Electric Go-Kart

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Computer Engineering:
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Vertically Integrated Program Students
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Background

- Fully-electric go-kart
- Highly modular
- Part of Outreach team
  - Teaching students about engineering disciplines

Project Goals

Electrical Engineering:

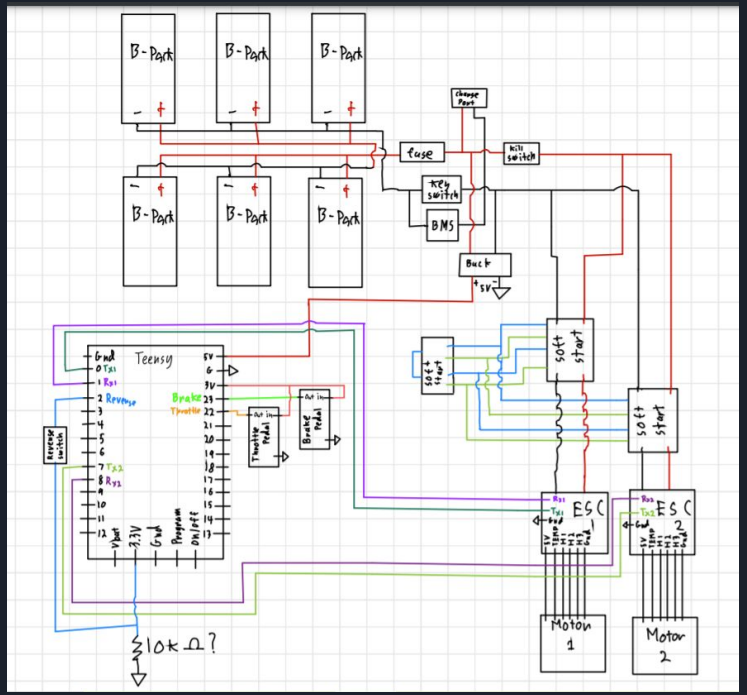
- Revisit kart's power management
- Implement solar charging
- Switch from UART to CAN

Computer Engineering:

- Redesign control systems
  - Raspberry Pi
    - Touchscreen dashboard
    - Support APD deployment
  - Switch to CAN
- Autonomous Pedestrian Detection (APD)

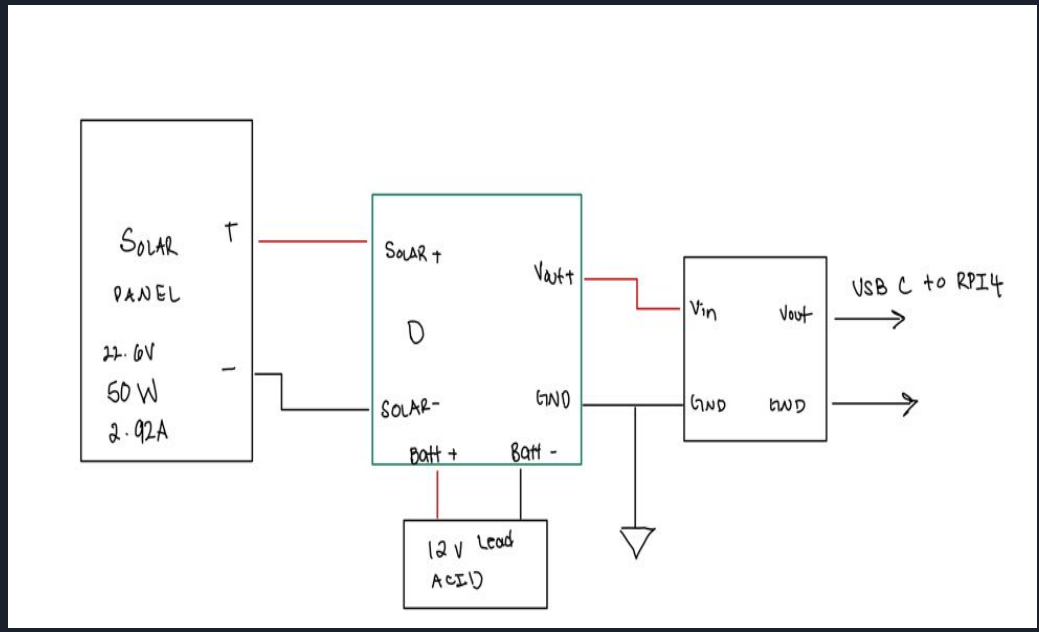
Continuation and Documentation

- Nothing really worked at the beginning
  - Couldn't start the motors
  - Wiring was tangled and confusing
  - Lack of documentation
- Documentation:
  - Created ESC document
  - Redocumented wiring diagram
  - Labeled wires
  - Found grounding errors
  - Discoveries led to design changes



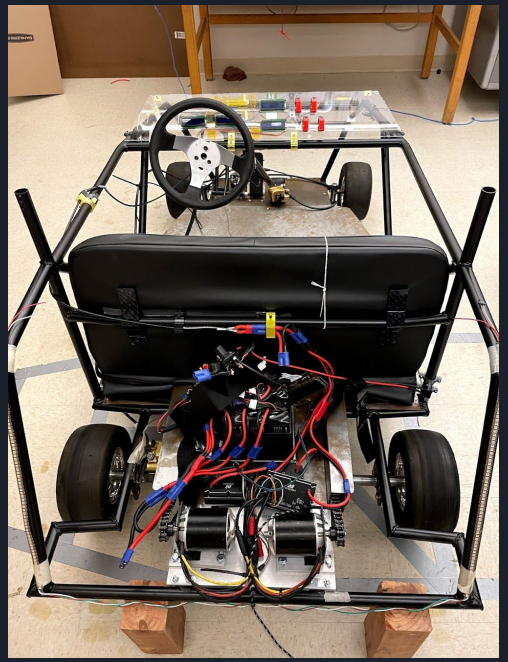
Solar Panel Battery Charger Design

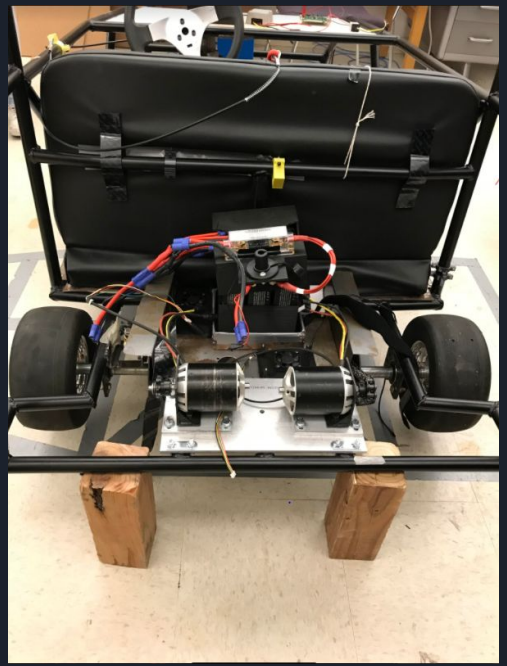
- Battery Voltage Rail system for Raspberry PI
  - How could we keep this system charged?
- Solar Panel
  - Provides the needed current for charging
- Lead Acid Battery
  - More charging forgiveness
- Implementation
  - 22.2V 50W Panel
  - 13V Battery
  - DC20838A-E BMS
- Progress:
  - Testing and Verification
  - Safety hardware



Wiring Modifications and Split Power Systems

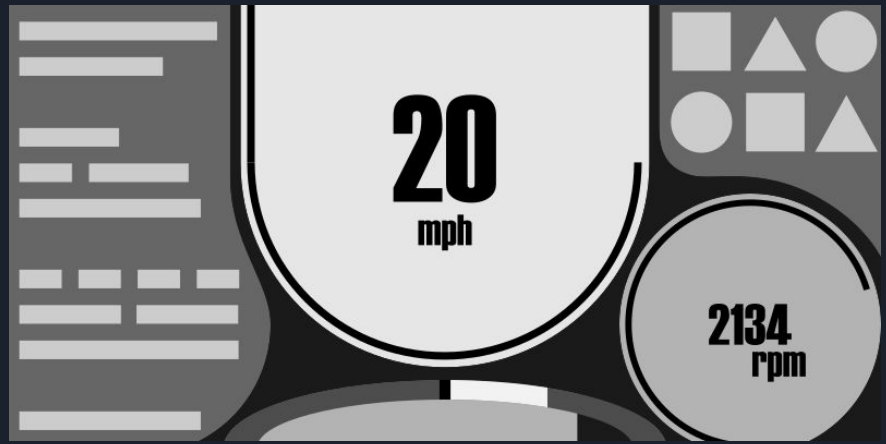
- Rewired the power system
  - Better organization
  - Took parts out
  - Changed paths
  - Fixed loose connections
- Divided power delivery into two systems (Front and Back)
  - To fix grounding errors
  - Reduce noise
  - To help implement solar panel charging





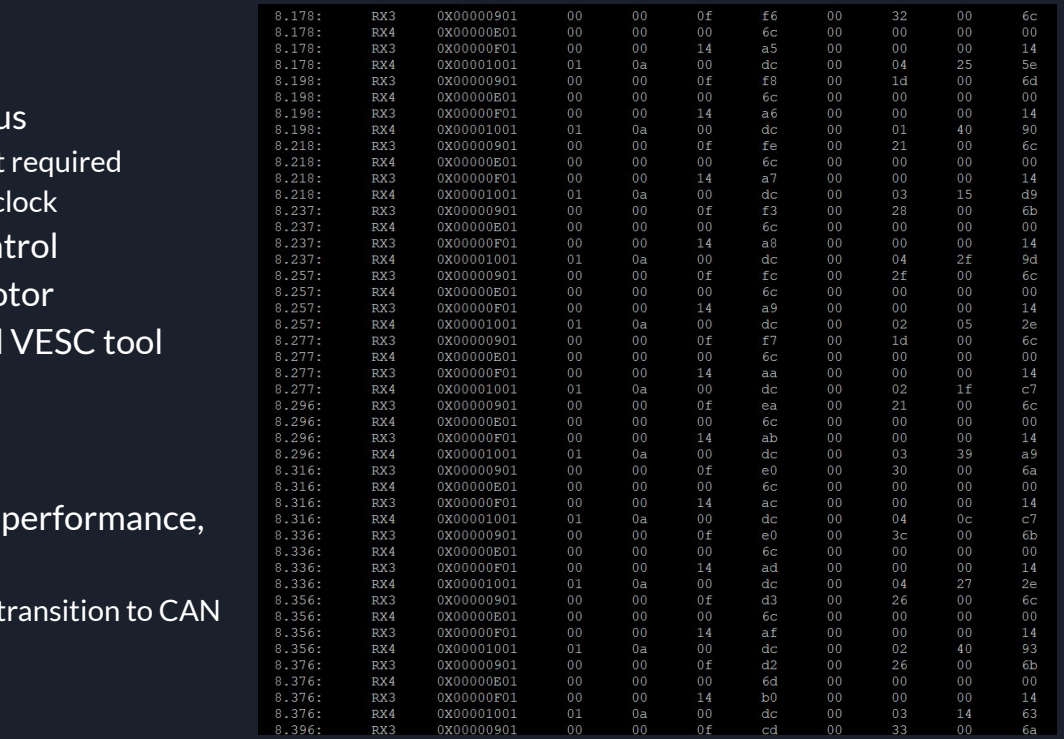
Touchscreen Dashboard

- Using PyQT 6
- Provides relevant information to driver from sensors
  - Speedometer
  - Tachometer
  - Camera with object detection
  - Battery Life
  - Regenerative braking
  - Warnings & Faults
- Also acts as a control panel for kart features
  - Lights
  - Camera



CAN and UART Communication

- Some bit rate is required by all units in CAN bus
  - Common master oscillator clock frequency not required
  - Non-return to zero, PLL synchronize receiver clock
- Some X number of UART buses for torque control
- One CAN bus can setpoint the value to the motor
- CAN detection from the ESC using puTTY and VESC tool
- UART communication devices
  - Over computer and peripheral device
  - Data stream not fast enough
- CAN asynchronous communication, real time performance, reliable
  - Devices not on CAN use peripheral devices to transition to CAN



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8.178:    RX4    0X00000E01    00    00    00    6c    00    00    00    00
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8.178:    RX4    0X00001001    01    0a    00    dc    00    04    25    5e
8.198:    RX3    0X00000901    00    00    0f    f8    00    1d    00    6d
8.198:    RX4    0X00000E01    00    00    00    6c    00    00    00    00
8.198:    RX3    0X00000F01    00    00    14    a6    00    00    00    14
8.198:    RX4    0X00001001    01    0a    00    dc    00    01    40    90
8.218:    RX3    0X00000901    00    00    0f    fe    00    21    00    6c
8.218:    RX4    0X00000E01    00    00    00    6c    00    00    00    00
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8.218:    RX4    0X00001001    01    0a    00    dc    00    03    15    d9
8.237:    RX3    0X00000901    00    00    0f    f3    00    28    00    6b
8.237:    RX4    0X00000E01    00    00    00    6c    00    00    00    00
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8.376:    RX3    0X00000901    00    00    0f    d2    00    26    00    6b
8.376:    RX4    0X00000E01    00    00    00    6d    00    00    00    00
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8.396:    RX3    0X00000901    00    00    0f    cd    00    33    00    6a
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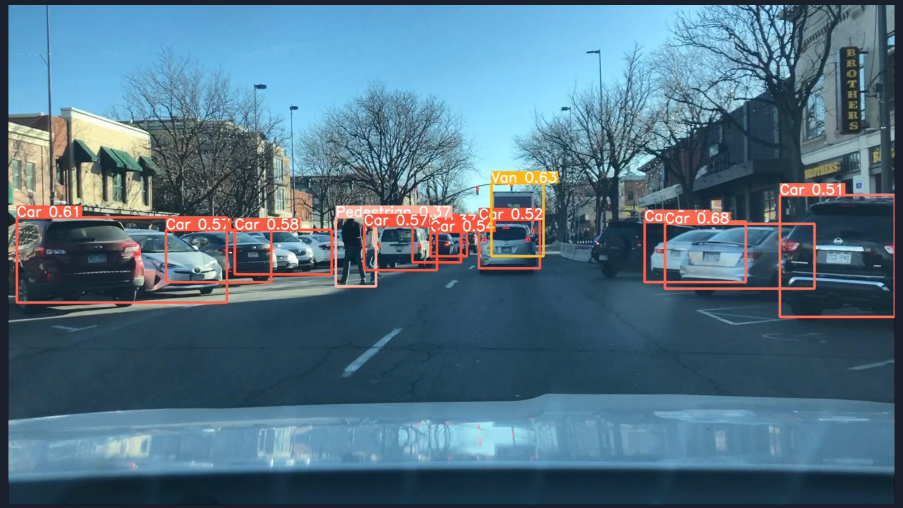
Autonomous Pedestrian Detection (APD)

- Worked with Andrew Helmreich (ML on the Edge)
- YOLOv5 model trained on the KITTI dataset
  - Some custom data added
- Deployed on Raspberry Pi 4B:
  - Coral USB Accelerator
  - 1080p USB Webcam
- Results:
  - Inference time (per frame): 32ms
  - FPS: 31.25
    - At 20mph, detect in 11.73in
  - mAP: 53.7%
- In-Progress: Live demo integrated into new UI



Budget

- Began with roughly $4500
  - Outreach gave us an additional $3000
- We have spent roughly $2,500
  - Replacement parts
  - New materials
- We still have 5,000 left
  - Projected spending was more than anticipated
- Anticipating more from fundraising and proposals next semester