brake system so nothing would've been need to be installed. The only issue that possibly could've arose was the amount of stopping torque that the RC 775 motor provided compared to stock. If this were to be much more than the stock setup it could've potentially jolted the vehicle to a stop when the accelerator was released. To mitigate this issue a resistor could've been added across the motor terminals to slowly stop the motor rather than a rapid deceleration. Another option to mitigate this risk was to use software to gradually interpolate the value from its cruising speed to a stop. This would've decelerated the Power Wheels while maintaining comfort and stability. Both options were valid solutions, and if a modification was needed it would've been added during the building and testing phase.

13 Microcontroller

This section discusses the microcontroller that was to be implemented into the project. It discusses the options that we had for the microcontroller, the comparison of the different options, and the microcontroller our team chose to implement into the project. If our team did not pick a microcontroller that met the needs of our project we could have had many issues, such as overloading the microcontroller's processor which could have caused a crash, not having a microcontroller that can handle all of the sensors we required, or having a microcontroller that simply isn't fast enough to relay the data to the display fast enough.

The microcontroller controls the custom circuit board that was implemented into our project. This custom circuit board handled most of the sensing the vehicle needs to do. This sensing doesn't include the more taxing sensing such as object recognition, which was handled by an AI machine discussed later.

The first option is the MSP430FR6989. This option was chosen because every member of the team has experience working with this microcontroller. This microcontroller also has the lowest power consumption out of the available options. This option is also the only option that has a 16-bit processor, the other two having an 8-bit processor. If our team needed our microcontroller to be fast and power efficient, this would be the best option to choose.

The second option is the ATMEGA328p. This option was chosen because it's small and has a DIP, also known as through hole, configuration for easy prototyping. The ATMEGA328p is the least powerful option out of the available options, however it is capable of using serial communication, so we would have been able to use multiple microcontrollers throughout our vehicle instead of having a single microcontroller handle all of the sensors. The ATMEGA328p is a viable option if our team needs to iterate through a lot of different prototype circuits.

The third option is the ATMEGA2560. This option was chosen because it's easy to program while still having good specifications. This option also has twice the memory of the MSP430FR6989. Due to the large memory size, and having an 8-bit architecture, this option consumes the most power, which may have impacted the amount of batteries our team needed to implement into the vehicle. This option is the best option if our team wanted to prioritize a single chip for handling the sensors, and doesn't need it to be very fast.

13.1 MSP430FR6989

The first consideration for the microcontroller is the MSP430FR6989 from Texas Instruments. This is a 16-bit ultra-low power microcontroller that is designed for sensing applications. This microcontroller would have allowed our team to collect all of the data from our sensors from a single chip while having the least amount of power usage out of the available options. This option is much harder to program however, due to the 16-bit architecture. The community support from Texas Instrument's products are also not as good as Atmel's. This wouldn't be an issue if our team had a long time to create build our project, but with the limit time frame we do have it wouldn't be in our best interest to allocate a large amount of it towards reading data sheets and getting the experience needed to comfortably program the MSP430FR6989.



Figure 31: MSP430FR6989 Microcontroller

CPUXV2	Core Processor
16-Bit	Core Size
16MHz	Speed
I ² C, IrDA, SPI, UART/USART	Connectivity
128KB (128K x 8)	Program Memory Size
FRAM	Program Memory Type
-	EEPROM Size
2K x 8	RAM Size
1.8V 3.6V	Voltage - Supply (Vcc/Vdd)
Surface Mount	Mounting Type
83	Number of I/O
10.11	Cost (\$)

MSP430FR6989	
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Table 16: MSP430FR6989 Specifications

Even though this is the most advanced microcontroller, it's not the most expensive out of the available options. The cost of this microcontroller is around \$10, which is slightly cheaper than the ATMEGA2560 microcontroller. There is an additional cost not factored into the price of the microcontroller. This price is the cost of the TI LaunchPad Development Kit. Our team would have had to buy one or more of these Development Kits since the MSP430FR6989 only comes in a surface mount pin style, and we would not have been able to prototype the microcontroller on a breadboard because of this. This also means if one of the Development Kits were to short out and become unusable we would have had to purchase another one to continue development.

The potential of this microcontroller made it a great consideration for this project, since it is a strong, low-power, option. The extra costs and learning curve are some things our team had to weigh against the potential however. If our team didn't have the time to learn how to comfortably use the MSP430FR6989, it could have meant the entire project could have been at risk, since this is a key component in our vehicle functioning. The added cost of the TI LaunchPad Development Kit was also something our team needed to take into account. It would have quickly burned through our budget if we had to buy too many Development Kits on top of the costs of the microcontroller itself. When our team had all of our sensors chosen and power options figured out, we decided if this is the best option, or if another option would benefit our project more. We ultimately chose that this was not the best option for our microcontroller.

13.2 ATMEGA328p

The second consideration for the microcontroller is the ATMEGA328p from Atmel. This is a lower end microcontroller that has limited general purpose input/output (GPIO) pins. Despite this being a lower end microcontroller, it can contend with the other two options. The limiting factor on this board is the small amount of GPIO pins, having 1/4 of the amount as the other options. The small amount of pins on this microcontroller means we would have had to use multiple microcontrollers throughout our vehicle in order to handle all of the sensors. Depending on the serial communication our team decided to use, this could cause problems since not all of the serial communication options are capable of having multiple peripherals, or get more complex with every new peripheral added.

AVR	Core Processor
-----	----------------

8-Bit	Core Size
20MHz	Speed
I ² C, SPI, UART/USART	Connectivity
32KB (16K x 16)	Program Memory Size
FLASH	Program Memory Type
1K x 8	EEPROM Size
2K x 8	RAM Size
1.8V 5.5V	Voltage - Supply (Vcc/Vdd)
Through Hole	Mounting Type
23	Number of I/O
2.63	Cost (\$)
ATMEGA328p	

Table 17: ATMEGA328p Specifications

This microcontroller has the perk of having the capability of being programmed in multiple different languages, however. The first language being C, and the second being Arduino. Arduino is an easy to use language that has an extensive sensor library. This gave our team a big head start when prototyping, and allowed us to focus on the implementation of the sensors, rather than worry about the troubles that programming microcontrollers can have. This also allowed the members of the team that didn't have a lot of experience with C the opportunity to help with the sensors and learn more about embedded systems.

The biggest downside of this option was the possibility of power issues caused by running all of the microcontrollers and sensors, as well as the dashboard and the motors. Because of the power issues we may have run into by powering multiple microcontrollers, we had to take precautions and decide whether to add more batteries to the vehicle, which would add a lot more weight, find better solar pan-



Figure 32: ATMEGA328p Microcontroller

els, which had the possibility of pushing us over budget, or completely redesigning the power system, which may have proved to be too difficult to do given the time frame. There were a lot of factors that were hard to control by having tens of microcontrollers throughout the vehicle. If we run into power issues by overtaxing the system, we could possibly cause a fire, or short out another electrical component that could cost hundreds of dollars to replace. However we decided to choose sensors that use I2C, which greatly reduced the possible problems we would have had in the design of our project. This meant we only had to use one ATMEGA328p in our final design.

13.3 ATMEGA2560

The third consideration for the microcontroller is the ATMEGA2560 from Atmel. This is a high end 8-bit microcontroller that was made for complex projects that require a large amount of memory and GPIO pins. This microcontroller is a good median between the other two microcontrollers. This microcontroller would have allowed us to comfortably collect the data we need from a single chip, with the caveat that this microcontroller uses more power than the other two options. This microcontroller can also be programmed in two languages like the ATMEGA328p, however. Having the same language options, C and Arduino, this option also has the perk of Arduino's extensive sensor library and excellent community support.



Figure 33: ATMEGA2560 Microcontroller

AVR	Core Processor
8-Bit	Core Size
16MHz	Speed
EBI/EMI, I ² C, SPI, UART/USART	Connectivity
256KB (128K x 16)	Program Memory Size
FLASH	Program Memory Type
4K x 8	EEPROM Size
8K x 8	RAM Size
4.5V – 5.5V	Voltage - Supply (Vcc/Vdd)
Surface Mount	Mounting Type
86	Number of I/O
14.00	Cost (\$)
ATMEGA2560	

Table 18: ATMEGA2560 Specifications

The program memory and RAM are the perks of this microcontroller. The large program memory means we wouldn't have had to worry about running out of space for our program. Since we're using many sensors that are connected with both an AI machine and a central computer, it was a possibility that our program would grow to be very large. Like the ATMEGA328p, this large amount of program memory means that the program we make doesn't have to be perfectly optimized in order to be functional. This was important since time was limited in this project, and it's better to have imperfect code that works, rather than running out of time trying to make dozens of optimizations for our code to fit and not having any working code that can fit on the microcontroller.

This microcontroller is a good balance between the other two microcontrollers, and would be a great choice if our team wants to prioritize other aspects of the project. This option would have allowed our team to not have to worry about the smaller details of implementation, while also being a strong microcontroller capable of handling complex tasks. The only issue our team would have had with the microcontroller is the power management, which means we would have had to add extra batteries into our power system, or have a dedicated solar panel and battery for providing constant power, so other systems wouldn't be starved.

13.4 Comparison

Comparing the different options leaves our team had a lot of decisions to weigh. The specifications in the microcontroller sections above are used to compare the different microcontrollers. The factors our team considered that are listed in the specification tables above are: core processor, core size, speed, connectivity, program memory size, program memory type, EEPROM size, RAM size, voltage, mounting type, number of I/O pins, and cost. There are many more features that are left out of the comparison because they all meet the same specification for the features , or did not impact the final design.

13.4.1 Core Processor

The core processor in the tables above shows which processor core the microcontrollers use. The core processor determines the register banks, ALU, data path, and control logic. This is essentially the brain of the microcontroller, and handles all data processing.

The focus in this section is about the software development environments used to program the microcontrollers. It is worth noting however, that the MSP430FR6989 uses a von-Neumann architecture, while the ATMEGA328p and ATMEGA2560 both use a modified Harvard architecture. This architecture determines how memory is accessed, and how many clock cycles it takes to perform an instruction. The von-Neumann architecture uses the same data bus for instruction fetches and data transfer, while the modified Harvard architecture uses separate busses for instruction fetches and data transfer. This means the von-Neumann architecture takes 2 clock cycles to execute an instruction, while the modified Harvard architecture takes 1 clock cycle to execute an instruction. Strictly speaking the modified Harvard architecture is more suited for microcontrollers, though there are arguments for use of the von-Neumann architecture.

The MSP430FR6989 has a CPUXV2 core processor. This microcontroller has the option of being programmed in TI's Code Composer Studio (CCS), or the open-source software Energia. Code Composer Studio is an IDE that is based in C, and has a full list of features that make developing for the MSP430FR6989 straightforward. All of the members of our team has experience coding in CCS, and developing for the MSP430FR6989, so this is a great choice to get everyone involved in the software side of this project. The other option, Energia, is an IDE that bridges between the Arduino framework and TI's microcontrollers. None of the members of our team are familiar with this IDE, however Arduino based environments are easy to develop in, and have a full range of examples that help

to make coding as streamlined as possible.

The ATMEGA328p and ATMEGA2560 both have an AVR core processor. These microcontrollers have the option of being programmed in Microchip Technology's MPLAB IDE or Arduino IDE. MPLAB is an IDE that is based in C, and is used for developing for the PIC microcontroller line, however the latest release MPLAB X is used for project management, code editing, debugging and programming PIC and AVR based microcontrollers. None of the members of our team has any experience developing with MPLAB, however after some testing it has a similar interface to CCS, which would make developing in MPLAB easy to learn. The other option, Arduino IDE, was designed to be an easy to learn, and easy to use, environment that uses a C based language. The one downside to Arduino IDE is that it's not a full featured IDE, and lacks a lot of the convenience of developing in modern IDEs. The biggest feature it lacks is intellisense, which is used for autocomplete, code hints, and autocorrect. Debugging is also a challenge in Arduino IDE, and is a feature that was important for developing our software.

13.4.2 Core Size

The core size in the tables above shows which type of core size the microcontroller use. The core size determines the width of the bus used for data. The data bus is used for arithmetic and logic operations within the core processor. The bit size corresponds to the length of a word that the microcontroller uses. This also tells you the size of the registers, the number of memory addresses, and the largest numbers they can address.

The MSP430FR6989 has a 16-bit core size. This core size is more complicated to work with, and may have involved a lot of time to get familiar with the architecture. However this core size would have been useful if our team had to do a lot of data processing with large numbers. A 16-bit core size can handle numbers from 0 to 65535, or 2^{16} . Data type sizes also change depending on the core size. This can lead to many problems if our team was not careful with the development of our code. The best part about a larger core size is the faster processing speed associated with it.

The ATMEGA328p and the ATMEGA2560 both have an 8-bit core size. This core size is easier to work with than the 16-bit core size. This would have allowed our team to quickly learn the architecture and work on development. Time was a big limiting factor in our project, and we could not afford to spend too much time learning how to program a microcontroller. However, working with bigger numbers is a challenge our team would have had to overcome if we decided to work with this core size. An 8-bit core size can only work with numbers up to 255, or 2^8 . It's not impossible to work with larger numbers, however. By splitting the number into parts and using multiple cycles to calculate them, you can work with larger numbers on a smaller core size. This would have required more work from our team though, and could have become unnecessarily complex.

13.4.3 Speed

The speed in the tables above shows the maximum frequency the clock of the microcontroller runs at. A faster clock speed will determine how fast the processor is. Clock speed also determines other factors of the microcontroller, such as baud

rate, the speed of the ADC, and the rate the timer counts at. A microcontroller running at a faster clock speed will also use more power than one going at a slower clock speed. All of these factors were important to consider.

The MSP430FR6989 and ATMEGA2560 can use up to a 16MHz clock. The ATMEGA328p can use up to a 20MHz clock. Since our vehicle took data readings in intervals, it was not necessary to choose a microcontroller based on its maximum clock speed. For our case, we used a 16MHz external crystal oscillator. Since the MSP430FR6989 takes 2 clock cycles for a single instruction due to the architecture, it may have impacted how fast we could collect data, however. Our team had to do extensive testing on this matter to determine the appropriate course of action in regards to clock speed. In general, clock cycle is not the determining factor for choosing a microcontroller, as other requirements are often more important. Clock cycles can also be changed depending on what the microcontroller is doing. Dividers are used for this purpose so that a clock can slow down during a low power state, so that the microcontroller does not consume as much power.

13.4.4 Connectivity

The connectivity in the tables above shows the different communication methods the microcontrollers have available. Our team used many different sensors in our project, and it was important that our microcontroller had communication options that were compatible with the communication types of the sensors. The options our team considered are UART, SPI, and I2C communication. These all have their respective advantages and disadvantages. The comparison and decision of these communication types are discussed in the Serial Communication section.

All of the options we considered have options for I2C, SPI, and UART/USART communications. The deciding factor for the microcontroller was not the communication type, since all of the microcontrollers are capable of using the communication types our team considered. How hard it is to implement these communications into our microcontroller was be discussed at a later time, and it did impact the decision we made. If an IDE and microcontroller are particularly difficult to program these communication types in were researched further, and did not cause us to have to use a different microcontroller.

13.4.5 Program Memory Size

The program memory size in the tables above shows the size of the program memory the microcontrollers have. The program memory holds the code that our microcontroller will execute. Broadly speaking, a large program memory size is favorable, however it's not a simple choice in our case since the large amount of sensors our team is using in our vehicle could be split between multiple microcontrollers. If this is the case, the program memory would be best if it was smaller so we don't waste a lot of resources on unused space.

The MSP430FR6989 has a 128KB program memory size. This is half as much as the ATMEGA2560, and may be a problem if our teams wants to run all of our sensors off of a single microcontroller. Since the program has not been created, it's unknown whether or not this will be large enough to store the program. Since this microcontroller is programmed in a different IDE than the other two options,

it may not be a good choice to risk our program growing larger than the program memory size of this option.

The ATMEGA328p has a 32KB program memory size. This seems like a small amount of program memory, however this microcontroller would be paired with either the ATMEGA2560, or with multiple of the same microcontroller. By doing this, the microcontrollers would be individually programmed to function with one or two sensors, which would break up our code into many smaller programs. This choice relies on I2C or SPI communication, which can have multiple peripherals, and will not be an option if our team chooses to use UART.

The ATMEGA2560 has a 256KB program memory size. This microcontroller has the largest program memory size of the available options. This option would allow us to program a lot more onto the microcontroller, twice as much as the MSP430FR6989 and eight times as much as the ATMEGA328p. If our team wants to use a single microcontroller to control all of our sensors on the vehicle, the ATMEGA2560 is the safest choice if our team wants to ensure that the microcontroller has a large enough program memory to store a large program.

13.4.6 Program Memory Type

The program memory type in the tables above shows the type of program memory the microcontroller use. The program memory type has a big impact on how fast the program memory can be written. Power consumption is also impacted by the program memory type. Our team had to determine if a faster write speed is important for our project. We had to update the system many times before settling on a final program. Over the course of our project we could have saved a lot of time by choosing the best program memory type, however it did not make a noticeable difference looking back.

The MSP430FR6989 uses an FRAM program memory type. This is a newer technology than FLASH memory, and it extremely fast. On average there is a 16x speed increase from FLASH memory when writing to FRAM and a 21x energy consumption improvement [9]. This would be good for rapid updating and prototyping. FRAM is also capable of being rewritten many times more than FLASH. While our team does not plan to exceed FLASH's writing capacity, it's a safer choice to choose FRAM over FLASH for safety.

The ATMEGA328p and ATMEGA2560 both use a FLASH program memory type. As discussed in the previous paragraph, this is an inferior memory type when compared against FRAM's speed and energy saving, however it's not without its advantages. The best part of FLASH is that it has a near infinite amount of reading cycles. Our team will not exceed the thousands of write capacity that FLASH has, but it is possible that our vehicle will read from the program memory hundreds of thousands of times over the course of its life. It may be better to consider using a microcontroller with FLASH rather than FRAM due to the stability of its read cycles.

13.4.7 EEPROM Size

The EEPROM size in the tables above shows the size of the EEPROM the microcontrollers have. EEPROM is a type of memory that is used as non-volatile

memory. It can be erased and rewritten in circuit. This type of memory is important to store data that won't change often or at all. EEPROM can be used with FLASH memory to preserve the FLASH memory cells.

The MSP430FR6989 does not have an EEPROM. This is not a problem since the MSP430FR6989 uses an FRAM program memory type. The write cycle limit of FRAM has a much larger capacity than FLASH, so there isn't a need to have EEPROM.

The ATMEGA328p has a 1Kx8 EEPROM. The small amount of EEPROM shouldn't be a problem for this microcontroller since our team may have used multiple microcontrollers to control the sensors. Much like the small amount of program memory, having a small EEPROM is preferable with this microcontroller so there isn't a lot of unused space.

The ATMEGA2560 has a 4Kx8 EEPROM. This is a large enough EEPROM to store all of the data our team should need for our program. Since our team would have used a single microcontroller for this choice our microcontroller would need a large EEPROM to reduce the number of write cycles of the FLASH program memory. If during the development process our program storage exceeded the limit of the EEPROM it would have been best to use a different microcontroller so the microcontroller doesn't have to rely on the FLASH program memory and ruin the FLASH cells.

13.4.8 RAM size

The RAM size in the tables above shows the size of the RAM each microcontroller has available. RAM is used in a microcontroller for storing temporary variables, the stack, and the heap. If a microcontroller is tasked with storing a lot of values, it's important to have a lot of RAM to give the microcontroller ample space to do so. Without sufficient RAM, the microcontroller may freeze, or crash entirely.

The MSP430FR6989 and the ATMEGA328p have a RAM size of 2Kx8. Since the MSP430FR6989 has similar specifications to the ATMEGA2560, this amount of RAM could be a problem. If our team used too many peripherals with this microcontroller, it's possible that it would have exceed the amount of RAM it has available and freeze. This would not be good for data collection, and if we don't take measures to inform the users of a crash, such as if our data collection was entirely headless, it could result in hours of wasted time for the users. This amount of RAM is fine for the ATMEGA328p, however. Our team may have used multiple microcontrollers to control sensors, since the ATMEGA328p has a small number of pins. Having the peripherals spread out over multiple microcontrollers would give each individual one plenty of RAM for each peripheral.

The ATMEGA2560 has a RAM size of 8Kx8. This is 4x as much as the other two options. Having a large amount of RAM is good for this microcontroller, due to the number of I/O pins it has available. Our team would be able to comfortably run all of our sensors from this one microcontroller without the risk of freezing or crashing.

13.4.9 Voltage

The voltage in the the tables above shows the operating voltage the microcontrollers are capable of running on. An ideal microcontroller should have a wide

range of voltages it can operate between. The voltage will usually determine the internal clock speed of the microcontroller. It also determines what kind of peripherals the microcontroller will be able to use. Choosing a microcontroller with the proper voltage range of our sensors will be an important step in the design process, since having a sensor with a voltage requirement outside of the microcontroller's operating voltage will render it useless.

The MSP430FR6989 runs on a voltage ranging from 1.8V to 3.6V. This is a power efficient microcontroller that has a lot of power saving options. One of these power saving options is an ultra-low power mode, which reduces this operating voltage even more, often into the millivolts. Using this option would give our solar panels time to recharge the batteries between data readings, and would overall be a low consumption option that would benefit our power system. This could be a problem if we choose sensors that require 5V to operate, however. We would need a separate power system in order to power these peripherals. This could be a problem for our power needs if our peripherals don't have the option of being powered through the microcontroller, since they wouldn't take advantage of the low power mode options, and would always be drawing power from the batteries.

The ATMEGA328p runs on a voltage ranging from 1.8V to 5.5V. This is a balance between the other two microcontrollers, and can operate on a voltage at both the minimum and maximum operating voltages of them. This would allow our team to power most peripherals from the microcontroller, which usually operate at either 3.3V or 5V. We could also take full advantage of any low power options this microcontroller has, and not put too much pressure on the power system.

The ATMEGA2560 runs on a voltage ranging from 4.5V to 5.5V. This microcontroller is the most restricted of the three options. Our team will have to make sure our power system is able to deliver a relatively stable power supply to this microcontroller to avoid issues with power. We will have to design a step down voltage regulator that provides a constant 5V output to make this possible. We will also have to make sure the vehicle can handle the power requirements, without relying too much on solar charging to keep our vehicle powered. This microcontroller will be able to power all of our peripherals, however, by using a step down voltage regulator on the microcontroller itself to provide a 3.3V output for the peripherals that can't operate on 5V.

13.4.10 Mounting Type

The mounting type in the tables above shows the type of mounting the microcontrollers use for attaching to PCB's. The mounting type of the microcontroller will determine how cheaply and easily our team will be able to prototype our PCB design. If the mounting type is not capable of inserting into a solderless breadboard, it will make prototyping much more difficult, and will require a development board in order to physically build the different designs our team will make. Another option is to simulate the microcontroller inside a program, however reliably doing so cannot be counted on, and our team will solely focus on whether or not we can physically test our microcontrollers.

The MSP430FR6989 and ATMEGA2560 both use a surface mount mounting

type. This type of mounting type could cause trouble throughout the life of the project. A surface mount device is unable to be prototyped and tested on a solderless breadboard. Our team would have to buy development board from the manufacturer in order to test circuits with these microcontrollers. This could lead to a lot of money spent on these options. A surface mount device is also structurally weaker than a through hole mounting type. Since our vehicle is expected to traverse rough terrain, the constant vibration might eventually break the surface mount device off of the PCB. This would lead to our team needing to either resolder the microcontroller back onto the PCB, which is difficult and requires special equipment, or buy and entirely new PCB with a new microcontroller attached.

The ATMEGA328p uses a through hole (D.I.P.) mounting type. This mounting type is preferred for automotive uses, due to the stronger bond it has with the PCB. This would be the better option if our team doesn't want to risk the microcontroller breaking off of the PCB during testing or demonstration. This mounting type also allows for easy prototyping with a solderless breadboard, due to the structure of the pins.

13.4.11 Number of I/O

The number of I/O in the tables above shows how many I/O pins each microcontroller has available. I/O pins are necessary for our microcontroller to connect with peripheral devices. These devices include all of the sensors our vehicle will have, and also the parent computer the microcontroller will send all of the data to. If our microcontroller does not have enough I/O pins, our team will not be able to use all of the sensors with a single microcontroller. Instead, we will have to rely on a serial communication method that allows multiple peripherals. This method will make our design extremely complicated, and depending on the microcontroller, could require complex code that our team may not have time to design.

The MSP430FR6989 has 83 I/O pins. This includes 12 analog pins. The amount of I/O pins this microcontroller has will be able to handle all of the peripherals our team has. This will not be a determining factor for this specific microcontroller, since there are restrictions for the other specifications. Our team will have to do testing to see if this microcontroller will be able to handle all of the peripherals, despite the large number of I/O pins available.

The ATMEGA328p has 23 I/O pins. This includes 6 analog pins. This is a small amount of I/O pins that would not be able to hold all of the peripherals our team has if they didn't all use I2C. This is not an issue for this microcontroller, since our team planned to use multiple microcontrollers if this option is chosen. However, we decided to ultimately choose to only use sensors that operated over I2C, so we didn't need a lot of pins for the sensors. This needed careful planning for choosing which peripherals would have been paired together for each microcontroller, or have a separate microcontroller for each peripheral if we didn't use our approach.

The ATMEGA2560 has 86 I/O pins. This includes 16 analog pins. This is the most amount of I/O pins out of all of the options, and will be enough for all of our peripherals. This microcontroller shouldn't have any other restrictions that would prevent our team from being able to connect all of our peripherals. If, through

testing, this microcontroller is too slow to handle all of the peripherals, our team would have been able to easily transfer the code to the ATMEGA328p, since they are similar microcontrollers that use the same IDE and code.

13.4.12 Cost

The cost in the tables above shows an estimated cost of the microcontrollers. The cost of the microcontroller is not the most important factor, however it may have determined how much we can prototype with them. Our team expected to make mistakes while designing and testing circuits for our microcontroller. Because of this, it's possible that we would have accidentally ruined a few microcontrollers while testing, and while testing we did short out a microcontroller. We had to take this into consideration when choosing a microcontroller. We also had to account for development boards, which were not included in the tables. These development boards were be the only way our team can rapidly prototype with some of the microcontrollers, and the price of them widely vary depending on the manufacturer.

The MSP430FR6989 costs around \$10. Since this option needs the development board due to the mounting type, extra costs would need to be accounted for when considering this option. Each development board costs \$20 from TI, and if our team needed multiple boards for testing this cost would quickly add up. This option is a good balance between cost and function, and with the newer technology TI uses in its products this option could have been the best choice if our team wanted to use features that the other microcontrollers don't have.

The ATMEGA328p costs around \$2.50. Since our team may have needed multiple of this microcontroller, the cost will eventually go up to around the other options. However, for testing purposes and development only one was needed. This allowed our team to distribute the cost over many weeks, instead of having to spend a lot of money upfront. This would have been good if our team needed to change to a different microcontroller during the designing of the vehicle. This microcontroller also doesn't need a development board, and the cost of the microcontroller will only be spent on what we can actually use in the final build, and not just for testing purposes.

The ATMEGA2560 costs around \$14. This is the most expensive option, and has more costs associated with it, like the MSP430FR6989. Due to the mounting type of this option, a development board will be needed. The cost of the development board can be as high as \$40. Our team may be able to get around this cost by doing testing and development with the ATMEGA328p, and adapting the code to an ATMEGA2560 for the final build. This will need careful planning, however it is possible, and our team has tested this method with successful results.

13.5 Final Decision

After considering all the available options our team will use the ATMEGA328p in our project. While the technologies implemented into this microcontroller aren't the newest, it is still a powerful microcontroller that will be capable of meeting our needs.

14 GSM Module

In this section, we discuss the GSM module that is to be used for our design. The GSM module will allow our vehicle to be able to connect to a remote network which allow for internet communications in areas that do not have a WiFi network. You can liken this to phone data and being able to browse the web using that data. Since phone networks operate on a subscription-based service, this means that we need to pay to be able to use the service provided by these networks, such as T-Mobile or AT&T. Another expense that is required to be able to use the module is a SIM chip. The SIM chip is what identifies the device to the network. The modules that we will be considering are the SIM900 Quad Band GSM Module, XYGStudy GSM/GPRS Module, and Shield for Arduino with GPS - SIM7600CE . The aspects that we'll be reviewing before we decide on which to use will be: size, wireless technology, and price.

14.1 SIM900 Quad Band GSM Module

This SIM900 GSM module is based off the Sim900 from SIMCOM and allows us to connect to a GSM cellular network. The module allows us to send SMS, MMS, GPRS, Audio, and HTTP commands via UART. The frequency band that this device has is up to 1900 MHz which means this device only supports 2G connection. It also has Embedded TCP/UDP which allows us to send data to a web server.

14.2 XYGStudy GSM

The XYGStudy is a Raspberry Pi addon that is based on the SIM7600G from SIMCOM. As noted this is a Raspberry Pi addon which we will be using as our computing device. The Raspberry Pi will be maintaining our GUI and must be able to receive information constantly from the microcontroller. With this, we need to make sure that the Pi can maintain a stable connection so that the GUI does not loss connection and fail to display important info. That being said, this module allows 4G connection to be able to browse the Internet which is much more robust than 2G or 3G, not only that we're able to do HTTP requests which is essential for our GUI.

14.3 Shield for Arduino with GPS - SIM7600CE

The SIM7600CE Shield for Arduino is another GSM module like the first option except it supports 4G which has a faster and stable connection, which is essential for our GUI as we need a constant stable stream for our data. It shares the same aspects as the XYGStudy module but is designed for use for Arduino-based systems.

85mm*57mm*20mm	56.21mm × 65.15mm	69*54mm	Dimensions (mm)
2G	2G, 3G, 4G	2G, 3G, 4G	Wireless technology
3 V - 5 V	3.3/5V	3.3/5V	Power Requirements
\$21.90	\$86.99	\$65.00	Price
SIM900 Quad Band GSM Module	XYGStudy GSM	SIM7600CE Shield	

Table 19: GSM Comparison Table

14.4 Comparison

In comparison, the latter two modules are almost the same it's dependent on which one you connect to whether it be a Raspberry Pi or an Arduino device which we will be doing. This means that both the XYG and Shield for Arduino are good options to use. The first option would be good for a different application but since the GUI and the information it will receive are vital to the project we cannot use it due to its 2G protocol. Since 4G is more robust, we feel that this may work out better in the end to use. Between the XYGStudy and Arduino shield, each are designed to be used for different devices: Raspberry Pi and Arduino. Now this does not necessarily mean they will not work with other other devices. However, it is in our best interest to use these as they were intended.

14.5 Final Decision

For our final decision, since we only really need the Raspberry Pi to be connected to the Internet. We decided that to go with the XYGStudy GSM module for our final design. Firstly, the initial option would not work well for our purposes. 2G is essentially outdated at this point of writing and in order for the GUI to be more stable we felt that a 4G connection would work much better. Not only that, comparing the XYG and Arduino GSM Shield together, we felt that they were quite similar spec-wise, and since the Arduino will be connected to the Pi via serial communication, we felt that the Arduino shield would not be necessary in our design. Therefore, the XYGStudy module will be used for our design.

15 GPS Chip

For our design, we discussed earlier the features that our vehicle would require in order for it to be autonomous. Specifically with Geofencing to distinguish a designated navigable area, as well as use the GPS to make rapid navigational decisions based on data provided by the sensors. The way we could accomplish this was by utilizing a GPS sensor that can return information to be displayed through our GUI. There were plenty of good GPS modules in the market that

would have served our design well, but we needed to choose one. For our design, we considered these features for the GPS module: size, update rate, navigation sensitivity, power requirements, accuracy, and price. With these requirements in mind, our team found that these modules: the NEO-6 GPS module, the Grove GPS module, and the Grove Air530 GPS module.

15.1 NEO-6 GPS Module

The NEO-6 GPS module was a stand-alone GPS receiver that sat at 12 by 16 by 2 mm. It is one of the most popular GPS modules on the market. It had a MS621FE-compatible rechargeable battery for backup and EEPROM to store configuration settings. This module was based off the u-blox NEO-6M GPS engine and has a ROM/FLASH version of ROM 7.0.3. It had a configurable UART interface for serial communication, with a default UART baud rate at 9600. Unlike most GPS modules, the GPS signal was a right-hand circular polarized, which meant that the electric field vector rotated clock-wise with respect to the direction of propagation. Because of this, the antenna provided will be a patch type rather than the traditional whip type. In terms of accuracy, the module had 2.5m GPS horizontal position accuracy, had a -161dBm navigational sensitivity rate, and updated at 1 Hz to 5 Hz max. One major thing to note, is that it does not include any header pins which meant we must solder them in ourselves.

15.2 Grove GPS module

The Grove GPS Module was another stand-alone GPS receiver that sat at 40 by 20 by 13 mm. The module was armed with a SIM28 module which was the actual module that drives the GPS functions. Similar to the NEO-6 module, it allowed for serial communication and had a default baud rate at 9600. If we were to use a Grove development board, we could have plugged directly through its UART interface. The antenna included was a traditional whip-type. The specs listed on the manufacturers website stated that it had: a navigational sensitivity at -160dBm, a 2.5m GPS horizontal accuracy, and an update rate of 1 Hz - 10 Hz max.

15.3 Grove Air530 GPS Module

The final module we considered was the Grove Air530 GPS module. This module was described as being a "high-performance, highly integrated multi-mode satellite positioning and navigation module." Spec-wise it was almost similar to the previous module, however it had support for 6 satellites at a time which was useful for areas with bad-signal. One major feature of this module was that it had a much lower power consumption sitting at 31uA. In terms of accuracy it had the same horizontal accuracy as the previous, but this module featured a high positioning accuracy of 3.5m a speed accuracy of 0.1m/s, and a time transfer accuracy of 30ns.

15.4 Comparison

The three GPS modules were quite similar overall as they all had the same baud rate, navigation sensitivity, mostly similar power requirements, and horizontal positional accuracy. Below we list all the specification side-by-side and then determine which one to use.

12mm*16mm*2mm	40mm*20mm*13mm	40mm*20mm*13mm	Dimensions (mm)
1 Hz - 5 Hz	1 Hz - 10 Hz	1 Hz - 10 Hz	Update Rate
-161dBm	-160dBm	-160dBm	Navigation Sensitivity
3 V - 5 V	3.3/5V	3.3/5V	Power Requirements
2.5m GPS Horizontal	2.5m GPS Horizontal	2.5m GPS Horizontal	Accuracy
\$10.005	\$25.90	\$13.10	Price
NEO-6	Grove GPS	Grove Air530	

Table 20: GPS Comparison Table

15.5 Final Decision

For our final decision, we carefully considered the three options and found that they are all essentially the same. In terms of specs they all have nearly identical besides the sizing. At a glance, it might be obvious to choose the NEO-6 over the others due to its price point and sizing; however, the need for soldering can add to our costs in terms of soldering material as well as the machine to do so. Therefore, we decided to not go with the NEO-6. Between the two Grove modules they were almost identical as well. The Grove Air, however, boasts up to six satellites connectivity to help compensate in areas with bad signal. Since our design is meant to operate in remote areas with barely any connection, we felt that this module would work well for us.

16 Interface Computer - Raspberry Pi 4

This section discusses the interface computer that will be used for our vehicle. This interface computer will be the computer that runs the main GUI, and has an outside connection to a database. The database stores all of the sensor information on an external server. The computer will be the main hub of all of our computers, and will display all of the sensor and GPS data to the user. For this interface

computer our team will be using the Raspberry Pi 4. The table below lists the technical specifications for the Raspberry Pi 4.

What the computer will do is that it will host a server that will then upload the data onto a front-end GUI. The server will receive our data directly from a database that will update periodically with the information being received from the MCU. Firstly, we would need a middle-man program to decipher that data from the MCU and then upload directly, as there was no current support to send data directly from an MCU to a database. Once that was done, we could design an API that will perform HTTP requests and take that data from the database and hold it onto a server. Finally, our front-end will also perform HTTP requests to receive that data from a server and display it as necessary.



Figure 34: Raspberry Pi 4B - Reprinted with permission from Adafruit

Our team decided to use the Raspberry Pi 4 due to the convenience and power it offers. This computer is small enough to fit inside our vehicle, and is capable of displaying to 2 different screens at 60FPS and up to 4K resolution. The Raspberry Pi 4 has a quad-core processor and 8GB of RAM, which offers enough power to act as the controller for our vehicle. This computer also has connectivity options that will allow it to connect to our external server and transfer the data the vehicle gathers to it.

Broadcom BCM2711, Quad core Cortex-A72 (ARM v8) 64-bit SoC @ 1.5GHz	CPU
2.4 GHz and 5.0 GHz IEEE 802.11ac wireless, Bluetooth 5.0, BLE Gigabit Ethernet	Connectivity
2GB, 4GB or 8GB LPDDR4-3200 SDRAM	Memory
2 × micro-HDMI ports (up to 4kp60 supported)	Display
75.00	Total Cost (\$)
Raspberry Pi 4B	

Table 21: Raspberry Pi 4B Specifications

17 Touchscreen Display

For the touchscreen display, we indicated different displays that could work with our design, each with different sizes and features. When we decided which display would fit best for our design we considered four aspects. First, the touchscreen capabilities. Second, the size of the display. Third, the interface connection type as well as data communication types such as I2C or SPI. Finally, the last aspect we considered was the cost. The three displays we considered were: The Elo TouchSystems 19-Inch Touchscreen Display, The Hannspree 21-Inch Multi-Touch Screen Monitor, The BuyDisplay 10 Inch Serial SPI I2C Module Display, and The Raspberry Pi 7-Inch LCD Screen.

These four displays were all good choices for our vehicle, but we had to consider a few things. First of all, we were looking for a display that was priced between \$50-\$120. Another aspect we needed to factor was the size of the display. At the time, we were leaning towards a scalable prototype in which we used a Power Wheels car to reduce our overall budget. Because of the size constraint we had, we had to consider how large the user console needed to be to fit on a smaller system. Not only that, we had to consider how we were connecting the display to the microcontroller. At the time, we decided between two options: have the display connect directly to the microcontroller to return an interactable GUI, or use a separate device that will communicate with the microcontroller and run our GUI.

The former option presented a few problems, first being that if we used the MCU to "write" onto the display, we would be limited in the types of images to show. Since it's GUI components that received data from sensors and display, the MCU would constantly have to "rewrite" the information. Not only that, we also had the issue of the memory size of the GUI. Right now, if we had used the MSP430FR6989 we would only have 2 KB of RAM and 128 kB of FRAM available to us, and having to draw a 1024x600 black and white image takes 75KB of memory. A solution to this would be adding external memory RAM/FRAM

but it would be too slow to access, which would not have been ideal for our case if we wanted information in real-time.

The latter option would have been to use a separate device that would communicate with the MCU through UART and would be solely dedicated for running the GUI application. The benefit of this would be that it would have been able to receive data from the MCU in real-time and not have to worry about memory restrictions as well. Also, since memory wasn't an issue anymore we could make the GUI more extensive as well. Therefore, the best approach to host the GUI application would be to host it through a separate device, which would be a Raspberry Pi. Below we discussed in depth which display worked best for our design.



Figure 35: Elo TouchSystems Touchscreen Display

17.1 Elo TouchSystems Touchscreen Display

The Elo TouchSystems Touchscreen Display that we considered had a 19 inch touchscreen with a 1280 x 1024 resolution. This system is used primarily for POS systems that you would find in retail stores or restaurants. The price of the device at the time of writing this was listed for \$99.99. The overall build was durable which worked well with our design and would have been able to withstand different environments. One issue with this display is the size. Since we considered using a Power Wheels car, we had limited space on the dashboard to fit a display. Because of how large the Elo TouchSystems display was, we couldn't use it in our design. The company does offer different models of touch screen monitors to use, but our team had considered other displays to use.

17.2 Hannspree Multi-Touch Screen Monitor

The Hannspree Touchscreen 15.6 Inch Display was our second option and featured a 1366 x 768 resolution, HDMI + VGA + DP inputs, and connectivity to separate devices such as Raspberry Pi. This feature was useful for us as it having support

for a separate computing device would have given us more options to add more features to the center console. However, there were three issues with choosing this as our display. The price at the time of writing this, was currently listed under \$329.71 which was way beyond our price point. We couldn't even buy this display directly from the Manufacturer as they are based in Europe and do not seem to ship to North America. Finally, since we were working with a smaller build, the size of the display would be too large to fit onto the dashboard of the vehicle. Therefore, we had reconsidered this option.



Figure 36: BuyDisplay Serial SPI I2C Module Display

17.3 BuyDisplay Serial SPI I2C Module Display

The third display our team considered was the BuyDisplay Serial SPI I2C Module Display. Firstly, this display was around 10 inches in size, 1024x600 pixel resolution, and was at least \$90.70 with extra features for an added price. This display already passed our size constraint for our design, and not only that if we needed to increase/decrease the size BuyDisplay offered different sizes of displays. The way this display connects through pin header or via a ZIF connector. It's also listed under the specifications that it had the ability to use with I2C and SPI which allowed for I/O expansion if we needed as well and direct writing via a microcontroller or separate device.



Figure 37: Raspberry Pi 7-Inch LCD Screen

17.4 Raspberry Pi LCD Screen

The final display our team considered was the Raspberry Pi 7-Inch LCD Screen. This display is around 7 inches in size which was the smallest display out of the four, but was the cheapest only at \$60.00 and had the lowest resolution sitting at 800 x 480. This display was quite similar to the BuyDisplay as it connected via ribbon cable. What it differed from the BuyDisplay version was that it doesn't have the option to communicate via I2C and is meant primarily as a standalone display that connects to a Raspberry Pi. In a later section we discussed how we would get the information from the MCU to use in GUI. As a display, this was a good consideration as the price point and size profile suited our needs.

17.5 Comparison

In comparison, the displays above each had unique strengths and weaknesses. Below is a table comparing the factors that our team considered which includes: size, resolution, connectivity, and cost. Although there were more factors that would also matter, we felt that the listed aspects were more important at this stage of development.

19-Inches	15.6-Inches	10-Inches	7-Inches	Display Size
1280x1024 pixels	1366x768 pixels	1024x600 pixels	800x480 pixels	Display Resolution
Analog VGA	VGA, HDMI, and DP	Pin Header ZIF Connector	DSI Ribbon Cable	Display Connectivity
\$99.99	\$329.71	\$90.70	\$60.00	Total Cost (\$)
Elo TouchSystems Display	Hannspree Display	BuyDisplay Display	Raspberry Pi Display	

Table 22: Comparison Table for Touchscreen Displays

17.5.1 Display Size

This size section in the table above discussed the different sizes between the four displays and how they worked with our design. As stated previously, we had decided on using the Power Wheels to act as a prototype of our ideal build. Because of this, we were limited in the size of different components we would have to use. This included our touchscreen display, where if we chose a larger display, this would not have benefited the design but would have hindered it as it would have obstructed the view of a passenger. Of course, a larger display would have been beneficial as we would have been able to display more information overall. However, we needed to understand that the dashboard of the prototype was much smaller than the ideal build. Therefore, our team prioritized using a smaller display for the design.

17.5.2 Display Resolution

The resolution section in the table above compared the different resolutions between the four displays we were considering. This category was the least concerning between the four, as resolution would only really matter depending how far the dashboard would be from the passengers. The recommended resolution size for a UI according to official documentation written by Microsoft's Windows App Developer Documentation [10], they recommended a minimum resolution of 800x600 pixels. With this in mind, and after comparing all the resolutions for the displays all but one exceeded this minimum requirement: The Raspberry Pi LCD Touchscreen. For the Raspberry Pi display, we felt that this worked well for our current design, as we were creating a smaller-scale prototype. Ideally for our final design we would have needed to follow the guidelines from Microsoft when developing the GUI, but at the time of writing this we won't place a huge importance on this aspect in our prototype.

17.5.3 Display Connectivity

This connectivity section is in relation to the row in the table above and compared the different displays we were considering and their connection types. The main reason why connection types matter is because it will influence overall visual quality of the GUI application and even allow for extra options for I/O connection and data writing to separate devices. The first display utilized a VGA connector which is outdated compared to the more common HDMI and more recent DP connection. That being said, it was still fine for our application as it didn't need to be the best quality possible such as 1080p and beyond. We were also limited by our resolution as well. As for connection to separate computing devices, such as a Raspberry Pi or the like, we would have needed an adapter that converts micro HDMI to VGA which adds to our overall cost.

The second option had support for VGA, HDMI, and DP which was good as we would have been able to connect to different computing devices with or without the need for an adapter depending on the computing device. Again we would like to reiterate that overall video quality was not important to the overall design, as long as the minimum quality of the display was 720p according to the documentation[10] it is acceptable.

The third option differed as it doesn't have traditional display inputs such as VGA or HDMI but instead used a ZIF connector that drove the display directly through a microprocessor, which saved on overall space being beneficial for smaller applications. The only issue with this was that it might not be beneficial for larger versions of our design.

The final option, the Raspberry Pi, was similar to the third as it didn't have traditional display inputs where it connected via a ribbon cable. The only downside to this one was that we were limited with connection as it didn't have any I2C or SPI communication capabilities so we were only limited to using the Raspberry Pi as a means of communicating.

17.5.4 Total Cost

The total cost sections in the table showed the total cost of buying a display. As a team, we also considered how expensive every component was to the design and needed to budget accordingly. Our team felt that the budget should be going to much more important components such as the AI computing device or vehicle. If we compared all our options we can easily see that the Hannspree Display is much more expensive than the rest and had reconsider. If we were creating the final larger design, we would most likely consider this one due to its size and features it had. Hannspree had other options for displays that would have worked for our design but the issue was that they are EU-based and would not ship to other countries. There was a \$329.71 listing was available on Amazon which was why we were able to consider it in the first place.

This had left us between three options: the EloSystems Touchscreen Display, the BuyDisplay Touchscreen Display, the Raspberry Pi Display. The three displays were all in the range of \$50-\$100. One thing to note was that if we chose the EloSystems display, we also had to buy a VGA to microHDMI adapter if we wanted to use a Raspberry PI as our computing device. This extra cost actually made it a bit more expensive than the BuyDisplay display. The Raspberry Pi

display on the other hand was the cheapest option and included all the necessary components we needed to connect to a Pi device.

17.6 Final Decision

For the final decision, our team decided that the Raspberry Pi Display module was the best option. The reason for this was that it passed most of the requirements our team needed for our prototype as well as being the cheapest option available. The only issue would have been scaling up our project if we weren't doing a prototype. Instead we would have used one of the other options. Therefore, we had made the final decision that we would use the Raspberry Pi Display for our vehicle.

18 AI Computing Device

This section discusses the AI computing device that will be implemented into the project. It covers the options we have for AI computing devices, the comparison of the different options, and the AI computing device our team chose to implement into the project. Our team must consider the right AI computing device that meets the needs of the project goals. Failing to do so could cause power issues, or cause the vehicle to injure a bystander or passenger.

The AI computing device controls the navigation and object detection part of the project. It identifies objects in front of the vehicle, and determines whether or not the vehicle should continue on the planned path. If it chooses not to continue on the planned path it will then reroute the vehicle around the object and try to continue on the planned path after doing so.

The first option is the NVIDIA Jetson TX2 NX [11] AI computing device. This option is considered for the power it has to offer. The Jetson TX2 NX is one of the best AI machines for non-professional use. It has roughly 2.5x the amount of processing power as the Jetson Nano and Compute Module 4. This extra power would allow the vehicle to quickly identify any obstacles and plan the vehicles course of action much faster than the other two options.

The second option is the NVIDIA Jetson Nano AI computing device. This option is considered for the amount of graphical processing power it has for the low price. This board is similar to the Compute Module 4, however the GPU is much better, and our project relies on a good GPU for quick graphics processing.

The final option is the Raspberry Pi Compute Module 4 IO board. This option is considered for the low cost. This option is half the price of the Jetson Nano, and a quarter of the price of the Jetson TX2 NX. If our team needs to cut costs at any time during this project, this option will allow us to do that.

18.1 NVIDIA Jetson TX2 NX

The first consideration for the AI machine is the NVIDIA Jetson TX2 NX. The Jetson TX2 NX is a top of the line AI machine that would allow our team to create complex computer vision software that could handle most things it would be tasked with. Implementing this option into our project would also allow us

to surpass the requirements listed and make our vehicle capable of driving faster, due to the faster object recognition available with this option.

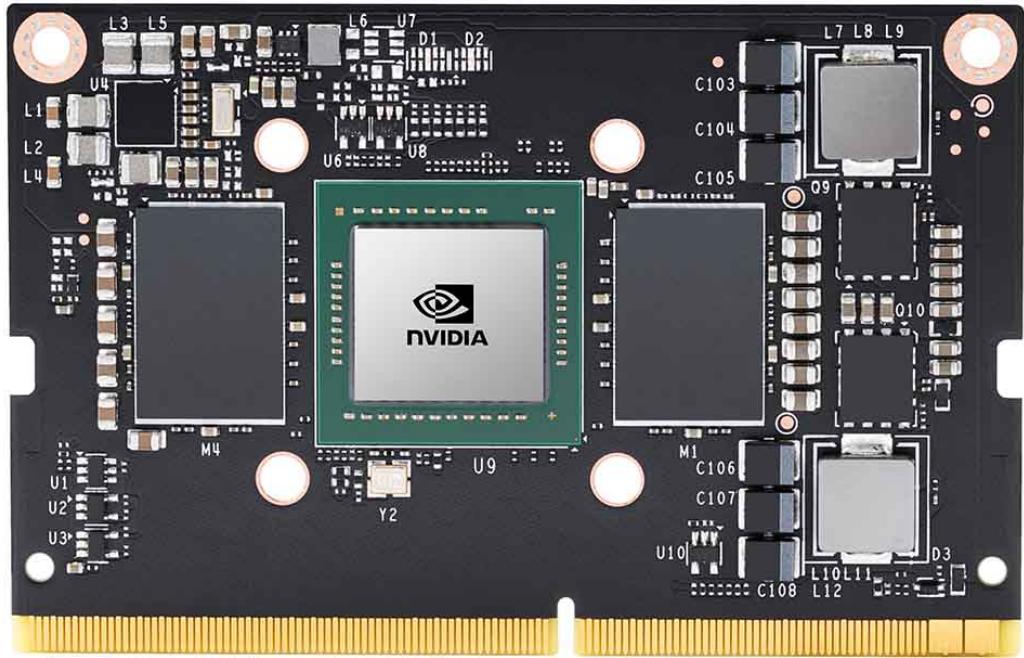


Figure 38: Jetson TX2 NX Module - Reprinted with permission from NVIDIA

The cost of this option is \$200, and the most expensive option of the three. This cost is within our budget, and is a reasonable cost for this machine. The one issue with this option is that the module does not come with a carrier board. The carrier board allows external interfacing with the module, such as USB connection, and HDMI output. A carrier board can be bought, or created by our team. If the carrier board was purchased, there are two options available. The first option is the Jetson Nano carrier board, and the second option is the Xavier NX carrier board. If we purchased the Jetson Nano carrier board, it would require purchasing a Jetson Nano Development Kit for \$99, and will not fully interface with the Jetson TX2 NX since the pinouts are slightly different. If we purchased the Xavier NX carrier board, it would require purchasing a Xavier NX Development Kit for \$400, however this option will fully interface with the Jetson TX2 NX since the pinouts are identical. Purchasing a Xavier Development Kit would also allow us to make up the cost by selling the Xavier NX module. The cost for building the carrier board is unknown, and our team likely doesn't have the experience or time to build one.

These factors make it hard to consider this option, since it's not certain if the module will even be viable due to the lack of a carrier board. Purchasing a carrier board would be the easiest option for our team, and it would give us time to work on other parts of the project, without worrying about failure if we were to build the carrier board. As the project progresses it will become more clear whether or not we need the Jetson TX2 NX, or if a less powerful module will be the better choice.

1.33 TFLOPs	AI Performance
Dual-Core NVIDIA Denver 2 64-Bit CPU and Quad-Core Arm® Cortex®-A57 MPCore @ 1.4 GHz	CPU
256-core NVIDIA Pascal™ GPU	GPU
4 GB 128-bit LPDDR4 51.2GB/s	Memory
2 multi-mode DP 1.2/eDP 1.4/HDMI 2.0	Display
200.00	Total Cost (\$)
Jetson TX2 NX	

Table 23: NVIDIA Jetson TX2 NX Specifications

18.2 NVIDIA Jetson Nano

The second consideration for the AI machine is the NVIDIA Jetson Nano. This module is a lower end budget AI machine. Even though it's not as competitive as the Jetson TX2 NX, it is still a strong AI machine that has a good GPU for computer vision. The Jetson Nano will allow us to comfortably meet our requirement specifications and still allow for some extra features if necessary.

The cost of this option is \$100 and is in the middle price range of all three options. The cost is well within our budget, and will allow us to spend more money on other parts of the project. This module also comes with a carrier board, unlike the Jetson TX2 NX. The addition of the carrier board means our team can focus on making the software as optimized as possible without worrying about losing time building a carrier board. We also don't have to worry about spending any extra money building a carrier board, and risking the board failing.

This option is on the top of our list of considerations. The only worry is that our team won't be able to purchase one due to the popularity of the module. The Jetson Nano is sold in a lot of online stores, however the stock is limited, and it often takes weeks for the stock to return.



Figure 39: Jetson Nano Development Kit - Reprinted with permission from NVIDIA

472 GFLOPs	AI Performance
Quad-Core Arm® Cortex®-A57 MPCore @ 1.42 GHz	CPU
128-core NVIDIA Maxwell™ GPU	GPU
4 GB 64-bit LPDDR4 25.6GB/s	Memory
2 multi-mode DP 1.2/eDP 1.4/HDMI 2.0	Display
100.00	Total Cost (\$)
Jetson Nano	

Table 24: NVIDIA Jetson Nano Specifications

18.3 Raspberry Pi Compute Module 4

The third consideration for the AI machine is the Raspberry Pi Compute Module 4. This is a single-board computer that can be used for embedded applications.

This option does not come with a GPU, and will only be considered if the other options are not available for purchase. This computer is good in other aspects though, such as a processor that can compete with the Jetson Nano. This option will allow us to meet some of the requirements needed for our project, and will allow our team to show a proof of concept, rather than a fully functional prototype.

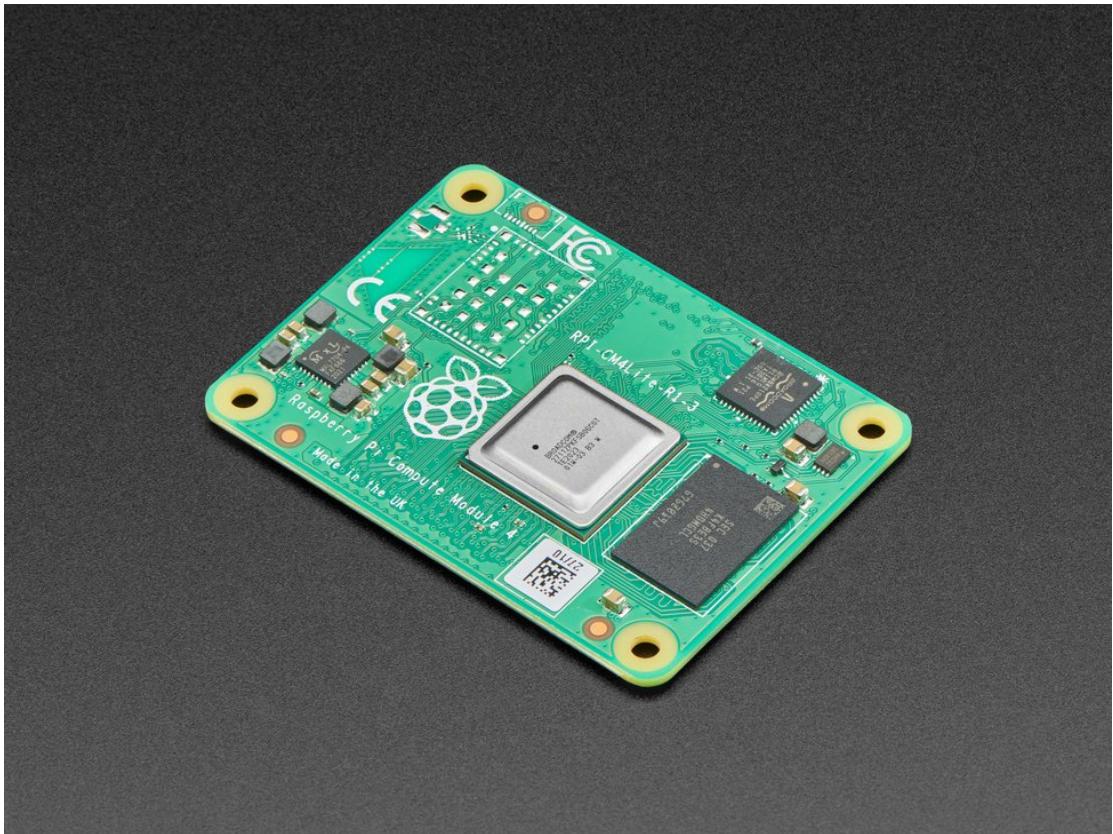


Figure 40: Raspberry Pi Compute Module 4 - Reprinted with permission from Adafruit

The cost of this option is \$33, making this the lowest cost option of the three we have. This cost is below our budget, leaving plenty of extra money to spend on other parts of our project. There are other costs to this option, however, such as an IO board needed to interface with external components. This IO board functions similarly to the carrier board the Jetson TX2 NX and the Jetson Nano require. The cost of the IO board is an additional \$38. The additional cost brings this option to a total of \$71 dollars. The added costs are still \$30 below the Jetson Nano, making this option a good choice if we need to spend more of our budget on other parts of our project.

This option is being considered as a backup choice if the other two options aren't available for purchase. If we choose this option it will severely hinder our ability to produce a functional prototype, and our team will have to take steps to keep our project goals obtainable.

N/A	AI Performance
Broadcom BCM2711 quad-core Cortex-A72 (ARM v8) 64-bit SoC @ 1.5 GHz	CPU
N/A	GPU
1GB, 2GB, 4GB or 8GB LPDDR4	Memory
Dual HDMI interface	Display
71.00	Total Cost (\$)
Compute Module 4	

Table 25: Raspberry Pi Compute Module 4 Specifications

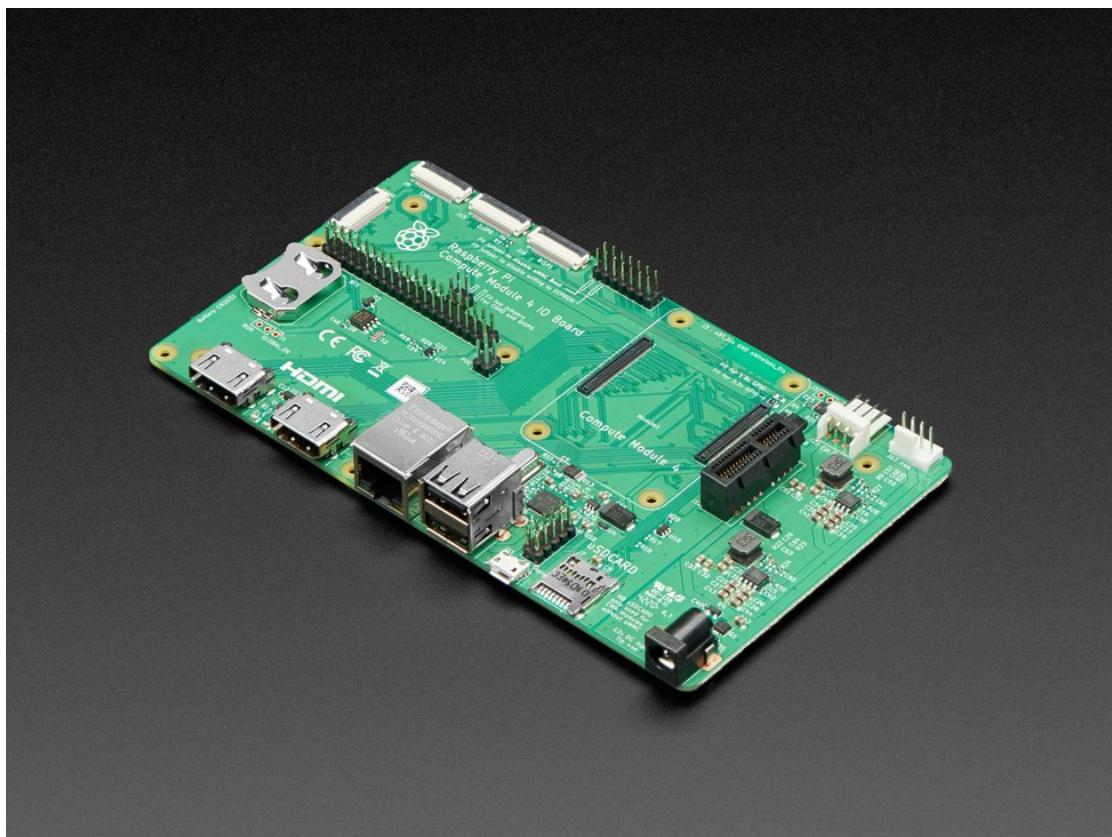


Figure 41: Raspberry Pi Compute Module 4 IO Board

18.4 Comparison

Comparing the different options shows us a lot about the strengths and weaknesses of the modules. The specifications above will be used as a comparison between the different modules. The factors our team are considering that are listed in the tables include: AI performance, CPU, GPU, Memory, Display, and total cost. The GPU is what dictates the AI performance, however they'll be compared separately for a broad overview of the specifications and limitations of the different options. A comparison of these factors will be discussed below.

18.4.1 AI Performance

The AI performance section in the tables above shows the speed at which each module will be able to compute. AI performance is the measurement of calculations that can be done per second. The measurement unit is a FLOP, or floating point operations per second. This will be an important factor in choosing an AI machine, since our team will need the AI machine to quickly recognize objects in the path of the vehicle.

The option with the best AI performance is the Jetson TX2 NX. The Jetson TX2 NX is roughly 2.5x as powerful as the Jetson Nano, with 1.33 TFLOPs. This will allow for on average 25 frames per second for object detection. While driving at a max autonomous driving speed of 8kph, or 2.22mps, this will allow the Jetson TX2 NX to take 11 samples per meter. The sample rate should allow the detection of any fast moving objects that move in front of the vehicle.

The option with the second best AI performance is the Jetson Nano. The Jetson Nano has an AI performance of 472 GFLOPs. This will allow for on average 13 frames per second for object detection. While driving at a max autonomous driving speed of 8kph, or 2.22mps, this will allow the Jetson Nano to take 5 samples per meter. The sample rate may not be enough to detect fast moving objects that move into the vehicle's path, however, it should allow the vehicle to detect any objects already in front of the vehicle.

The last option, the Compute Module 4, doesn't have a GPU on the module, so there is not a measurable AI performance available for this option. Since this option does not have a GPU, there is not reliable measurement for how fast the Compute Module 4 would be able to detect objects, or even how many times per second it could update.

18.4.2 CPU

The CPU section in the tables above shows which CPU each option has, and the speed of the CPU. The CPU is an important part of machine learning, since there is a lot of computation needed in order to process the data. Processors that are faster with more cores will allow for more processing to be done per second, and will allow for multiple processes to be done simultaneously.

The first option with the best CPU is the Jetson TX2 NX, which has a four core Cortex A57 processor and a two core Denver 2 processor. The Denver 2 processor is what sets the Jetson TX2 NX apart from the other two options. Since the Cortex A57 processor of the Jetson TX2 NX and Jetson Nano and the Cortex A72 processor of the Compute Module 4 are relatively equal in power, the Denver

2 allows the Jetson TX2 NX to out perform the other two options. With the ability to split tasks between the two processors of the Jetson TX2 NX, depending on the application, this can have a huge impact on performance.

The second option, the Jetson Nano, has a four core Cortex A57 processor. This processor has a nearly identical performance to the Compute Module 4's Cortex A72 processor. Without the added benefit of the Denver 2 processor that the Jetson TX2 NX has, the performance between the Jetson Nano and the Compute Module 4 are going to be about the same.

The third option, the Compute Module 4, has a Cortex A72 processor. As mentioned in the previous paragraph that discussed the Jetson Nano, the Compute Module 4 and the Jetson Nano have processors that are nearly identical in performance.

18.4.3 GPU

The GPU section in the tables above show which GPU each option has. As discussed in the AI performance section, the GPU is an important part of the AI machine. Without a GPU, there can be no significant graphical processing done, and will have little to no capability of object detection.

Most of the important factors of the GPU are discussed in the AI performance section. However this section will further add some details about the GPU, and show why the AI performance is impacted by the GPU.

The first option, the Jetson TX2 NX, has a 256 core NVIDIA Pascal GPU. The Pascal architecture is the newer module of the Maxwell architecture. The result of this is minimal, however it's worthwhile to note that the manufacturing process is different, and the Pascal GPUs were made using a 16nm process. The Pascal GPU is also more energy efficient. The 256 cores allow the Pascal GPU to perform better than the Maxwell GPU of the Jetson Nano, which only has 128 cores. The average expected performance of the Pascal GPU is about 2.5x better than the Maxwell GPU.

The second option, the Jetson Nano, has a 128 core NVIDIA Maxwell GPU. As discussed in the previous paragraph, the Maxwell architecture is the predecessor to the Pascal architecture. While the newer Maxwell architecture was manufactured using a 16nm process, the older Pascal architecture was manufactured using a 28nm process. Since this option is using a less powerful, and older, GPU it should be expected that the capabilities will be limited. Our team will have to decide whether or not this option is viable with our current requirements.

The third option, the Compute Module 4, does not have a GPU. This option might not be possible to use since it is unknown how well it will perform with object recognition. It is possible however that our vehicle will not need to rely so heavily on object recognition, and can instead use various sensors, such as a proximity sensor, to aid in the process of detecting any objects in the vehicle's path. These factors make this option worth consideration despite not having a GPU.

18.4.4 Memory

The memory section in the tables above shows the amount of RAM each option has. The amount of RAM our AI machine has will determine how much data it

can store. If our AI machine is running a lot of processes for object detecting, it may run out of available RAM, and this could lead to a system freeze, or failure. If this happens at any time during the operation of the vehicle, it would compromise the safety of anyone around, since the vehicle would essentially be blind. A system failure could also cascade to the other systems in our vehicle, and cause a crash.

The first option, the Jetson TX2 NX, has 4GB of 128-bit LPDDR4 RAM. This RAM has a read/write rate of 51.2GB/s. Since this is a 128-bit RAM, the data transfer rate is exactly twice as fast as the Jetson Nano. This could be an important factor, since our vehicle will need to react quickly, and will need the ability to read and write data quickly to do so.

The second option, the Jetson Nano, has 4GB of 64-bit LPDDR4 RAM. This RAM has a read/write rate of 25.6GB/s. Depending on the vehicle decision, this option could be the most beneficial. It is currently unclear how fast our final build will travel, and if a slower vehicle is chosen it would be unnecessary for the AI machine to be the fastest option.

The last option, the Compute Module 4, has variable RAM depending on the model. It can have 1GB, 2GB, 4GB, or 8GB of LPDDR4 RAM. This option did not specify the read/write rate of the RAM. This is a risky design decision since the read and write speed of the RAM is important. Unless further research on this option leads to a read/write rate of this RAM, it may be taken out of consideration for the AI machine.

18.4.5 Display

The display section in the tables above shows the options the AI machines have for connecting to an external display. All options have the option of an HDMI display option, with the Compute Module 4 having 2 HDMI ports. The Jetson TX2 NX and the Jetson Nano also have a eDP option, which allows for multiple displays to be used through one cable. If our team needs to have multiple displays active at the same time, it would be worth having the eDP option. Some versions of eDP also have a higher bandwidth than HDMI.

If our team plans to have multiple displays on our vehicle, having a Jetson TX2 NX or a Jetson Nano would be best to choose since they both have the option of using an eDP connection. The Jetson TX2 NX would be able to have up to 5 displays on a single eDP port. This would be ideal if our team chooses to use multiple displays to display sensor information, gps mapping, and object recognition on different areas of the vehicle instead of using a single display for all of the information. The Jetson Nano would be able to have up to 2 displays on a single eDP port. This would allow for a display to show the front camera on the vehicle and display the object recognition software, while having another screen display gps mapping and sensor data.

If only one display is needed for our vehicle, the best option would depend on the vehicle. If our team chooses the Power Wheels vehicle, it wouldn't be a good choice to use the higher powered AI machines, such as the Jetson TX2 NX, or the Jetson Nano. Instead, the Compute Module 4 would be able to control the object recognition, since the Power Wheels is the slowest option. However if our team chooses a single display and one of the faster vehicles, it would be better to choose the higher powered options.

18.4.6 Total Cost

The total cost section in the tables above shows the total cost of buying the AI machine for each option. As with every part of this project, cost is an important factor when determining which AI machine to choose. Our team has a limited budget, and we will not be able to meet the goals of this project without managing every dollar we spend, and cutting costs where able.

The cost of the options are relative to their performance. This is to be expected with electronics. If our team needs an AI machine that has a lot of power, we are going to have to spend more money, which will impact the quality of the other parts we need. It would also be an unwise choice to pick a high powered AI machine and not have the budget to buy sensors capable of matching its performance, or having to buy a slower vehicle that cannot utilize the high GPU processing.

The option with the highest cost is the Jetson TX2 NX at \$200. This option will be best if our team decides to choose the retrofitting option for our vehicle. We will need the extra processing power from the GPU in order to quickly and accurately identify any objects that move in front of the vehicle while it's travelling at its max speed of 8kph. The extra cost of this option paired with the high cost of the vehicle would mean we would have to take a portion of the budget from either the sensors or the solar panel in order to stay within our total budget.

The option with the second highest cost is the Jetson Nano at \$100. This option will be best if our team decides to choose either the retrofitting option or the hand-built option for our vehicle. If we choose this option we may have to redefine the maximum autonomous speed the vehicles can drive at, however. With this option it will take roughly 2.5x as long as the Jetson TX2 NX to identify objects. This option would be best to choose if we don't want to reallocate the budget for other parts but still stay within our total budget.

The option with the lowest cost is the Compute Module 4 at \$71. This option would be best if our team decides to choose the Power Wheels option for the vehicle. A Power Wheels vehicle is limited to 8kph, and we would have to lower that even further for autonomous driving to give the vehicle ample time to stop if needed. One of the more powerful, and more expensive, options would be wasted on a Power Wheels, and would take away from budget we could use elsewhere. This option would be best if we need to buy more expensive parts such as sensors, batteries, motors, or solar panels, since we would be able to use some of the AI machine budget for those purposes.

18.5 Final Decision

After considering all the available options our team chose to use the NVIDIA Jetson Nano in our project. The AI performance of the Jetson Nano is capable of fulfilling the requirements, and while it may not be as powerful as the Jetson TX2 NX, it won't necessitate redefining our requirements. This choice may impact safety since the Jetson Nano may not be able to identify objects that quickly move into the path of the vehicle, however we will have backup measures that will work with the AI machine to prevent injuries, such as a proximity sensor placed in the front of the vehicle. This Jetson Nano is also the best option for budget concerns. With this option we had money left over that we can distribute between other higher cost parts. Our team has decided to only use the AI machine to run

object detection software, so the CPU and memory limitations shouldn't impact the performance of the software, and there won't be a risk of freezing or crashing the Jetson Nano. We only used one display in our vehicle, and the Jetson Nano will be able to meet this need.

19 Sensors

Our vehicle takes inspiration from other sensor heavy vehicles such as the Mars Rover and modern day electric cars. As such, our vehicle is equipped with many different kinds of sensors. These sensors gather measurement and information of the surrounding area and that data is then shown on the vehicles display. Some of this information is to gather data, and similar to how modern day cars do, show the occupants a real time measurement of the data. Others have a specific function such as the light sensor and the proximity sensor.

19.1 Camera - Kinect

Our vehicle will have an autopilot feature as well as be able to detect objects, as such, we will need the vehicle to be equipped with a camera. We decided to go for the kinect sensor as our camera because we would not have to order one since we have one already. The kinect sensor has an infrared camera, a normal RGB camera, an infrared projector as well as some microphones. We are only be using the RGB camera for the auto pilot and object detection.



Figure 42: Xbox 360 Kinect Sensor

19.2 NFC Sensor

NFC stands for Near-Field-Communication. It is a form of wireless communication that allows devices that are very close together to communicate and send data between one another. NFC devices are separated into two different categories, passive NFC and active NFC. A passive NFC device is one that does not require any kind of power source to send data although this also means that it is unable to receive data as well. An active NFC device is one that is able to send and receive data to other NFC devices.

19.2.1 DFR0231-H

Developed by DFRobot, the DFR0231-H is an NFC sensor that is based around the NXP PN532 which is an integrated circuit dedicated for NFC. This module supports both I2C as well as UART and can be toggle between the two with a simple flick of a switch. The DFR0231-H has three different modes that it can use: a reader/writer mode for reading and writing to tags and other similar devices; a card emulation mode when using things like smartphone pay; as well as a peer to peer mode for exchanging data between devices.



Figure 43: DFRobot DFR0231-H NFC Module

The maximum distance that the antenna can be away from another device is 10mm (1cm) and it has a communication frequency of 13.56MHz (mega hertz).

19.2.2 Grove NFC

The Grove NFC module is intended for the Seeedstudio Grove but is capable of communicating with other devices. It has the NFC antenna connected to the grove module using a small IPX cable. The Grove NFC module is based around the NXP PN532 integrated circuit which are dedicated for NFC. It has two different modes: a reader/writer mode for reading and writing to tags and other similar devices; as well as a peer to peer mode for exchanging data between devices. Can also communicate using either UART or I2C. The maximum distance that the antenna can be away from another device is 28mm (2.8cm) and has a communication frequency of 13.56MHz (mega hertz).

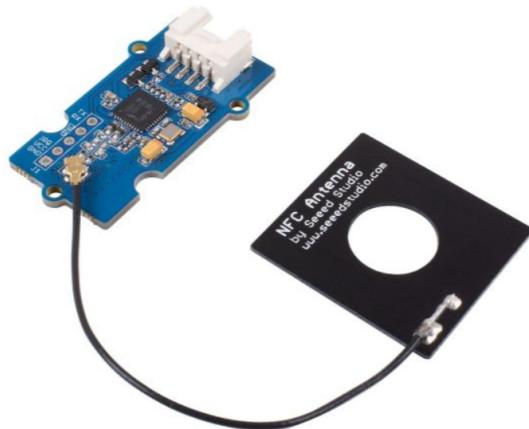


Figure 44: SeeedStudio Grove NFC Module

19.2.3 Comparison and Decision

3.3V to 5.5V	3.3V	Working Voltage
I2C / UART	I2C / UART	Communication
10mm (1cm)	28mm (2.8cm)	Max Communication Distance
13.56MHz	13.56MHz	Communication Frequency
Read/Write/Card/P2P	Read/Write/P2P	Protocol Support
110×50 mm	25.43mm x 20.35mm	Dimension
\$29.90	\$23.70	Price
DFR0231-H	Grove NFC	

Table 26: NFC Sensor Comparison Table

Both the DFR0231-H and the Grove NFC both run off of the NXP PN532 integrated circuit so in terms of max capability, both sensor are equal. That said, both sensors dont utilize the PN532 to its full potential, an example being the lack of an SPI interface even though the PN532 has pins for it.

With the Grove NFC, you dont get the card emulation that is available with the DFR0231-H, so the grove is unable to be used for applications where purchasing will be needed. The DFR0231-H needs the device to be at a slightly closer range, at 1cm as opposed to 2.8cm for the Grove NFC. One very important difference

between the two is that the Grove NFC has the antenna attached using a cable. So there is more freedom as to where the antenna can be placed on our vehicle.

Our team will be using the DFR0231-H. It is capable of doing what we need which is to have our phones connect with the module using NFC to determine if the user is authorized to unlock the door. It is more expensive but its much easier to connect with I2C than the Grove NFC.

19.3 Temperature Sensor

A temperature sensor is used to determine the temperature of the environment around it. There are different ways to determine temperature such as reading the voltage level across diode terminals, using a thermistor which changes the amount of resistance based on the temperature which can then be read using an ohmmeter, or measuring the vibration in a metal wire.

19.3.1 Adafruit MCP9808

Adafruit produces multiple kinds of temperature sensor modules, one of which focuses around the MCP9808 temperature sensor. It is an eight pin sensor and the module itself is also eight pins so there is no extra functionality minus a voltage regulator for the input voltage. The pins on the module are: the input voltage (Vin), ground pin (GND), I2C communication pins (SDA and SCL), an interrupt pin if the temperature goes above or below a certain amount (Alert), and 3 pins for setting the I2C address (A0-A2). The three address pins correspond to the least significant bits of the address with A0 representing the lowest of three bits.

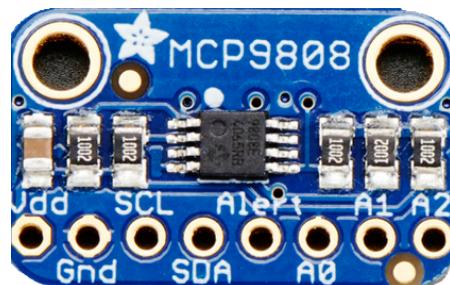


Figure 45: MCP9808

The MCP9808 can measure temperature from as low as -40 degrees Celsius up to 125 degrees Celsius. Adafruit produces another version of the MCP9808 that includes the STEMMA QT connectors on the side but since not all of our sensor will have this kind of connection available, we did not take that version into consideration.

19.3.2 SEN0206

The SEN0206 is an infrared temperature sensor that is developed by DFRobot. When the lens collects infrared radiation energy, it is converted to electrical signals that are processed which then are converted to a temperature value. The module communicates with I2C and as such has the SDA and SCL pins, along side the Vcc

(voltage input) and GND (ground) pins. It can provide a value for temperature ranges between -70.01 degrees Celsius to 382.19 degree Celsius.



Figure 46: SEN02068

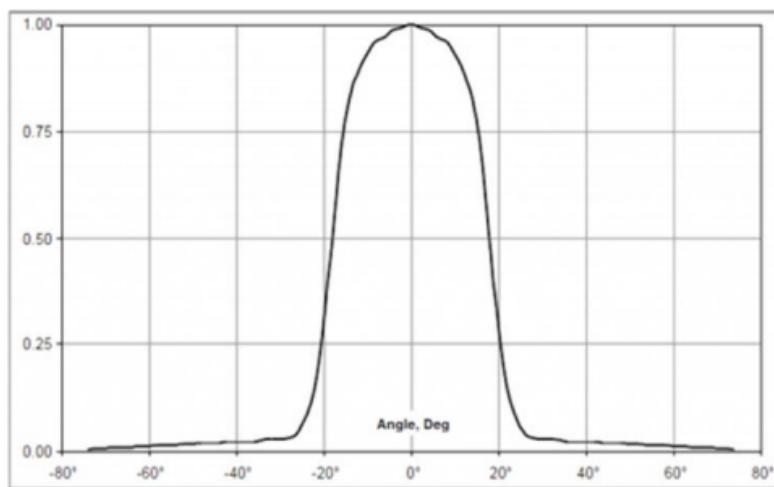


Figure 47: SEN0206 Field of View Graph

In order to ensure accurate measurements with the SEN0206, we must make sure that the object we are trying to measure the temperature of is within the sensor Field of View. From the graph above, we can see that a small change in the angle can cause a large change in accuracy with the temperature value.

19.3.3 DS18B20

The DS18B20 temperature sensor is a small three pin sensor developed by Maxim. You can buy just the sensor itself but we will be looking at the waterproof version. It has wires connected to each of the three pins of the DS18B20, and places the sensor inside of a metal tube casing and the wires are 36" (inches) long. The open end of the tube sealed shut using heat shrink. It can measure temperature ranges between -55 degrees Celsius up to 125 degrees Celsius. As mentioned earlier it is a three pin sensor: one pin for voltage input (Vcc), one pin for ground (GND), and a digital pin. That digital pin is what Maxim calls the 1-Wire Bus System.



Figure 48: Waterproof DS18B20

19.3.4 AM2320

The AM2320 is a temperature and humidity sensor in one small package. It has 4 pins and uses I₂C as its communications interface. Its range of temperature measurements are from -40 degrees Celsius to 80 degrees Celsius, with an accuracy between +/- 0.5 degrees Celsius.

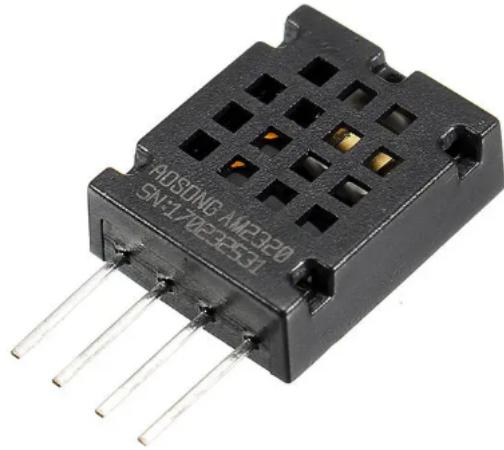


Figure 49: AM2320

19.3.5 Comparison and Decision

In this section we are comparing the three temperature sensors mentioned above and make a final decision as to which sensor will be used.

2.5V to 3.6V	3.3V to 5V	3V to 5V	3.1V to 5V	Working Voltage
I2C	I2C	Digital	I2C	Communication
125 degrees Celsius	382.19 degrees Celsius	125 degrees Celsius	80 degrees Celsius	Max Range
-40 degrees Celsius	-70.01 degrees Celsius	-55 degrees Celsius	-40 degrees Celsius	Min Range
16.6*16.5*4.0mm	17.78*25.4*10.6mm	36" long wires	22.5*12*4.7mm	Dimension
\$4.95	\$16.00	\$9.95	\$3.95	Price
MCP9808	SEN0206	DS18B20	AM2320	

Table 27: Temperature Sensor Comparison Table

Both the MCP9808, DS18B20 and the AM2320 can measure almost the same minimum range of temperature, with the latter being able to measure an extra -15 degrees Celsius compared to the former. The AM2320 cannot measure temperatures as high as the other three sensors. The SEN0206 on the other hand has a much wider range of values that it can measure, with its maximum temperature measurement being more than three times hotter than both the MCP9808 and the DS18B20. Although the SEN0206 has a wider range of values, its is not necessary to have such a wide range for the purpose of our vehicle. The 125 degrees Celsius of the MCP9808 and the DS18B20 is 257 degrees Fahrenheit which is a temperature that our vehicle will likely not ever experience. It would be much wiser to save a few dollars and stick to the MCP9808, DS18B20, or AM2320.

In terms of communication, the only sensor that is not I2C is the DS18B20; instead it uses a 1-Wire Bus System that is developed by its manufacturer Maxim. This one wire system is similar to I2C in that it allows multiple devices to be connected to a single bus, but its main drawback is that it is much more difficult to parse out the communication. I2C is more well known, has more examples to base off as well as standards to be followed.

Our team is using the AM2320 which offers a sufficient temperature range while also being the most affordable of the four. Although it is not waterproof like the DS18B20, since the top speed of our vehicle is in the single digit range, there isn't as much threat of water reaching the module in the first place. The AM2320 also doubling as a humidity sensor is the main reason we chose it as we do not need a separate sensor to measure relative humidity.

19.4 Humidity Sensor

A humidity sensor is a sensor that measures the relative humidity surrounding it. The way that sensors work is by detecting changes that may cause change in the

electrical current. Most humidity sensors fall into one of the three types: thermal, capacitive, and resistive. Our vehicle will be equipped with one of these sensor to allow accurate measurements to be displayed on the center console.

19.4.1 AM2320

As mentioned earlier in section 16.3.4, the AM2320 is a temperature sensor and a humidity sensor. For measuring humidity, it has a range between 0% rH (relative humidity) and 99.9% rH, with an accuracy between +/- 3% rH. It comes in a very small, four pin package and uses I2C for its communication. An image of the sensor is shown in section 16.3.4.

19.4.2 HTS221

Manufactured by Adafruit, the HTS221 is a humidity sensor that also operates as a temperature sensor as well. As with many other Adafruit boards, the the HTS221 is equipped with the STEMMA QT connections for an easy I2C connection. It also has 7 pins: the voltage input (Vin), ground (GND), a 3.3 voltage output pin (3Vo), SCL and SDA for I2C communications, a data ready pin (DRDY), and a chip select pin (CS). The SCL and SDA pins can also be used for SPI communications in conjunction with the CS pin.



Figure 50: Adafruit HTS221

The HTS221 can measure from 0% to 100% rH (relative Humidity) with the temperature sensor being able to measure temperature from 15 degrees Celsius to 40 degrees Celsius. Compared to the temperature sensors from section 16.3, the HTS221 has a much smaller range of measurements and would only be useful as a temperature sensor in warm climates. Between 0% to 100% the humidity sensor is accurate to +/- 5% and between 20% to 80% it is accurate to +/- 3.5%.

19.4.3 Comparison and Decision

In this section we are comparing the two humidity sensors mentioned above and make a final decision as to which sensor will be used

3.1V to 5.5V	1.7V to 3.6V	Working Voltage
I2C	I2C	Communication
99.9% rH	100% rH	Max Range
0% rH	0% rH	Min Range
22.5*12*4.7mm	17.78*25.4*10.6mm	Dimension
\$3.95	\$9.95	Price
AM2302	HTS221	

Table 28: Humidity Sensor Comparison Table

In terms of measuring humidity the AM2302 and the HTS221 are roughly the same. They both can measure from 0% to 100% humidity but the AM2302 has a slightly better range of accuracy by roughly 2%. The added feature of STEMMA QT on the HTS221 is nice but it is not necessary. The AM2302 is also much smaller and much cheaper than the HTS221 with a price of \$3.95 instead of \$9.95 for the HTS221. On top of that it also has a wider range measurable temperature values compared to the HTS221. For those reasons, our team has chosen the AM2302 as our temperature and humidity sensor.

19.5 Oxygen Sensor

The air that we breath is not 100% oxygen and is a mix of oxygen and multiple other gases. By volume, the amount of oxygen that we breath in is roughly around 21% with about 78% being nitrogen and the final 1% being a mix of other gases. Our vehicle is equipped with an oxygen sensor to determine the percentage of oxygen around the vehicle and be able to display that value onto our center console.[12]

19.5.1 MIX8410

Developed by Seeedstudio, the MIX8410 is an oxygen sensor intended for the Grove Arduino kit. It is an electrochemical oxygen sensor and what that means is that it measures a chemical reaction that occurs within the sensor and that reaction creates an electrical output that is proportional to the oxygen level. The connections on the grove modules do no have an I2C interface and as such uses regular analog to communicate. The MIX8410 is capable of measuring the percentage of oxygen in the air up to 25%.



Figure 51: Seeedstudio MIX8410

19.5.2 SEN0322

Developed by DFRobot, the SEN0322 is part of their Gravity line of sensors. The SEN0322 is an electrochemical oxygen sensor so it creates an electrical output proportional to the oxygen level in the air. It is capable of measuring the percentage of oxygen in the air up to 25%. The SEN0322 also comes with an I2C interface for easy communication.



Figure 52: DFRobot SEN0322

19.5.3 Comparison and Decision

3.3V to 5.5V	3.3V to 5.5V	Working Voltage
Analog	I2C	Communication
25%	25%	Max Range
0%	0%	Min Range
\$49.90	\$53.90	Price
MIX8410	SEN0322	

Table 29: Oxygen Sensor Comparison Table

Both the MIX8410 and the SEN0322 have incredibly similar documented specifications. Input voltage is nearly the same, the percent oxygen range that they can measure are identical to one another, and even the price has only a few dollars in difference. The main difference between them is the fact that the MIX8410 uses analog for its communications while the SEN0322 is has an I2C interface for communications.

Our team has chose the SEN0322 to be our vehicles oxygen sensor. Although it sits at a slightly higher price point than the MIX8410, the added feature of I2C communication is worth the few dollars extra the device costs.

19.6 Carbon Dioxide Sensor

Similar to the oxygen sensor mentioned in the section above, our vehicle will also have an carbon dioxide sensor. According to the United States Department of Agriculture, it is an OSHA violation to be exposed to more than 0.5% CO₂ in the air over an 8 hour exposure period. They also have a list of effects depending on the percentage of CO₂ in the air. At 1% there is possible drowsiness; at 3% a person will likely have an increased heart rate, and high blood pressure; at 4% and above there is an immediate danger to life or health. Our Carbon Dioxide sensor will measure the amount of CO₂ in the area and display that value on the center console of the vehicle.[13]

19.6.1 T6703-5k

The first Carbon Dioxide Sensor we will be looking at is the T6703-5k. It uses Nondispersive Infrared technology to measure the amount of CO₂ in the air around. According to co2meter.com, these sensor work by having a IR lamp that directs waves of light through a tube that contains samples of air. The CO₂ absorbs these light waves then at the other side of the tube the remaining waves that were not adsorbed the CO₂ are read.

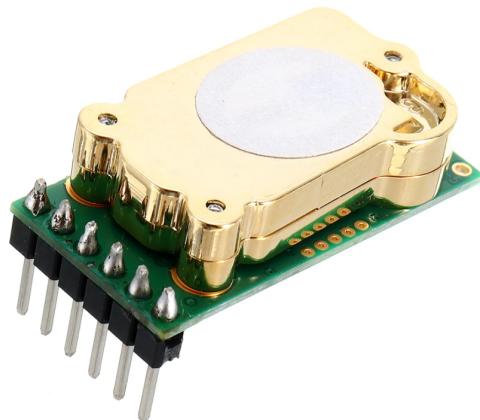


Figure 53: T6703-5k CO2 sensor

The T6703-5k is capable of measuring the Carbon Dioxide in the area with a range from 0 ppm up to 5000 ppm; which is roughly 0% to 0.5% Carbon dioxide per volume. It has an accuracy of around + 75 ppm. For communications, the T6703 is able to communicate using both I2C as well UART.

19.6.2 SEN0219

Designed by DFRobot, the SEN0219 is Carbon Dioxide Sensor that falls onto their Gravity line of sensor. It is capable of measuring the Carbon Dioxide in the area with a range from 0 ppm up to 5000 ppm; which is roughly 0% to 0.5%. It has an measurement accuracy that ranges between +/- 100 ppm. Unlike many other sensors from DFRobots Gravity line, the SEN0219 does not have an I2C interface, instead it uses regular analog output for its measurements. The range for the analog output will range from 0.4V up to 2V.



Figure 54: DFRobot SEN0219

19.6.3 Comparison and Decision

In this section we are comparing the two Carbon Dioxide sensors that were mentioned above.

While the T6703-5k and the SEN0219 are similar in that they have the same range of measurable values, from 0 ppm to 5000 ppm, they are mainly different in price point and in how they communicate to a micro controller. The T6703-5k has an I2C interface so it does any calculations on the board itself then sends it to the

micro controller, while the SEN0219 uses analog communication, so the micro controller will have to read the voltage output from the SEN0219 to determine the value. Unlike most other sensors mentioned in the sections above and below, the SEN0219 needs to be calibrated for the first use while the T6703-5k does not. Lastly the SEN0219 sits at a higher price point compared to the T6703, by around \$20.

Our team has decided to go with the T6703-5k for its I2C or UART communication as well as its lower price point.

4.5V to 5.5V	4.5V to 5.5V	Working Voltage
I2C or UART	Analag	Communication
5000 ppm	5000 ppm	Max Range
0 ppm	0 ppm	Min Range
\$37.99	\$58.00	Price
No	Yes	Calibration Required?
T6703-5k	SEN0219	

Table 30: Carbon Dioxide Sensor Comparison Table

19.7 Ultraviolet Sensor

Ultraviolet light is a form of electromagnetic radiation with a specific wavelength. It has a shorter wavelength than visible light and a longer wavelength than X-Ray. Too much exposure to UV light can cause damage to your health such as sunburn or even increase your risk of Skin Cancer. Our vehicle is equipped with a Ultraviolet sensor to measure the amount of the intensity of Ultraviolet light which will then be shown on the center console.[14]

19.7.1 VEML6070

The first sensor we are taking a look at is the VEML6070 from Adafruit. This sensor takes the amount of UV that is being detected and converts it to number. The value that the VEML6070 is unitless and does not correspond to any kind of UV light index value. Research was done to figure out how much the sensor needs to be calibrated to provide accurate readings. The value that gets created is a 16 bit number, which means its maximum value is 65536. The VEML6070 comes with seven pins: the voltage input (Vcc), ground (GND), the two I2C communication pins (SDA and SCL), as well as an interrupt/alert pin (ACK).



Figure 55: Adafruit VEML6070

19.7.2 ML8511

The ML8511 is a UltraViolet light sensor that is developed from DFRobot. It is sensitive for UltraViolet wave lengths from 280 nm up to 400 nm. This is an analog sensor and does not give an actual unit for its UltraViolet intensity measurements and because of this it is necessary to calibrate the sensor to a known value in order for the ML8511 to produce accurate results. Since it is an analog sensor, it only has three pins: the input voltage (Vcc), ground (GND), and the analog output pin (OUT).



Figure 56: DFRobot ML8511

The output voltage for the analog will range somewhere between 1V and 3V. The amount of UV light is measured in milliwatts per squared centimeter (mW/cm^2) which also corresponds to the wavelength of the UV light. The more intense the UV light gets, the smaller the wave length and the greater the intensity. The figure below shows what the resulting analog output voltage when measuring UltraViolet intensities during operation at different ambient temperatures

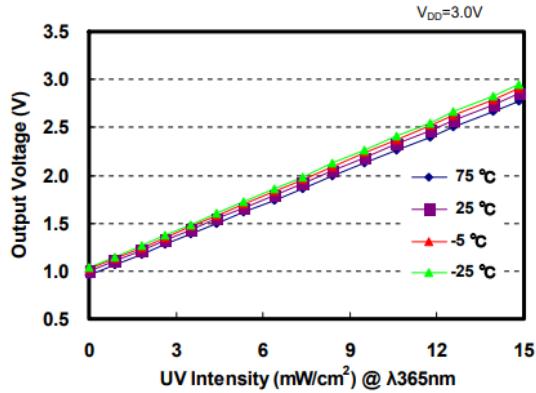


Figure 57: ML8511 Analog Voltage Ouput Graph

19.7.3 Comparison and Decision

When it comes to the VEML6070 and ML8511, there is not much of a difference between the two. Both take measurement of UltraViolet intensities and converts that to a output voltage. For both sensors, the output value does not have a unit so it would need to be tested with some sort of known value to continue getting accurate readings.

4.5V to 5.5V	4.5V to 5.5V	Working Voltage
I2C or UART	Analag	Communication
5000 ppm	5000 ppm	Max Range
0 ppm	0 ppm	Min output Voltage
\$5.90	\$9.90	Price
VEML6070	ML8511	

Table 31: Ultra Violet light Sensor Comparison Table

Our team has chose the VEML6070 since the i2c interface would be easier to handle than the analog communication. It is also cheaper than the ML8511 which is great since our vehicle will be equipped with lots of sensors, we do not want it to be too costly.

19.8 Particulate Matter Sensor

A particulate Matter sensor, or PM sensor, is a device that can measure the amount of small particles in the air. These particles are similar to dust, dirt, or even soot and can be so small that they are unseen to the naked eye. These

sensors are capable detecting incredibly small particles in the air, these sizes can range from up to 10um (micrometers) small or even up to 2.5um (micrometers). Our vehicle is equipped with a Particulate Matter sensor to measure the general amount of small particles in the air, then this data is sent to and displayed on the vehicles center console.

19.8.1 PMSA003I

The PMSA003I is a particulate matter sensor developed by Plantower. The sensor has a 10 pin connector with some of the pins not being used. The different kinds of pins are: Vcc and GND for the input voltage and ground respectively, SDA and SCL for the data and clock of the I2C interface, a reset pin for resetting the sensor (RST), and a SET pin which can be set to either High or low that will set the sensor to working or sleeping respectively.

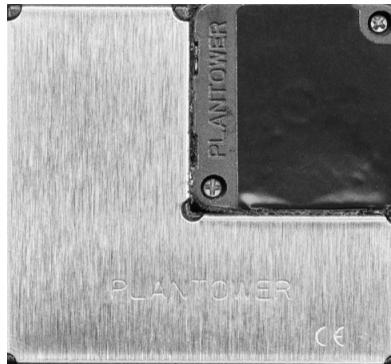


Figure 58: PMSA003I Sensor from Plantower

The PMSA003I takes in around 0.1L of air and can categorize the measurements into bins. These bins reflect the size of the measured particles and range from 0.3um, 0.5um, 1.0um, 2.5um, 5.0um and 10um. The information on each bin is transmitted to the micro controller using I2C protocol. The data is given in the units ug/m³ (micro gram per cubed meter). It is a small sensor, sitting at 38×35×12mm so roughly the size of a quarter

19.9 Volatile Organic Compounds Sensor

A Volatile Organic Compounds sensor, or VOC sensor, is a type of sensor that is capable of detecting a broad range of reducing gases. These gases have a low oxidation number and some examples of them include: alcohols, aldehydes, ketones, organic acids, amines, organic chloramines, aliphatic and aromatic hydrocarbons.

19.9.1 SGP40

The SGP40 is the one of the VOC modules from Adafruit. It is capable of measuring the VOC index in the air. The VOC index ranges from 0 to 500 with the average VOC in the air being somewhere around 100. The higher the VOC index gets, the more dangerous.

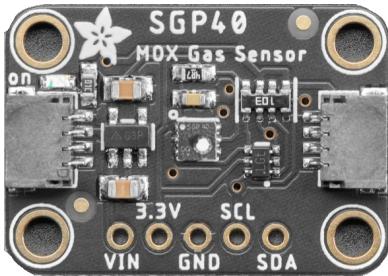


Figure 59: SGP40 from Adafruit

Humidity affects the output value of the SGP40 so a humidity sensor such as the ones in section 16.4 can allow the processor to adjust the value of the VOC index to be more accurate depending on the output of the humidity sensor. The SGP40 has an I2C interface with the STEMA QT connectors.

19.10 Light sensor

In this section, we are discussing a couple different light sensors to be purchased. Most modern day cars are equipped with an auto headlight feature which ensures that the driver does not need to manually toggle on or off the headlights. This is done with a light sensor that is embedded somewhere on the vehicle. The sensor turns the amount of light it receives into an electrical signal then determines if the headlights need to be turned on or off. Our vehicle will have one light sensor for the auto headlight feature. The headlights are to be turned on when the ambient lighting outside fall below a certain level. This prevents driving in the dark with the headlights off by turning it on automatically.

19.10.1 Adafruit VEML7700

The VEML7700 is an ambient light sensor with an I2C interface. The sensor has four pins: the input voltage (Vin), ground pin (GND), and the I2C communication pins (SDA and SCL). It is connected to a break out board that has an extra pin called (3Vo) which acts 3.3V output if needed. Unlike other light sensors which give a number to represent how bright or dark the ambient lighting is; the VEML7700 calculates the lux, which is the SI unit for light. It provides an Ambient light range from 0 to 120,000 lx (lux).

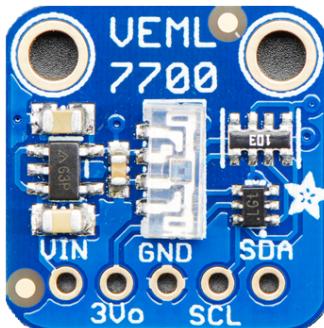


Figure 60: VEML7700

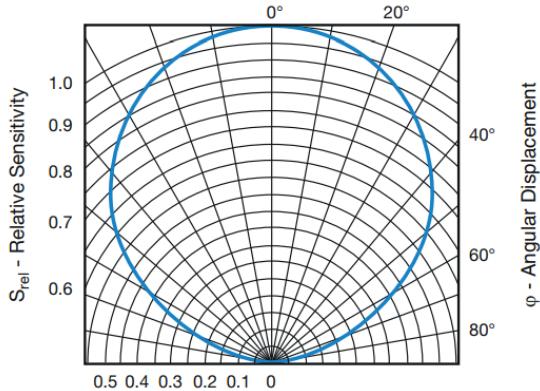


Figure 61: VEML7700 Relative Radiant Sensitivity vs. Angular Displacement

The figure above describes how sensitive the VEML7700 is with relation to the angle at which light is falling onto the sensor. Looking at the figure we can see that the sensor is most sensitive when the light is hitting the sensor directly with a 0° angle. We can also see that the sensitivity begins to decrease as the angle at which light is hitting the sensor increases.

19.10.2 Adafruit TSL2591

The TSL2951 is another ambient light sensor from Adafruit that can provide a value to the amount of ambient lighting. The TSL2951 comes with infrared and full spectrum diodes. With the infrared diode, the sensor can be used to measure the amount of heat emitting from an object, similar to how a thermal camera works, and measure the ambient lighting with the full spectrum diode. It is a 6 pin sensor: the input voltage (Vin), ground pin (GND), the I2C communication pins (SDA and SCL), a 3.3V output pin (3Vo), as well as an interrupt pin (INT). The TSL2951 can measure light ranges from 188 μ lx to 88,000 lux.



Figure 62: TSL2591

Another feature of the Adafruit TSL2591 is the addition of the STEMMA QT connectors on the sides of the module. STEMMA connectors allow for an easy, solderless, way to connect to other devices with I2C. Many Adafruit devices, come with a STEMMA connectors on board so there would be no need to have solder connectors to each individual pin.

19.10.3 Comparison and Decision

Both the VEML7700 and the TSL2591 are developed by Adafruit and measure ambient lighting in the same way. The TSL2591 has the added feature of being able to detect heat using the IR diode, but is not a feature that would be useful for our vehicle. Both sensors can communicate with a microcontroller using I2C interface. In terms of measurements, the VEML7700 is able to measure a higher range of lux than the TSL2591 by over 30,000 lux while being a smaller module.

2.5V to 3.6V	3.3V to 5V	Working Voltage
I2C	I2C	Communication
120 klux	88 klux	Max Range
0 lux	180 ulux	Min Range
16.6*16.5*4.0mm	17.78*25.4*10.6mm	Dimension
\$4.95	\$6.95	Price
VEML7700	TSL2591	

Table 32: Light Sensor Comparison Table

While the VEML7700 and the TSL2591 are very similar, our team chose the VEML7700 in our project. The TSL2591 does have some great features that are not on the VEML7700 such as the STEMMA QT connectors and the IR diode but those features are not needed for the vehicles' automatic headlights. It is also slightly more economical to choose the VEML7700 over the TSL2591 as it is a few dollars cheaper and it is also slightly smaller.

19.11 Proximity sensor

Our vehicle has four proximity sensors, one on each side of the vehicle. These sensors provide distance measurements that allow the on board computer to determine if the vehicle is too close another object. There are multiple different kinds of proximity sensors available for purchase, each with their own price points and method for measuring distances.

19.11.1 HC-SR04

The HC-SR04 module is 4-pin ultrasonic distance sensor. These sensors emit ultrasonic sound waves which then bounce off an object if it is within range and be returned to the receiver. To determine how far an object is, the module measure

how long it takes for the transmitted sound wave to be returned to the receiver. According to the data sheet, to calculate the range, divide the amount of time in micro seconds by 58 to get the range in centimeters or divide the amount of time in microseconds by 148 to get the range in inches. The 4 pins on the HC-SR04 are the input voltage pin (Vcc), the sound wave transmitter pin (trig), the receiver pin (echo) and the ground pin (Gnd).

This sensor can be bought with the common GPIO interface or with the I2C interface. The version of the HC-SR04 with the GPIO interface does not calculate directly on the module itself, instead, when the transmitter emits the sound wave, the echo pin is set to high then back to low once the sound wave returns. From there it is up to the processor to do the calculations to find distance. The version of the HC-SR04 with the I2C interface does the calculations directly and passes that value to the processor.



Figure 63: HC-SR04 Ultrasonic Distance Sensor

Working Voltage	DC 5 V
Working Current	15mA
Working Frequency	40Hz
Max Range	4m
Min Range	2cm
MeasuringAngle	15 degree
Trigger Input Signal	10uS TTL pulse
Echo Output Signal	Input TTL lever signal and the range in proportion
Dimension	45*20*15mm

Table 33: HC-SR04 Specifications

19.11.2 MB1040 LV-MaxSonar-EZ4

The MB1040 LV-MaxSonar-EZ4 works similarly to the HC-SR04, as it also uses ultrasonic sound waves that have been reflected back to determine distance from

an object. It measures the time it takes for the reflected sound wave to be received to determine the distance. Range calculations are done directly from the sensor and the result is passed on to the processor.



Figure 64: MB1040 LZ-MaxSonar-EZ4

Working Voltage	2.2V to 5.5V
Working Current	2mA
Working Frequency	42KHz
Max Range	645.16 cm
Min Range	15.24 cm
Dimension	22.1*19.9*15.5mm

Table 34: MB1040 LV-MaxSonar-EZ4 Specs

19.11.3 Comparisons and Decision

In this section, we will be comparing the two proximity sensors discussed in the previous sections.

Both are ultrasonic Proximity sensors so they both use sound waves to determine the distance of an object. The MB1040 LZ-MaxSonar-EZ4 is not only smaller than the HC-SR04 but it is able to detect objects that are farther by around 200cm compared to the HC-SR04. The HC-SR04 and the MB1040 communicate using I2C but the HC-SR04 has different versions that are developed by different manufacturers that have regular GPIO pins if necessary for cheaper. The largest drawback with the MB1040 LZ-MaxSonar-EZ4 sensor is its price. For a single sensor, it costs a little more than \$30 while the HC-SR04 is much more cost effective as four sensors would cost around the same as one of the MB1040 sensors.

5V	2.2V to 5V	Working Voltage
15mA	2mA	Working Current
400cm	645.16 cm	Max Range
2cm	15.24 cm	Min Range
45*20*15mm	22.1*19.9*15.5mm	Dimension
\$7.95	\$32.95	Price
HC-SR04	MB1040 LZ-MaxSonar-EZ4	

Table 35: Proximity Sensor Comparison Table

Our team chose the HC-SR04 in our project. We chose this sensor because for our vehicle, we need four of these sensors so spending around \$120 as opposed to \$32 is much more friendly on our wallets. The extra 200cm of distance that can be measured with the MB1040 would not be necessary for our vehicle since the purpose of the proximity sensors is to detect nearby object.

20 Testing and Design

20.1 User Interface

In this section, we will be discussing different options in implementing a GUI interface that will interact with our micro-controller unit and display environmental information which will be measured by the different sensors in our design. The user interface is one of the essential components of our vehicle's design as will display environmental information which is important if we're trying to design a vehicle similar to a Mars Rover. Not all sensors are used by the interface, such as the NFC sensor which is used to unlock the UI.

20.1.1 Options for User Interface

Below are the different options we considered: an HTML 5 web application, a Python application, and a Windows Form application. Each platform provided it's own unique set of features and challenges to design an interface. The benefit of each platform, is that they each have different libraries available online to help design an interface. HTML 5 offers a rich amount of libraries for different components that will be discussed in more detail below. Python also features extensive support with different libraries that we can use. Finally our third option, Windows Form Application, could work. Although we have the least experience

working with it, designing a GUI might be the easiest to do as the graphical components are already built-in to the IDE and even supports serial connection which can allow us to directly connect to an MCU. For a more detailed summary of the frameworks, we will elaborate on these options further below.

One thing to note is that all three applications require some form of internet connectivity. The reason for this is that depending on the option we choose we need a solution for data to be received from the MCU. How we will solve this is by hosting a web server that will be hosted on the Pi and receive data from the MCU, from there the Pi will upload that data to a web server which will then be shown on the front end GUI.

20.1.2 HTML5 Web Application

One way we can implement a GUI is through an HTML5 web application. Application development with this framework is not too challenging, as HTML5 is known for its compatibility and modularity with different libraries such as Google Charts and jQuery. The amount of support for the language and libraries is rich as well, which can help solve any problems we might face during development.

The application will be connected to our micro-controller and display the info through different web components such as the many charts that the Google Charts library provides. The application is hosted through a separated computing device such as a Raspberry Pi running the app locally or host it over a domain on the Internet. Internet connection is established by using a separate component such as the Arduino Ethernet Shield. The Arduino Ethernet Shield will be acting as the back-end that will be sending data and receiving requests. Whereas, the Raspberry Pi will be hosting the HTML5 front-end application that will receive and display the data and send requests for certain actions. If we choose to do a local host, the Arduino Ethernet Shield is sufficient enough as we can directly connect it to the Pi. If we choose to host the web app on a domain, then we need to make sure that the Pi is connected to the Internet.

This will be done either through a WIFI network or LAN network. The MCU needs to utilize a separate module to be able to communicate via WIFI, and the same goes for LAN connection which add to our overall costs. This is already a requirement for our design which is listed as under the GSM chip. We also need to purchase a SIM card as well as the monthly service for it to operate. Besides that, connection to an API wouldn't be too hard as well with all the resources and documentation out there.

20.1.3 Python Application

Another option we considered is utilizing one of the many packages available for Python that help in building GUI's. The main package we considered is tkinter which can be used to design different components and link different functionalities from the MCU, such as LED toggling and data plotting. Since this is a Python package, the Raspberry Pi works well with this as it comes pre-installed with the device. Other packages that could be beneficial in our design would PyQT, PyGUI, and Kivy. The main reason we considered using Python is because it gives us the option of showing a real-time feed that will be captured by our camera and allow for users to see what the vehicle is seeing. Although this wasn't a requirement for

our design, this would have been a great addition after we finish completing the prototype for it.

As stated previously, this framework also allows us to connect to an API which will be necessary since we will be retrieving data from a server that is speaking to the MCU. This works via a library called Python Requests that allows the code to send HTTP requests. This way the MCU sends data to a web server, either local or hosted through the internet. Then the data is held in the server, which is then accessed via the HTTP requests from our Python code.

20.1.4 Windows Form Application

Our final option was to create our GUI is through Windows Forms. This UI framework is based around .NET and allows users to generate events based on actions they do with the interface. Events can include mouse-click, key-press, etc., and the code portion processes the event and returns different output. A benefit to using a Windows Form application is that creating graphical components will be the easiest to do compared to the other frameworks. Graphics are simply added via drag-and-drop which means we could designate team members for designing the UI components and for implementing the functionality of each. Another benefit of using Windows Forms is that we do not have to rely on using other libraries for creating graphics such as charts and graphs as they are already built into the platform.

The Windows Form application also lets us send and receive HTTP requests which we can then use to display information onto charts and the like, but we also have the option of being able to connect the Pi directly to the MCU via a serial port. The benefit of this is that we can forgo the initial server setup and simply pull data from it and not worry about any server problems we may face in the long run. Although if we choose to do serial communication we have to decide between using I2C, SPI, or UART. This is further elaborated in a previous section.

20.1.5 Comparison

In comparison, all three frameworks are all trying to solve the same issue of how the GUI will be implemented. For our final decision this had to come down to what we were most comfortable using. The frameworks we are most comfortable with are listed in this order (from most comfortable to least): HTML5, Python, and Windows Form. The first two technologies have a lot of documentation as well as external libraries that can solve or even extend our GUI's functionality. In the next section, we will need to make sure we can decipher and send the data to a database so that it can be accessed through a front end. We can do so by using Python, so this means that we will have to utilize this in our design too.

20.1.6 Final Decision

For our final decision, we decided that we would need to use two of these frameworks to accomplish the GUI design. The reason being is that having a front-end portion in our design is vital, but we need to make sure that the front-end can receive that data in the first place. The way we can do this is using another

technology, Python, to receive and send data to a database to use this information. Therefore, we decided that for our Front-End framework we will be using HTML5, and for our translation we will be using Python. In the next section, we will explaining how exactly we will be using Python to handle the data.

20.2 Backend Connection

In this section, we will discuss how data is sent from the Arduino to the Raspberry Pi. This connection can be done with a communication protocol. There are multiple options to choose from to do this type of connection whether it be through UART, SPI, or I2C. Overall, communication between the two devices will not be a problem. The main challenge here is saving the data that's being received from the Arduino into a database that can then be accessed through a web server which then displays onto a front-end GUI. Two solutions to this would be using serial communication to connect the two devices. Then we would need a separate program that will send this data to mySQL database. Python can accomplish this with external libraries such as MySQLdb.

The second option we have considered is having the MCU send the data directly to the database with use of an external module such as the ESP8266. The ESP8266 is a Wi-Fi microchip that can enable external MCU's to connect to wireless networks. With this, you can then further connect to a database that will "hold" the data. Since the data will be stored and updated in the database, we can just create a simple back-end server that can access the data.

20.2.1 Communication Protocol

Communication protocol is a broad term that discusses different technologies which will be used to connect our sensors to our MCU and other devices. There are three popular types of communication protocols such as: UART, SPI, and I2C. We are not limiting ourselves to using one type of communication as each sensor has their own method of communication as well so we need to be familiar with all three types. The way we will be connecting the MCU to the Pi will be through UART. We can connect the two either: directly with USB, or through GPIO pins.

Once connected, we just need to design a program that can use the data that's received from the MCU and then send that data to the mySQL database. As stated earlier, it won't be too hard to implement this as there are dedicated libraries that both allow Python to interface devices connected through serial communication, as well as connect directly to a database.

20.2.2 Wireless Communication

Wireless communication is essentially having devices communicate with each other over a network to send different types of data. How this will work with our design is by using an external module that extends the MCU's networking capabilities. The device in question, the ESP8266, let's us do so as long as there is an Internet connection. With this, we can upload information from anywhere that has connection and be able to use that data as we see fit. Since we are just sending data directly to a mySQL database. One major problem we could face is the issue of being connected to a network. Since the design is meant to survey and analyze

remote areas, we can face the issue of not having Internet connection. We have two solutions for this.

Firstly, since we are going to be utilizing a GSM module for our Pi, we can have the ESP module connect to this which gives us access to different cellular networks essentially providing Internet connection on the go. Another solution would be to have the Pi host a local database that will receive the information from the MCU. This can be done using a development environment called XAMPP. Essentially what this does is that it allows us to host a local database that will receive the data.

20.2.3 Comparison

In comparison, the communication protocols and wireless communication both aim to solve a problem in our design, sending data to the computing device. The protocols are advantageous in a way that we just need to connect the two devices with either jumper cables, or USB and we set up a connection easily, and then create a python program to send the data to a database. With wireless communication we have to configure the ESP8266 and create a local database with XAMPP and then connect both to each other. However, once the connection is done we don't have to worry about much else.

A disadvantage with the communication protocols is that it can result in slower data transmission. Whereas with wireless it wouldn't be an issue so long as the two devices are communicating locally. If we relied on an external network then it would entirely depend on if there is service in a particular area.

20.2.4 Final Decision

In order to decide on which technology to use for our design we needed to consider two things: where will the MCU and Raspberry Pi be located, and what environments it will be traversing. Since both devices are going to be placed into the same vehicle, it would be overkill to setup wireless communication to send data, when a simple USB connection can solve that easily. Not only that, if we consider the different environments we want to operate in there is the issue of not having any Internet service due to how remote an area is. Although this aspect affects both types of communication since we will be using a GSM module in our design. The added price of having to buy the ESP8266 also hurts our overall budget. Therefore, our team have decided that we will be using serial communication going forward in implementing this connection to the GUI.

20.3 Jetson Nano Test

Initial testing of the Jetson Nano is shown in the image below. This image is an object recognition image that accurately identified all of the people in the image. The process was easy to learn, and only took about an hour from the initial start up to the final result. This object recognition image was the result of NVIDIA's Jetpack "Hello World AI" Tutorial. This tutorial uses pretrained models for image classification and object detection. NVIDIA has great tutorials for object recognition with the NVIDIA Jetson Nano. NVIDIA tutorials, along

with community support forums, will help our team progress with a complex object recognition system that will assist our vehicle when autonomously navigating.



Figure 65: Jetson Nano Object Recognition Test

20.4 ATMEGA2560 & ATMEGA328p Test

Initial testing of the ATMEGA2560 and ATMEGA328p is shown in the image below. For this test an Arduino Mega and Arduino Uno were used for testing the microcontrollers. This test was done to get comfortable with the microcontrollers, as well as test I2C serial communication. To do this, a temperature and humidity sensor was used to transfer data over I2C from the Arduino Uno to the Arduino Mega.

The Arduino Uno controlled the temperature and humidity sensor, and relayed the data to the Arduino Mega. This was done once a second, and the Arduino Mega requested the data from the Arduino Uno. The Arduino Mega would then display the temperature and humidity on an LCD display, and would light up an LED depending on the temperature. The green LED would light up if the temperature was below 75°F, yellow if the temperature was between 75°F and 85°F, and red if the temperature was above 85°F. Since our vehicle will be transferring all of our sensor data to a master controller that will store the data, it's important to get a good understanding of this process, and this test helped our team understand how this will be done.

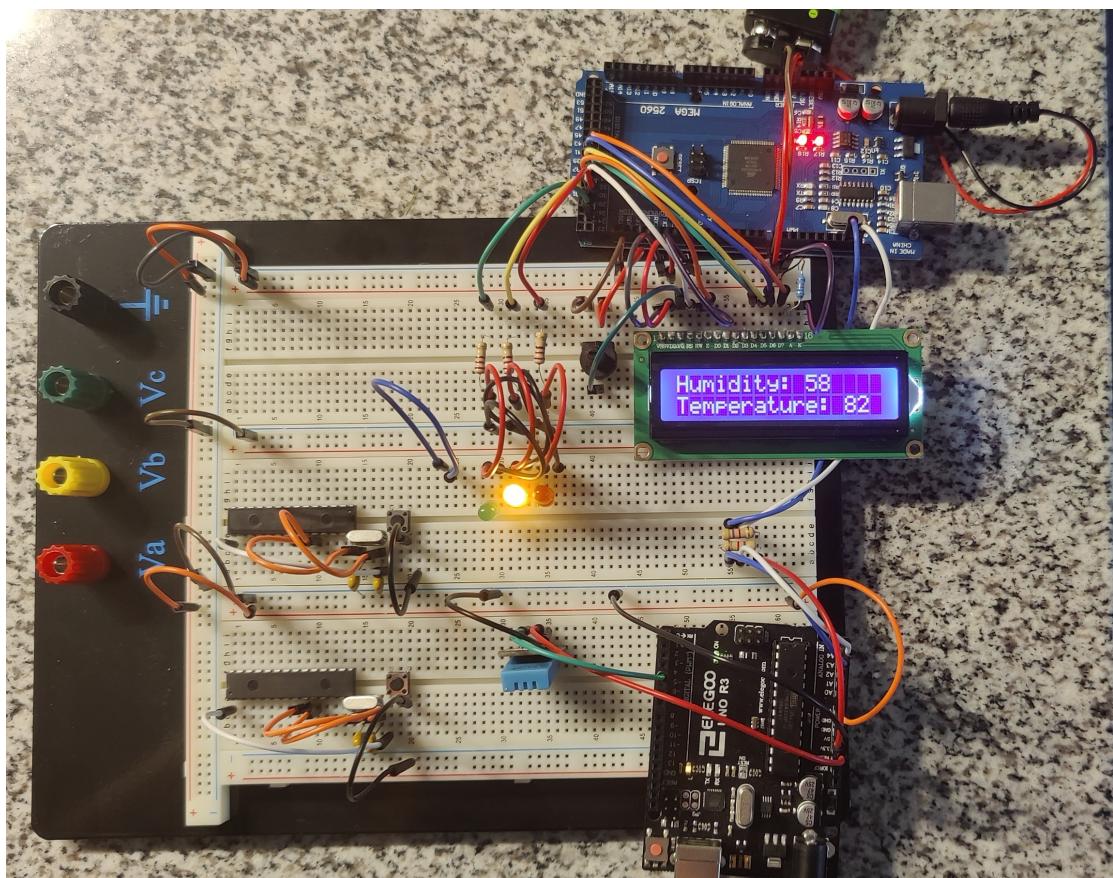


Figure 66: ATMEGA2560 & ATMEGA328p I2C Test

21 Final Decisions and Updates

Once Senior Design 1 ended and Senior Design 2 began, we started building upon the project. During the development cycle of our vehicle, there were a few design changes that were needed that differed greatly from our original proof of concept discussed earlier in the document. Notably the User Interface, the communication protocols, GSM Module, the interaction with the Jetson Nano and the motors, and sensors. The reason for these changes came from testing and integration into the design. We found that some of these parts either did not fit into the design well after testing, did not have features that we needed, or was faulty upon arrival. These further sections discuss our exact issues with each component.

21.1 User Interface

When we initially talked about implementing the User Interface, it was planned to be an HTML5 application that would be hosted on a Raspberry Pi that is communicating with an ATMega328p Microcontroller via serial communication. However, as we began testing with the Raspberry Pi we found a new solution being Node-Red. Node-Red is a flow-based editor that comes with all Raspberry Pi devices. The flow-based programming allowed for data to be used and manipulated in different ways which would then be able to be displayed on visual components. This would also allow us to integrate different connections to receive data such as serial or I2C. Because of Node-Red's flexibility, we decided to use this in building our User Interface.

21.2 Communication Protocols

The back end connection we discussed earlier compared three different methods: several communications protocols, and wireless communication. Although we ended up deciding on using the protocols over wireless communication, we initially discussed that we would only be using UART to connect all the sensors and devices. This was not the case. What our group ended up doing was to use two protocols: UART and I2C for communication. UART was used for simpler devices such as the GSM Hat, GPS sensor, and other devices such as mouse and keyboard. With our sensors, we used I2C which sent all the data received from the sensors into one package that is picked and separated by Node-Red. With this, we found development to be much easier overall.

21.3 GSM Module

As a way to communicate with the database that would be holding our sensor data, we felt that our design needed to have a GSM Module. However, as we changed the UI foundation we had to reconsider whether or not the Pi needed internet connectivity at all as the application worked primarily offline. One big issue did arise though, when developing the GPS map component for the UI it requires an internet connection in order to display the map. Because of this we did need to integrate the GSM module in our design.

The issue with the module that we decided on was that it was faulty when it arrived, which mean we had to buy a new one. The one we ended up buying was the SixFab 4G/LTE Cellular Modem Kit.

21.4 Motor Controller

Due to complications with the Jetson Nano controlling the motors, our team had to use an Arduino Mega 2560 for the final motor controller. The GPIO pins on the Jetson Nano had issues pulling to ground to stop the motors from being active. During initial testing, the GPIO pins had floating values even when the software sent a ground signal to the pins. This caused the motors to randomly turn on when they weren't supposed to, leading to motor damage. The solution was to use an Arduino Mega 2560 for the motor controller, and use ROS for communication between the Jetson Nano and the Arduino Mega 2560. From our initial research into the Arduino Mega 2560, we saw that it had 16 analog I/O pins, which was more than the 8 we needed for controlling the motors. The Arduino Mega 2560 was able to consistently pull its analog pins to ground to stop the motors, and solved our issues.

21.5 3D Printed Sprockets & Gears

As the original motors were burned up, we had to source a replacement set. Motors with encoders could not be found that fit our design constraints, so we had to model and print a cap that fit over the motor gear to extend it vertically as well as making the teeth deeper. This allowed us to retain the stock gearbox and interface the new motors.

Another issue was the steering configuration that came with the car. We could no longer use the track bar and drag link setup that was driven by a motor, as it was not compatible with ROS. A modification had to be made to the vehicle where we fixed the front wheels so they could not turn left and right, then wrapped chains connecting the front and rear wheels. This enabled a tank drive configuration where we could spin one motor forward, and the other in reverse, to control the steering direction. Accomplishing this required a sprocket to be mounted to each wheel. A press-in design was modeled with tabs to stop it from falling out. Linking the wheels was a 3/16" bicycle chain, modified to fit our custom length. This design worked great in testing until the chain got loose and started jumping off the sprocket. A tensioner would have fixed the issue but was not possible with the printed PETG gear.

21.6 Sensors

Initially we had planned to have a CO₂ sensor onboard the vehicle but there were complications on receiving it. The sensor was shipping from China but never arrived. We attempted to purchase the sensor from a different vendor but it would still be shipping from China and take far too long to arrive. As such we were not able to have a CO₂ sensor in our final design.

We also had issues with the light sensor as it would work only occasion. We thought that issues could have just been that it was a faulty sensor so we ordered

a second one. The new sensor also did not work as expected.

The Grove NFC sensor was the original choice for us but when we initially received it, we found out that in order to switch from UART to I2C we had to use a sharp knife to cut a certain connection. After attempting to cut the connection, the sensor no longer was working, even after trying to repair it back to its original UART state. We decided to then switch to the DFRobot NFC sensor as switching to I2C was a flip of a switch.

Lastly there is an issue that can occur when communicating between the Raspberry Pi and the ATMega328P. The Pi would sometimes only be reading zero's from the ATMega and the only way to begin receiving actually data is to reset the ATMega.

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Dustin Franklin <dustinf@nvidia.com>
Sat 7/17/2021 10:39 AM
To: Devon Wilkerson

Hi Devon,

No problem - good luck with your paper!

Best regards,
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Sent: Saturday, July 17, 2021, 10:03 AM
To: Embedded Contact Form
Subject: [Jetson & Embedded Computing] Usage Permission of Pictures on Website

External email: Use caution opening links or attachments

Devon Wilkerson (wilkersondevon@knights.ucf.edu) sent a message using the contact form at <https://developer.nvidia.com/contact>.

Hello, I am a student at the University of Central Florida, and I am currently writing a senior design paper which includes discussion about a couple of your products. These products include the Jetson TX2 NX and the Jetson Nano Development Kit. I was wondering if I could have permission to use the pictures on the product page of the to include in my paper for reference? Thank you for your time.

Figure 67: NVIDIA Permission

Elo Touch Support <support@elotouch.com>
Sat 7/31/2021 11:14 AM
To: Kris Choudhury

Hi Kris,

I apologize for the delay in this. Our legal team said it was fine for you to use the image from our website.

Thanks,
Byron

Figure 68: ELO TouchSystems Permission

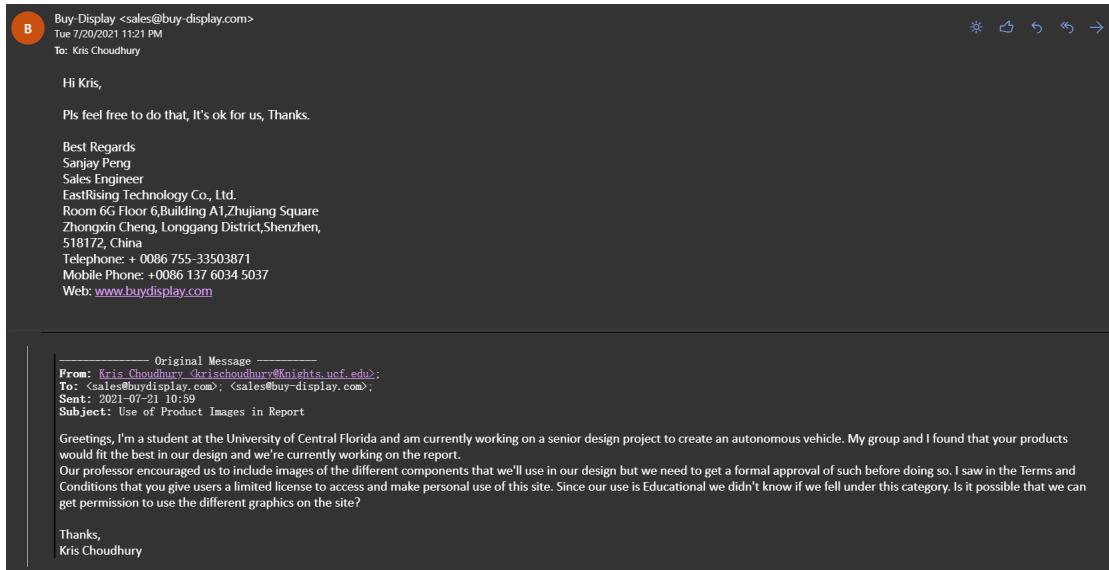


Figure 69: BuyDisplay Permission

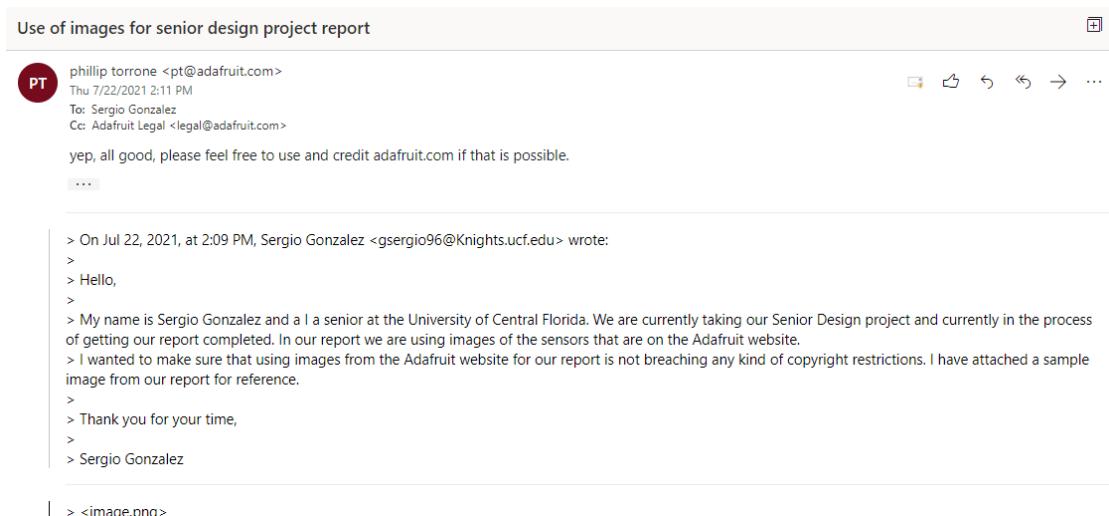


Figure 70: AdaFruit Permission

New Message From Circuit Basics



Scott C <circuitbasics@gmail.com>
Fri 7/23/2021 9:27 PM

To: Sergio Gonzalez



Hi Sergio,

We love it when students want to use our images in their projects. Please feel free to use any of the images on Circuit Basics as long as it's for educational purposes. Just a link citation to the source page would be greatly appreciated. Thanks and good luck with your project!

Thanks,

Scott
Circuit Basics
www.circuitbasics.com

Thursday, July 22, 2021, 11:27 AM -0700 from mail@circuitbasics.com <mail@circuitbasics.com>:

Hello, I am a senior at the University of Central Florida and im currently working on a report for our senior project. I was wondering would be any kind of breach in copyright to use images such the ones on this page: <https://www.circuitbasics.com/basics-uart-communication/> to be used in our report. Thank you for your time, Sergio Gonzalez

I have read, understand, and agree to the Privacy Policy: I have read, understand, and agree to the Privacy Policy

[Reply](#) | [Forward](#)

Figure 71: Circuit Basics Permission

← xinpuguang Solar Charger... ⚒ ...

21:45



this one is ok for you?

yes great. thanks! could I use the
listings you posted on your store
as well?



Read

21:52



ok, friend, you could use our
picture and specification

Follow Store



Type your message...



Figure 72: Solar Panels & Controller Permission

ebay

New message from: [prowmotor \(2\)](#)

That's my pleasure. Just take them. Thank you!

[Reply](#) [Make an offer](#)

Your previous message

Hello, I am a student at the University of Central Florida writing a research paper on electrical vehicles and wanted to use the image of the go-kart rear axle kit. Could I have your permission to include them in the paper, strictly for educational use?
Thanks,
Ben

Figure 73: Go Kart Axle Permission

 Wing <cs03@omc-stepperonline.com>
9:04 PM

To: Benjamin Goerdt

Dear Ben,

Good day!
This is Wing from Stepperonline.
Glad to receive your enquiry.
Yes, you can use the image of the NEMA 34 Stepper in the paper for educational use.
If you have any further questions, please feel free to contact us.

Best Regards
Wing

STEPPERONLINE
Tel: +86-25-87156578 x059
cs03@omc-stepperonline.com
www.omc-stepperonline.com

Figure 74: Nema 34 Stepper Permission

 **Chrisheena H** has joined the chat

 **Ben:** Image Use Permission of product on website

 **Chrisheena H:** Hi Ben! Thank you for choosing Costco! My name is Chrisheena H - I'm reviewing your request and will be with you in just a moment.

 **Ben:** Hello, I am a student at the University of Central Florida writing a research paper on electrical vehicles and wanted to use the image of Interstate Batteries. Could I have your permission to include them in the paper, strictly for educational use? Thanks

 **Chrisheena H:** Hello, Ben! How are you? I'm happy to assist you today! Yes, you may please include Costco.com

 Chrisheena H (Listening)

Figure 75: Interstate Battery Permission

Aug 1, 2021 4:30 P

Hello, I am a student at the University of Central Florida writing a research paper on electrical vehicles and wanted to use the image of the universal windshield wiper. Could I have your permission to include them in the paper, strictly for educational use?

Thanks,
Ben

Aug 2, 2021 10:26 AM

Hi There,
Thanks for your message! Absolutely, that would not be a problem at all, feel free to use the picture for your paper. We wish you good luck in your studies!
Please let us know if we can further assist.
Thank you,
Dalton

Figure 76: Universal Windshield Motor Permission

Aug 1, 2021 4:30 PM

Hello, I am a student at the University of Central Florida writing a research paper on electrical vehicles and wanted to use the image of the AutoTex SQ112080SSK 80 Degree Wipe Angle Wiper Motor. Could I have your permission to include them in the paper, strictly for educational use?

Thanks,
Ben

Aug 2, 2021 10:12 AM

Good morning
Of course you can!

Figure 77: AutoTex Motor Permission



Sales - D&D motor Systems <sales@ddmotorsystems.com>

4:02 PM



To: Benjamin Goerdt

Sure

From: [Benjamin Goerdt](#)

Sent: Monday, August 02, 2021 3:42 PM

To: sales@ddmotorsystems.com

Subject: Image Permission Use

Hello, I am a student at the University of Central Florida writing a research paper on electrical vehicles and wanted to use the image of the Golf Cart Motor. Could I have your permission to include them in the paper, strictly for educational use?

Thanks,

Ben

Figure 78: Golf Cart Motor Permission



Hobby Club <hobbyclub@earthlink.net>

4:30 PM



To: Benjamin Goerdt

Ben:

Yes, no problem.

Please e-mail us a copy of your paper,

Alberto

-----Original Message-----

From: Ben Goerdt <bengoerdt@knights.ucf.edu>

Sent: Aug 2, 2021 12:55 PM

To: Support <hobbyclub@earthlink.net>

Subject: Website Inquiry from Hobby Club

From: Ben Goerdt

Mail: bengoerdt@knights.ucf.edu

Telephone: [REDACTED]

Hello, I am a student at the University of Central Florida writing a research paper on electrical vehicles and wanted to use the image of the a few motors, including a Tonegawa 050. Could I have your permission to include them in the paper, strictly for educational use?

Thanks,

Ben

Figure 79: RC Motor, Servo, Actuator Permission



Sales <sales@firgelliauto.com>

2:17 PM

To: Benjamin Goerdt

Hi Ben,

No problem as long as it's strictly for educational use.

Regards,



Customer Service

FIRGELLI AUTOMATIONS INC

116 - 15272 Croydon Drive, Surrey BC V3Z 0Z5

T: [866.226.0465](tel:8662260465) E: sales@firgelliauto.com

firgelliauto.com | [Facebook](#) | [Twitter](#) | [LinkedIn](#)

Figure 80: Firgelli Linear Actuator Permission



FC Brigham <fc@redcatracing.com>

1:35 PM

To: Benjamin Goerdt

Ben,

Thank you for asking and YES you may use the images on our website.

Good luck with your paper.

Regards,

Figure 81: RedCat Motor Permission

New message from: **wildpowersports** (3,128 ★)

Absolutely. Also, if you need any help let us know!

Reply

Your previous message

Hello, I am a student at the University of Central Florida writing a research paper on electrical vehicles and wanted to use the image of the MY1020 Motor. Could I have your permission to include them in the paper, strictly for educational use?

Thanks,
Ben

Figure 82: MY1020 Motor Permission



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Adapt — remix, transform, and build upon the material

The licensor cannot revoke these freedoms as long as you follow the license terms.

Figure 83: 18650 Cell Holder Permission