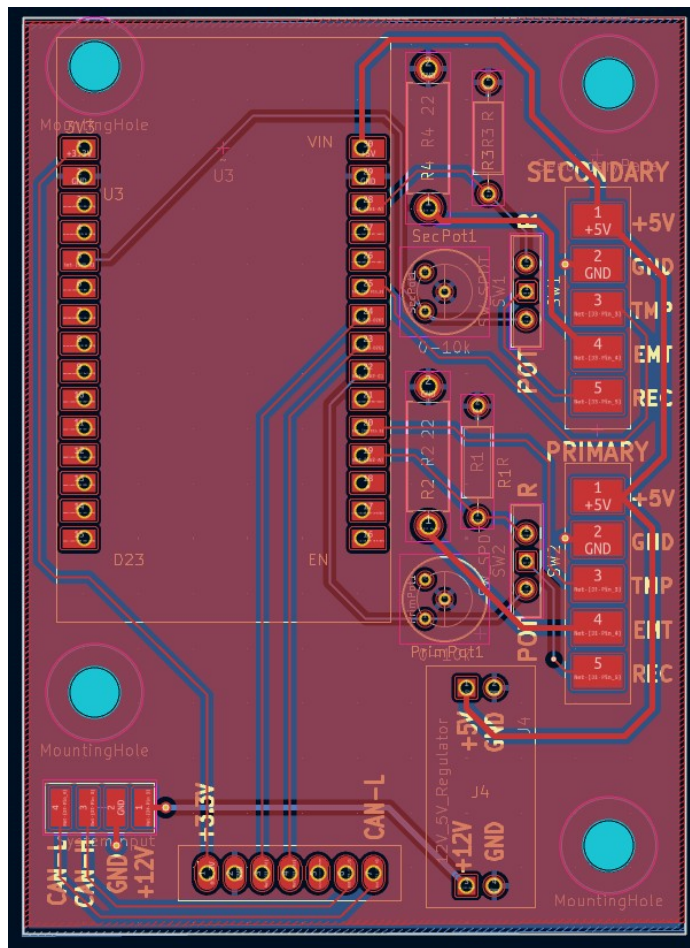
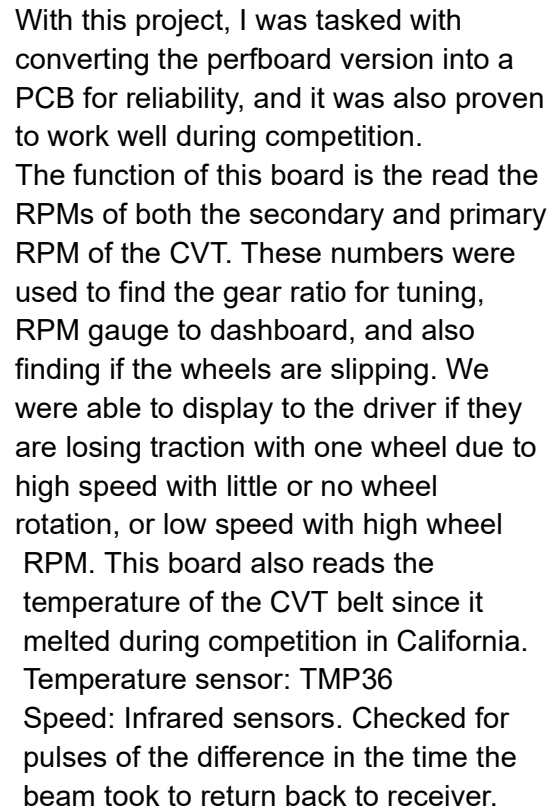
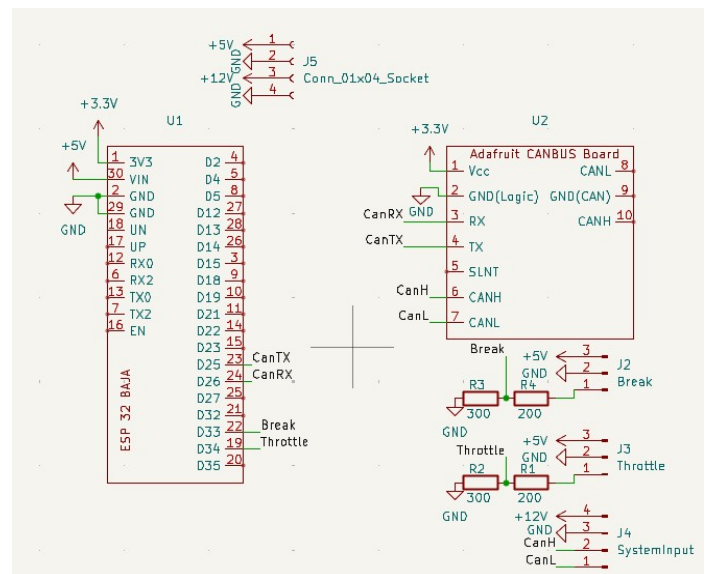
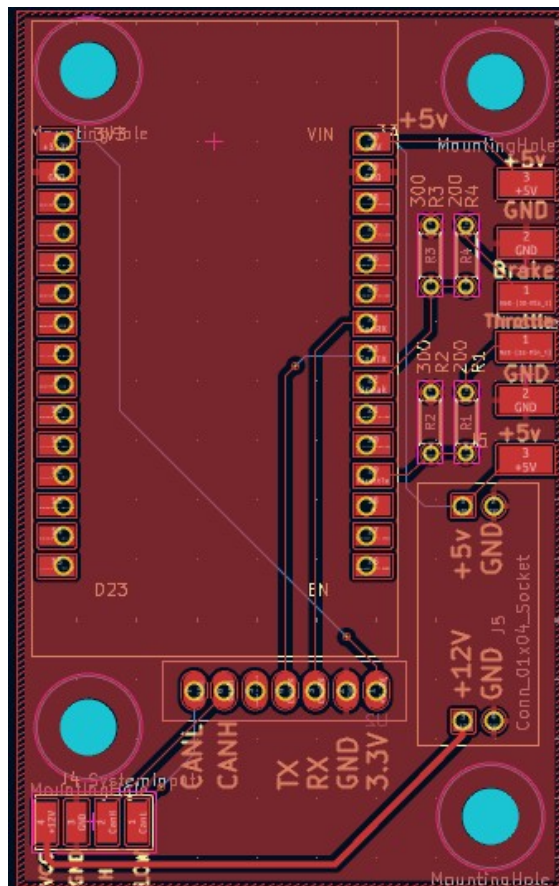


### CVT Tachometer



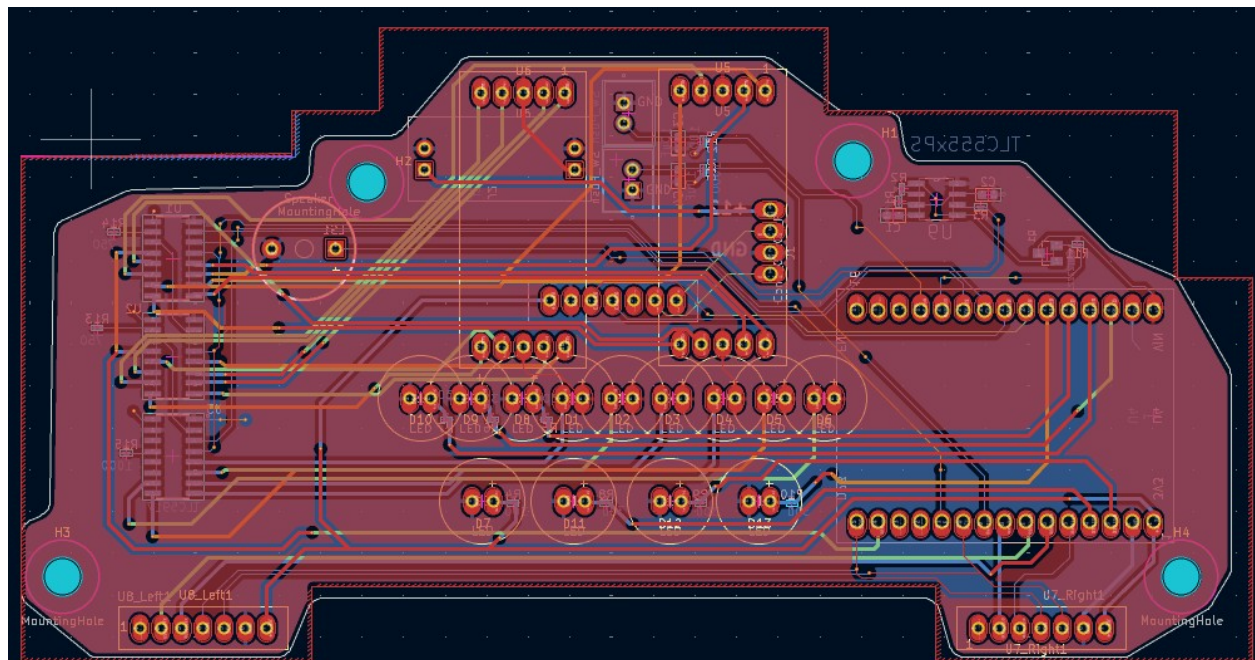
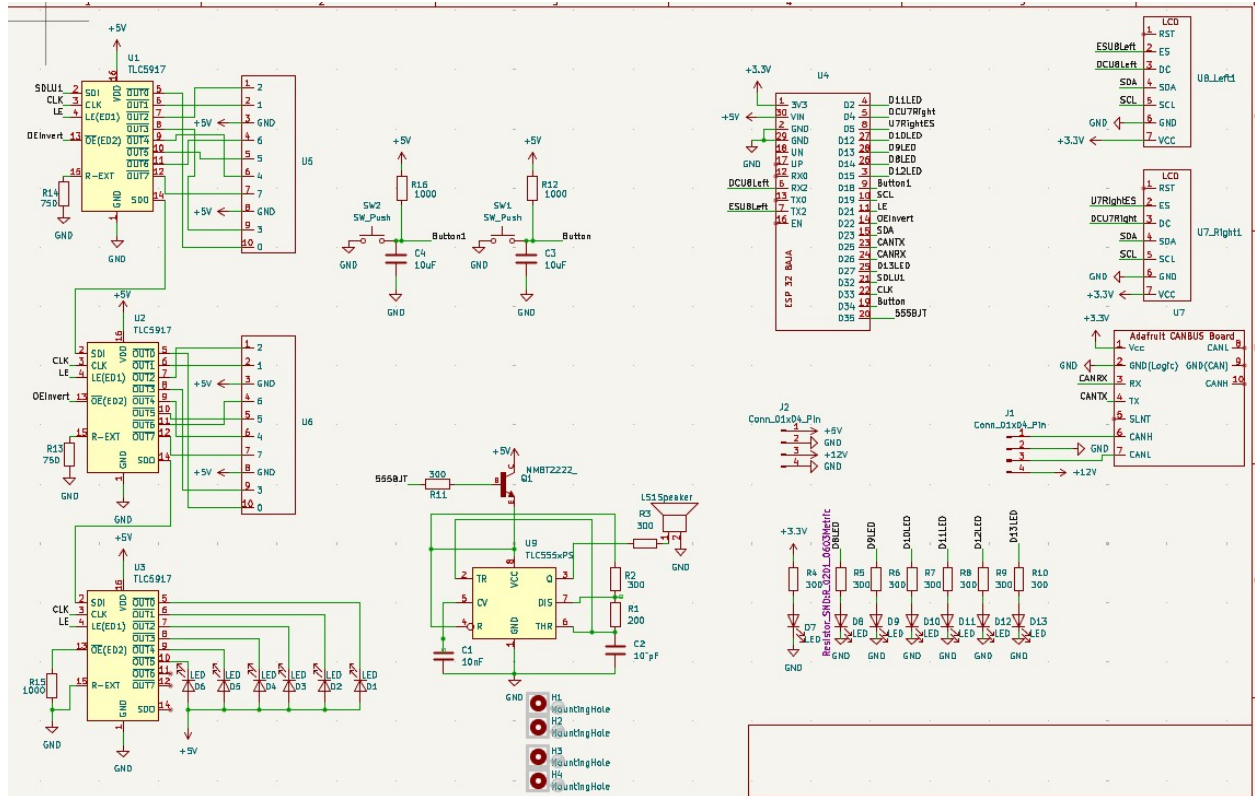
## Pedal Sensors

We used PSC360G2-F2AA-C0002-ERA360-05K hall effect sensors. Like the CVT tachometer, I was tasked with converting the protoboard into a PCB.



### *Dashboard*

With the dashboard, I was tasked with making it into a 4 layer PCB, allow the driver to change screen options, add a buzzer for notifying the driver of a critical mechanical failure, error code screen, indication of which tire is skidding or slipping, and brightness control. We used 2 buttons for changing screens. One was used for cycling the screen options. The other button was used for doing an action on that screen such as cycling between cvt temperature, error code information, or changing brightness where a press changes up and down and hold increases/decreases. Error codes include sensor failure, cvt temp, fuel low, etc. The indication of slipping and skidding is similar to the GTR races.  $\frac{1}{4}$  of each screen would light up depending on which tire is skidding or slipping. Red is skid, orange is slip. This would remind the driver to pump the brakes or be more gradual on the gas.

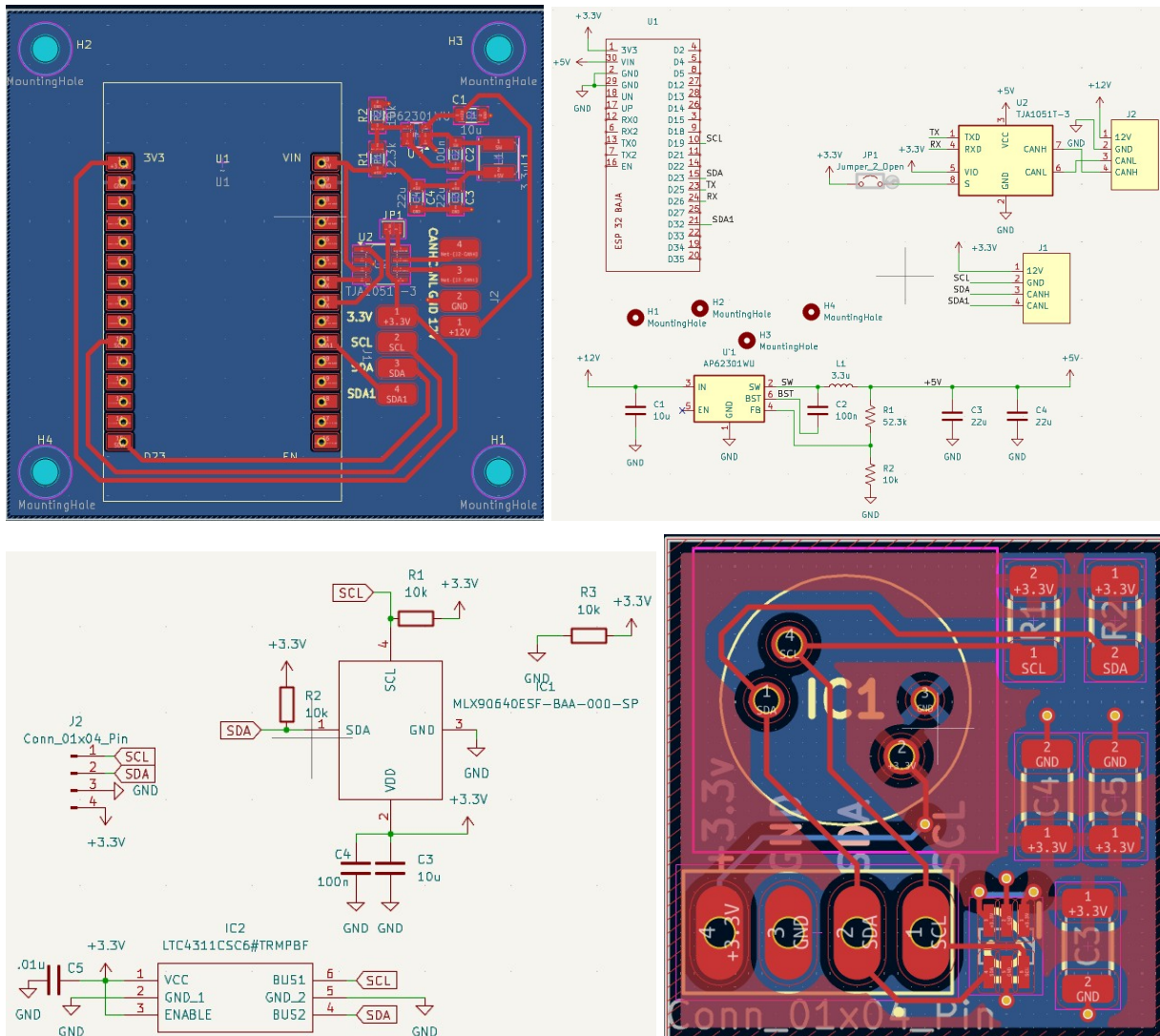






## Rotor and CVT Heat map

There was a need to find the heatmap of the brake rotors and cvt belt during testing by the mechanical team. We use a I2C extender due the length of cable from the motherboard to the sensor. For the 2026 year, we switched to an on board buck booster after finding out it worked well during the 2025 year, and also use a CAN bus IC instead of an adafruit module. The sensor had to be small so as to not interfere too much with the mechanical design of the cvt and wheel rotor. The sensor has a 120 degree field of view and a default max temperature reading of 600°F which is less than what any assembly would reach. It can be recalibrated to higher temperatures. The sensor takes a temperature reading as a 2D array. The motherboard sends the data one integer at a time to the DAQ to store into a csv on its SD card. Once the SD card is removed, using matplotlib++ it creates a series of images of the heatmap of the cvt and wheel rotor.

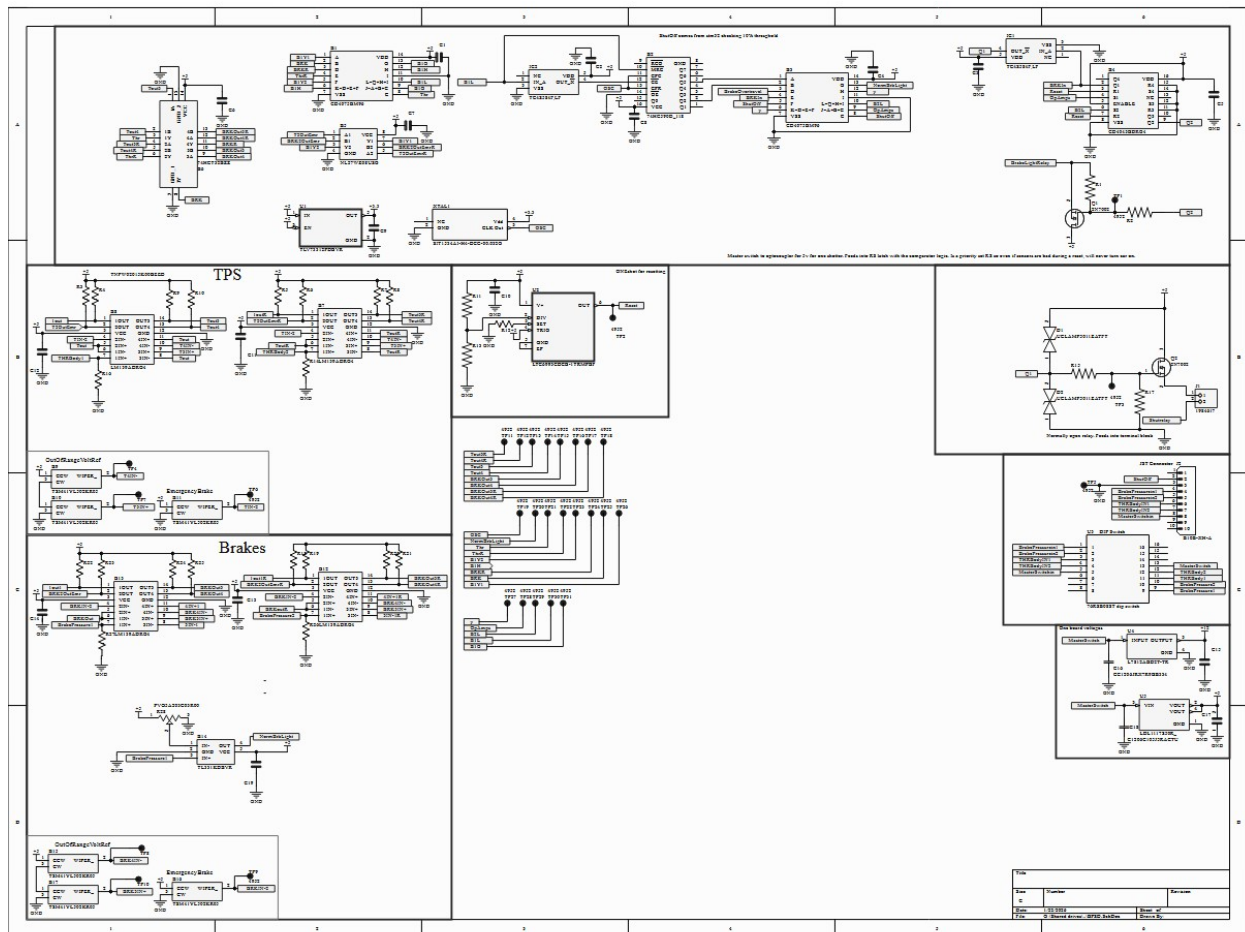


Code for the dashboard and temperature sensor can be found [here](#)

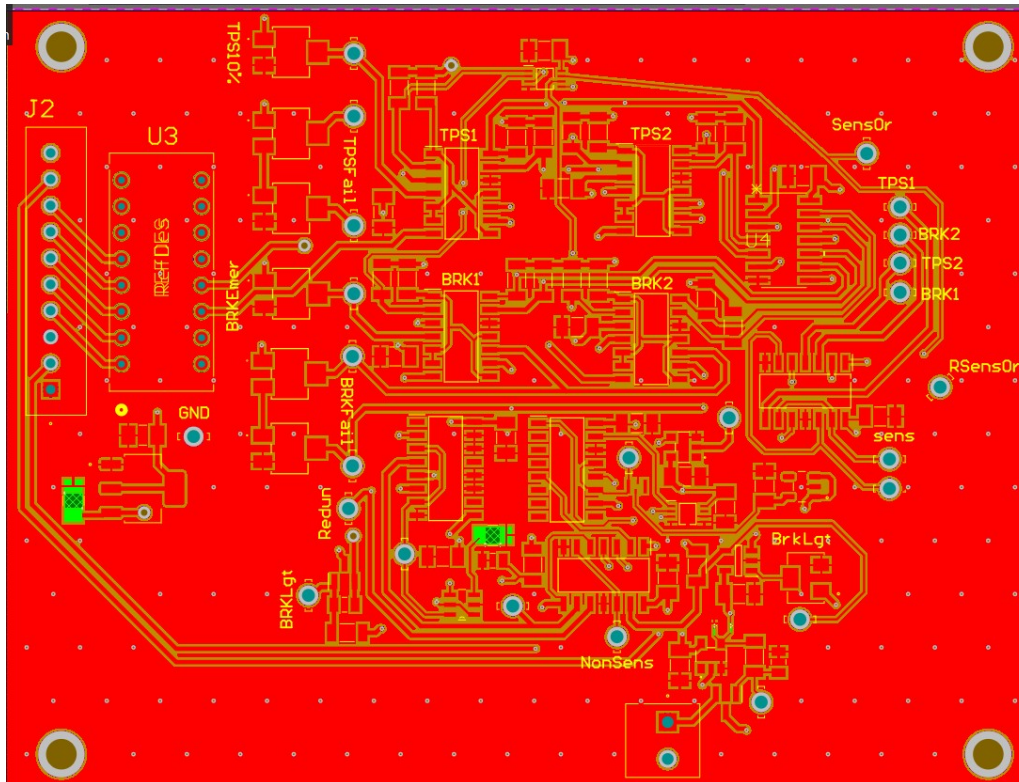
# FSAE Project Descriptions

## BSPD

The BSPD is a required circuit to ensure that the TPS and brake pressure sensors are functioning properly. By using window comparators that output high when they detect a short or open circuit with the sensor, it triggers a digital counter. When around 93ms pass, it shuts off the relay to the spark plugs and fuel pump. During an emergency braking condition where the driver is putting the brake pedal to the max and the TPS sensor is more than 10% open and one second has passed, it also shuts off those relays. The BSPD also takes inputs from the brake over travel switch and a STM32 checking if sensors are within 10% of each other. Brake overtravel is hit when the brake pressure lines fail, allowing the pedal to go farther than it could if properly pressurized. The board can only be resetted if the master switch is cycled. A LTC6993 which is used as a one shotter resets the RS latch. This board also controls the brake light. If the brake pedal is pressed or any failure has occurred, the light turns on. Originally, timing was done with RC delay for 100 and 1000ms but voltage drop across the resistor made certain pass conditions fail, and certain fail conditions pass.

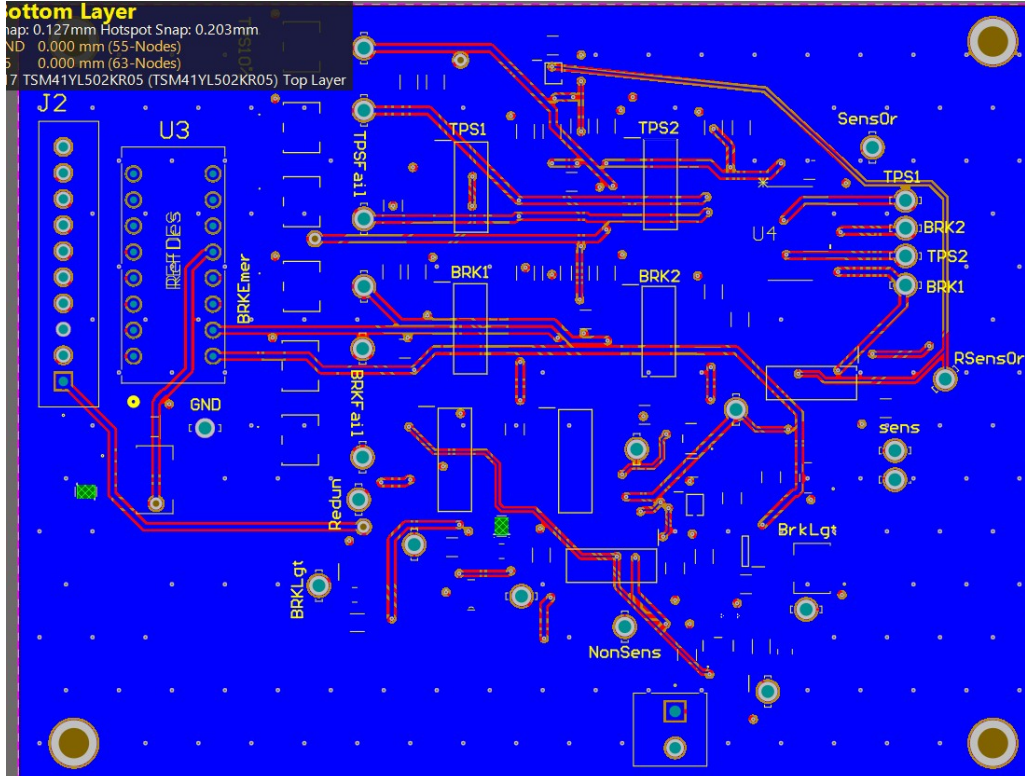






# **Bottom Layer**

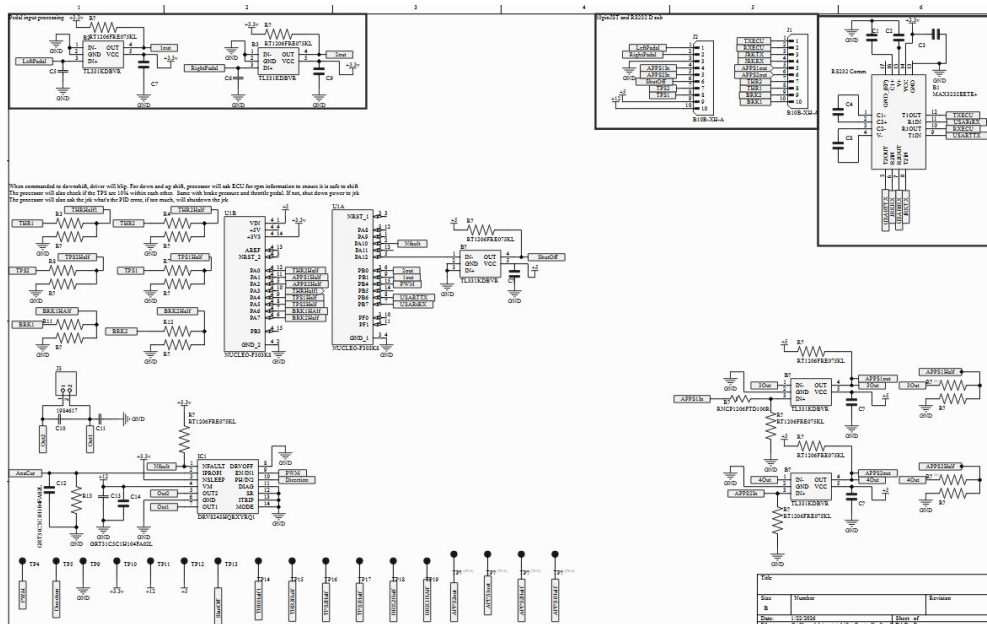
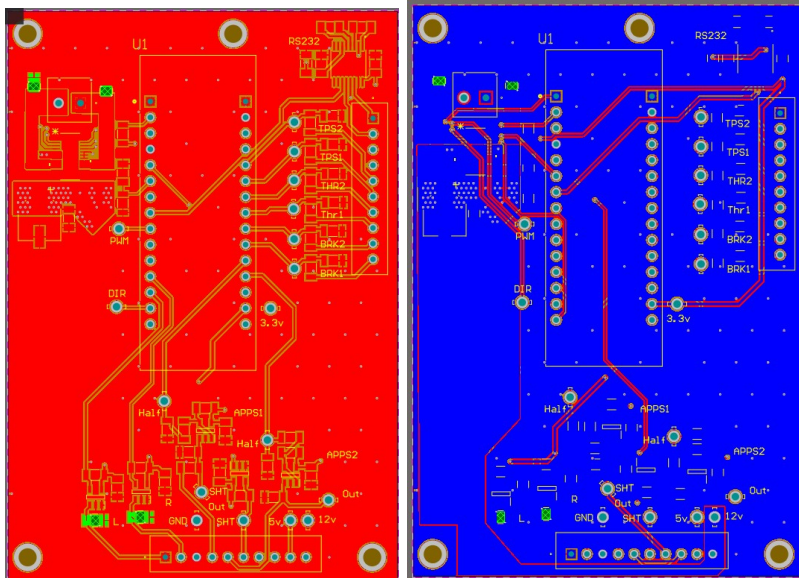
Snap: 0.127mm Hotspot Snap: 0.203mm  
 ND: 0.000 mm (55-Nodes)  
 S: 0.000 mm (63-Nodes)  
 7 TSM41YL502KR05 (TSM41YL502KR05) Top Layer





## Shifter

The shifter circuit cycles the gear on the Yamaha R6 engine. When commanded to upshift, it checks if the RPM is safe to shift into, cuts spark and fuel, and then shifts. We are using an automotive H-Bridge driver IC with integrated current sense. Once it detects a stall, power to the motor is removed, and the internal return spring brings the knob to neutral position. During the downshift, we are trusting our driver with blipping the throttle. Using RS232 communication with the ECU, the STM32 is able to get RPM data. The controller also checks that sensors are within 10% of each other. PDFs and code can be found [here](#)



## CIBM Shock Wave Instrumentation

The previous instrumentation measured electrode voltage across a resistor which superimposed noise onto the pressure cuff reading to labview because they did not share a ground point and the electrode is a pulse train. Switching to a current sensor removes the noise and also does not change the current delivery during stimulation during a blast test. The previous instrumentation had cables extending to a blast room for controls. Switching to bluetooth relays eliminated the annoyance. I also made an IR board for a drop tower high speed camera. The original sensor was giving faulty readings and did not trigger the camera to record

