



Development of an air-quality solution for taxis and taxi ranks.

Willem Cornelis Rossouw
22823700

Report presented in partial fulfilment of the requirements of the module Project (E) 448 for the degree Baccalaureus in Engineering (Electrical and Electronic) in the Faculty of Engineering at Stellenbosch University.

Supervisor: Prof. MJ (Thinus) Booysen

May 2023

Acknowledgements

I would like to thank my supervisor Thinus Booysen for giving me this skripsi topic and for his enthusiasm in his work. I would also like to thank my friend and co-(soon-to-be)-engineer Phillip, for keeping me sane for most of my degree.

Plagiaatverklaring / *Plagiarism Declaration*

1. Plagiaat is die oorneem en gebruik van die idees, materiaal en ander intellektuele eiendom van ander persone asof dit jou eie werk is.

Plagiarism is the use of ideas, material and other intellectual property of another's work and to present it as my own.

2. Ek erken dat die pleeg van plagiaat 'n strafbare oortreding is aangesien dit 'n vorm van diefstal is.

I agree that plagiarism is a punishable offence because it constitutes theft.

3. Ek verstaan ook dat direkte vertalings plagiaat is.

I also understand that direct translations are plagiarism.

4. Dienooreenkomsdig is alle aanhalings en bydraes vanuit enige bron (ingesluit die internet) volledig verwys (erken). Ek erken dat die woordelikse aanhaal van teks sonder aanhalingstekens (selfs al word die bron volledig erken) plagiaat is.

Accordingly all quotations and contributions from any source whatsoever (including the internet) have been cited fully. I understand that the reproduction of text without quotation marks (even when the source is cited) is plagiarism

5. Ek verklaar dat die werk in hierdie skryfstuk vervat, behalwe waar anders aangedui, my eie oorspronklike werk is en dat ek dit nie vantevore in die geheel of gedeeltelik ingehandig het vir bepunting in hierdie module/werkstuk of 'n ander module/werkstuk nie.

I declare that the work contained in this assignment, except where otherwise stated, is my original work and that I have not previously (in its entirety or in part) submitted it for grading in this module/assignment or another module/assignment.

22823700	
Studentenommer / Student number	Handtekening / Signature
W.C. Rossouw	May 29, 2023
Voorletters en van / Initials and surname	Datum / Date

Abstract

English

Minibus taxis are a popular mode of transport in the public sector of South Africa, but they may contribute to air pollution and pose health risks to drivers, passengers and bystanders. This thesis report aims to develop a solution to measure the levels of CO₂, VOC, particulate matter and NOx both inside minibus taxis and at taxi ranks, to estimate the air quality. It also investigates the potential health risks associated with exposure to air pollution in minibus taxi ranks and within minibus taxis, particularly for passengers, drivers and potential third parties.

Afrikaans

Minibus-taxis is 'n gewilde vervoermiddel in die openbare sektor van Suid-Afrika, maar dit kan bydra tot lugbesoedeling en gesondheidsrisiko's vir bestuurders, passasiers en omstanders. Hierdie skripsijsie poog om 'n oplossing te ontwikkel om die vlakke van CO₂, VOC, deeltjiesmateriaal en NOx binne minibus-taxis en by taxistaanplekke te meet, om sodoende die lugkwaliteit te beraam. Dit ondersoek ook die potensiële gesondheidsrisiko's wat verband hou met blootstelling aan lugbesoedeling by minibus-taxistaanplekke en binne minibus-taxis, veral vir passasiers, bestuurders en moontlike derde partye.

Contents

Declaration	ii
Abstract	iii
List of Figures	vii
List of Tables	viii
Nomenclature	ix
1. Introduction	1
1.1. Background	1
1.2. Problem Statement	2
1.3. Objectives	2
1.4. Scope	2
1.5. Report Overview	3
2. Background Study	4
2.1. Effects of Pollutants	4
2.1.1. CO ₂	4
2.1.2. Particulate Matter	4
2.1.3. Volatile Organic Compounds	4
2.1.4. NO _x	4
2.2. Related Work and Existing Solutions	5
2.2.1. Related Work	5
2.2.1.1. Air quality at bus stops [1]	5
2.2.1.2. Exposure to traffic air pollutants in taxicabs [2]	5
2.2.1.3. An investigation into the environmental impact of the taxi industry in Butterworth [3]	5
2.2.2. Existing Solutions	5
2.2.2.1. Aeroqual AQY	5
2.2.2.2. Airthings View Plus	6
2.3. Air Quality Monitoring Methods	6
2.3.1. Sensors	6
2.3.1.1. Carbon Dioxide (CO ₂)	6

2.3.1.2. VOC	6
2.3.1.3. PM	7
2.3.1.4. Nitrogen Oxides	7
2.3.2. Air Quality Reporting	8
3. System Design	9
3.1. Short summary of system	9
3.2. Hardware Overview	10
3.2.1. Microcontroller	10
3.2.2. ESP-NOW/WiFi	11
3.2.3. Sensors	11
3.2.3.1. CO ₂	11
3.2.3.2. PM, NO _x , VOC	12
3.2.4. Power	12
4. Detailed System Design	15
4.1. Hardware	15
4.1.1. ESP32-S2	15
4.1.2. Sensirion SEN55	16
4.1.3. Senseair K30	16
4.1.4. ATGM336H GPS module	18
4.1.5. SD-card adapter	19
4.1.6. Software/Firmware implementation	20
4.1.6.1. Overview	20
4.1.6.2. GPS and UART	20
4.1.7. ESP-NOW and related	21
5. Results	24
6. Summary and Conclusion	27
6.1. Summary	27
6.2. Conclusion	27
6.3. Future work and recommendations	27
Bibliography	28
A. Project Planning Schedule	32
B. Outcomes Compliance	33
I. GA 1: Problem solving	33
II. GA 2: Application of scientific and engineering knowledge	33

III. GA 3: Engineering design	33
IV. GA 4: Investigations, experiments and data analysis	33
V. GA 5: Engineering methods, skills and tools, including information technology	34
VI. GA 6: Professional and technical communication	34
VII. GA 8: Individual work	34
VIII. GA 9: Independent learning ability	34
C. Appendix	35

List of Figures

1.1. Unleaded [4]	1
1.2. Metal+ Unleaded [4]	1
1.3. Diesel [4]	1
2.1. Air Quality index [5]	8
3.1. Render of design	9
3.2. Full overview	9
3.3. Overall Performance of each Protocol	11
3.4. Power bank chosen	13
4.1. ESP32-S2 mini	15
4.2. Sensirion SEN55	16
4.3. Senseair K30 FR	17
4.4. i2c for K30	17
4.5. ATGM336H	18
4.6. GPS Antenna	18
4.7. SD card adapter	19
4.8. Flow diagram of software implementation on the base station	20
5.1. Main page for website	24
5.2. data.csv file present on the SD card and accessible through the URL	24
5.3. Speed of download is about 270kB/s	25
5.4. Particulate Matter graph of 7000 data points at all concentrations measured.	25
5.5. CO ₂ measurements	26
5.6. VOC	26
5.7. NO _x	26
C.1. Airthings table	35

List of Tables

3.1. Microcontroller option and Specifications	10
3.2. Particulate matter sensor specifications [6]	12
3.3. Current draw [6]	13
4.1. NMEA Sentences and their meanings [7]	20
A.1. Planning schedule	32

Nomenclature

Acronyms and abbreviations

PM	Particulate Matter
VOC	Volatile Organic Compounds
UART	Universal Asynchronous Receiver / Transmitter
i2c	Inter-Integrated Circuit
UFP	Ultrafine Particle
LPG	Liquefied Petroleum Gas
CNG	Compressed Natural Gas
PPM	Parts Per Million
PPB	Parts Per Billion
NDIR	Nondispersive Infrared
PID	Photoionisation Detector
FID	Flame Ionisation Detector
MOS	Oxide Semiconductor Sensor
UV	Ultraviolet
AQI	Air Quality Index
IO	Inputs and Outputs
HAT	Hardware Attached on Top
USB	Universal Serial Bus
STA	Station
AP	Access Point
SD	Secure Digital
FS	File System
NMEA	National Marine Electronics Association
PPS	Pulse Per Second
SPI	Serial Peripheral Interface
GPS	Global Positioning System
PPS	Pulse Per Second

Chapter 1

Introduction

1.1. Background

In South Africa, millions of commuters use taxis frequently and depend on them for all of their mobility needs [8].

The South African government has recognised the impact of taxi emissions on air quality and has taken steps to address the issue. In 2006, the government gazetted regulations that required taxi operators to convert their vehicles to run on cleaner fuels, such as liquefied petroleum gas (LPG), compressed natural gas (CNG), or diesel with lower sulphur content [4].

Comparative Summary of the Clean Fuel Regulations Unleaded Petrol			
SPECIFICATIONS	Regulation 521 of JUNE 2006 (CFZ)	Regulation 431 of JUNE 2012 (CFZ)	Regulation 582 of June 2017 REGULATIONS
UNLEADED PETROL			
METAL-FREE UNLEADED PETROL WITH RON 91, 93 or 95	<13mg/l	<13mg/l	<6mg/l
UNLEADED PETROL WITH RON 91 or 95	<13mg/l	<13mg/l	<6mg/l
Lead	<13mg/l	<13mg/l	<6mg/l
Manganese	<20mg/l	<20mg/l	<20mg/l
Potassium	<20mg/l	<20mg/l	<20mg/l
Antimony	<0.01mg/l	<0.01mg/l	<0.01mg/l
Arsenic	<0.05 mg/l	<0.05 mg/l	<0.05 mg/l
Boron	<0.5 mg/l	<0.5 mg/l	<0.5 mg/l
Sulphur	Not specified	10mg/kg	10mg/kg
Chlorine	Not specified	Not specified	<120 mg/l
Manganese	Only in definitions	18mg/l	<18mg/l



Figure 1.1: Unleaded [4]

Comparative Summary of the Clean Fuel Regulations Metal Containing Unleaded Petrol			
SPECIFICATIONS	Regulation 521 of JUNE 2006 (CFZ)	Regulation 431 of JUNE 2012 (CFZ)	Regulation 582 of June 2017 REGULATIONS
METAL CONTAINING UNLEADED PETROL UNSPECIFIED WITH RON 91, 93 or 95			
Lead	<13mg/l	<13mg/l	<6mg/l
Manganese	<20mg/l	<20mg/l	<20mg/l
Potassium	<20mg/l	<20mg/l	<20mg/l
Antimony	<0.01mg/l	<0.01mg/l	<0.01mg/l
Arsenic	<0.05 mg/l	<0.05 mg/l	<0.05 mg/l
Boron	<0.5 mg/l	<0.5 mg/l	<0.5 mg/l
Chromium	Not specified	20mg/kg	20mg/kg
Chlorine	Not specified	Not specified	<120 mg/l
Manganese	Only in definitions	18mg/l	<18mg/l



Figure 1.2: Metal+ Unleaded [4]

Comparative Summary of the Clean Fuel Regulations Diesel (including Biodiesel)			
SPECIFICATIONS	Regulation 521 of JUNE 2006 (CFZ)	Regulation 431 of JUNE 2012 (CFZ)	Regulation 582 of June 2017 REGULATIONS
Sulphur	>500 mg/kg	10mg/kg	10mg/kg
Biobased	>5% v/v	>5% v/v	>5% v/v
E10	>20% v/v biodiesel	>20% v/v biodiesel	5 - 12% v/v biodiesel
E100	>20% v/v biodiesel	>20% v/v biodiesel	15 + 25% v/v biodiesel
E20	>20% v/v biodiesel	>20% v/v biodiesel	>20% v/v biodiesel
E50	>50% v/v biodiesel	Not mentioned	35 + 45% v/v biodiesel
E80	>80% v/v biodiesel	Not mentioned	45 + 55% v/v biodiesel
E90	>90% v/v biodiesel	Not mentioned	100% v/v biodiesel
LOW-SULPHUR DIESEL	LOW-SULPHUR DIESEL	LOW-SULPHUR DIESEL	LOW-SULPHUR DIESEL >50mg/kg
Sulphur	>50mg/kg	>10mg/kg	10mg/kg



Figure 1.3: Diesel [4]

As seen in Figures 1.1, 1.2 and 1.3, South Africa's regulations on cleaner fuels are updated every five to six years. Cleaner fuels produce less greenhouse emissions. The implementation of these regulations has been slow and often poorly regulated [9], resulting in continued poor air quality in many areas.

The main sources of air pollution in South Africa are industrial activities, power generation, vehicle emissions, biomass burning, and domestic fuel use [10]. Among these sources, vehicle emissions are particularly relevant for taxi commuters, who are exposed to high levels of pollutants such as particulate matter (PM), nitrogen oxides (NOx), carbon monoxide (CO), and volatile organic compounds (VOCs) [11]. These pollutants can have adverse effects on respiratory, cardiovascular, neurological, and immune systems, as well as increase the risk of cancer and premature death [12].

1.2. Problem Statement

Despite the popularity and importance of taxis in South Africa, there is a lack of research on the air quality inside these vehicles and at taxi ranks. Air quality is a crucial factor for human health and well-being, especially for commuters who spend long hours in taxis exposed to various pollutants. Moreover, taxi emissions contribute to the overall air pollution in crowded spaces (in this case taxi ranks), which affects the environment and the quality of life of the passers by. The closest studies are concerning single cab taxis [2], road based pollution [13] and general pollution [3]. There is a need for a study on the air quality in taxis and taxi ranks and its impacts on human health and the environment, this report aims to provide a means to that end.

1.3. Objectives

The objective of the study are as follows:

- To design a device to measure the levels of:
 - CO₂
 - VOC
 - NO_x
 - Particulate Matter

both inside taxis and in taxi ranks.

- To investigate the potential health risks associated with exposure to air pollution in taxi ranks and within taxis, particularly for passengers, drivers and potential third parties.
- Develop hardware that measures the above-mentioned.
- Develop software/firmware that integrates the hardware.

1.4. Scope

The scope of the project encompasses only the following:

- Design of base station and satellite module
- Design of communication network for satellite module and base station as well as data storage and backup

- Hardware development
- Software development
- Test of Hardware and Software elements

1.5. Report Overview

in this thesis report, Chapter 1 presents the a summary of the scope and reasoning of the project and the problems it addresses. In chapter 2, literature is provided to give an understanding of why the solution is needed as well as other examples of similar solutions or research. Chapter 3 provides an overview of the design step of the project and also introduces the hardware used and the considerations. Chapter 4 delves deeper into the hardware that was chosen and its features as well as how it is implemented in the project, it also provides a view of the coding or firmware involved in bringing it to fruition. Chapter 5 contains the results of the solution and shows it in action. Chapter 6 contains the summary, conclusion and future work and recommendations.

Chapter 2

Background Study

2.1. Effects of Pollutants

2.1.1. CO₂

Exposure to *CO*₂ in concentrations as low as 1000 ppm can lead to adverse effects [14], this is enhanced by prolonged exposure, as would likely be experienced by the driver or passenger.

Adverse effects include [15]:

- inflammation
- reduced cognitive performance
- kidney and bone problems

2.1.2. Particulate Matter

Short-term exposure to particulate matter in the 2.5 and 10 µg range seems to aggravate pre-existing conditions, such as respiratory and cardiovascular conditions [16], long term exposure is irrelevant in this context, as it is not measurable in the span of this study.

2.1.3. Volatile Organic Compounds

Short term exposure to VOCs can lead to eye and respiratory tract irritation, headaches, nausea and cancer [17]. The Environmental XPRT article on acceptable VOC levels in the air (2019) [18] suggests that acceptable ranges for VOC would be between 300 to 500 µg .

2.1.4. NO_x

Even at low concentrations, nitrogen oxides (*NO*₂, *N*₂*O*₄, *N*₂*O*₃, and *N*₂*O*₅) irritate the lungs and upper respiratory tract [19]. Symptoms from exposure to *NO*₂ include inflammation of the airways, increase susceptibility to respiratory infections and to allergens as well as aggravating pre-existing lung or heart conditions. The safe amount that should not be exceeded regularly is 200µg. [20]

2.2. Related Work and Existing Solutions

2.2.1. Related Work

2.2.1.1. Air quality at bus stops [1]

This article was a case study of air quality monitoring at a bus stop in an underpass on the campus of Lancaster University. The bus stop was suspected to have high levels of air pollution due to the large number of vehicles passing through the tunnel. They used an Aeroqual AQY Micro Air Quality Station to measure the concentrations of NO_2 , PM_{10} and $PM_{2.5}$ at the bus stop. This study concluded that bus stops facing the roadway had higher concentrations of particulate matter, with the distribution of the particulate matter being similar regardless of the size of the particles measured. Traffic flow also impacted in the concentrations to a statistically significant degree.

2.2.1.2. Exposure to traffic air pollutants in taxicabs [2]

This study reviewed the level of pollutants present inside taxi cabs(American style taxis). The article reports that the exposure studies show that traffic related air pollutants concentrations inside taxicabs are higher than their urban background. This was a research based study.

2.2.1.3. An investigation into the environmental impact of the taxi industry in Butterworth [3]

This study analysed the environmental impact of the taxi industry in South Africa, by surveying a fleet of taxis in Butterworth, they do simple analogue measures such as dust gauges and soil and water analysis. This study concluded that the magnitude of environmental impact caused by taxis is correlated to the size of the taxi rank as well as the size of the population.

2.2.2. Existing Solutions

2.2.2.1. Aeroqual AQY

This sensor was used in a study aiming to measure similar metrics done to determine the air quality at bus stops [1]. The solution used consists of sensors for the following along with provided ranges [21]:

- Particulate matter ($PM_{2.5}$ & PM_{10}) 0-1000 μg
- Ozone

- Nitrogen Dioxide 0-500 ppb
- Temperature and Relative Humidity
- Dew point

This sensor lacks Carbon Dioxide measuring and lacks detailed specification on ranges' error.

2.2.2.2. Airthings View Plus

This sensor suite was designed for home use, it features:

- Particulate matter ($PM_{2.5}$ 0-200 μg)
- Carbon dioxide 400–5000 ppm
- VOC
- Radon

This sensor was not intended to be extremely accurate and seems to be more for sensing danger than accurate measuring. It does include a handy chart for what should be considered normal levels for the different sensors as seen in Figure C.1.

2.3. Air Quality Monitoring Methods

2.3.1. Sensors

2.3.1.1. Carbon Dioxide (CO_2)

There are two main types of CO₂ sensors: infrared gas sensors (NDIR) and chemical gas sensors. [22] The most common and more accurate sensor type is the NDIR sensor. Chemical sensors typically use less power and can be smaller but are less accurate and are more prone to aging effects.

2.3.1.2. VOC

VOC sensors measure volatile organic compounds in the air, such as what is found in petroleum fuels. There are three main types of sensors used to detect VOC [23] [24]:

- photoionisation detector (PID)
- flame ionisation detector (FID)
- metal oxide semiconductor sensor (MOS)

PID sensors uses ultraviolet light to ionise the VOC molecules and measure the electric current. They are typically used for low concentrations. FID sensors, are similar to PID sensors, but use a flame instead of UV light. A MOS sensor uses a heated metal oxide film that reacts with VOC and measures the change in resistance. This sensor is typically used from low to medium concentration. [23] [24]

2.3.1.3. PM

Particulate matter sensors measure the concentration and size of airborne particles. They use different methods to detect particles, such as:

- light scattering
- light obscuration
- direct imaging

Light scattering is used for smaller sized particles ($< 1 \mu\text{m}$), while obscuration is used for larger particles [25]. Direct imaging depends on the resolution and size of the sensor, but is usually prohibitively expensive.

2.3.1.4. Nitrogen Oxides

NO_x sensors measure are typically found in exhaust gases of diesel engines [26]. There are different types of NO_x sensors [27]:

- Electrochemical
- Zirconia

Electrochemical uses an electrolyte to create a current proportional to the concentration. Zirconia sensors use ceramic material and changes resistance based on concentration. Zirconia sensors typically run at lower temperatures and are more customisable. [28]

2.3.2. Air Quality Reporting

Air quality is usually reported as an index taken from various sources. We can use this standard to measure our perceived air quality of each contributing gas or particulate matter. [29]

IAQ Index			
PM2.5	VOC	CO2	
$\mu\text{g}/\text{m}^3$	$\mu\text{g}/\text{m}^3$	ppm	Hazard Level
<12	<100	<700	Good
35	200	800	Moderate
56	300	1100	Poor
150	400	1500	Unhealthy
250	500	2000	Very Unhealthy
300	600	3000	Hazardous
500	700	5000	Extreme

Figure 2.1: Air Quality index [5]

Typically, the gases used to estimate the air quality form part of an index and are weighted. The AQI was developed by the US to communicate levels of air pollution to the public [30]. It is based on the levels of different pollutants in the air, such as particulate matter (PM), ozone (O₃), nitrogen dioxide (NO₂), sulphur dioxide (SO₂) and carbon monoxide (CO). The AQI is calculated for each gas separately so it is logical to measure each and take the highest (worst) as the index value. [31]

Chapter 3

System Design

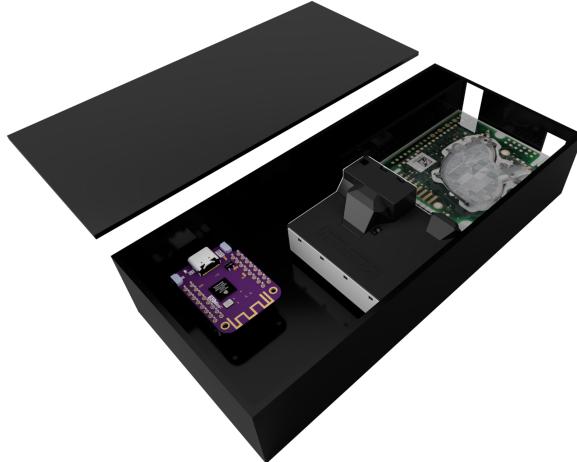


Figure 3.1: Render of design

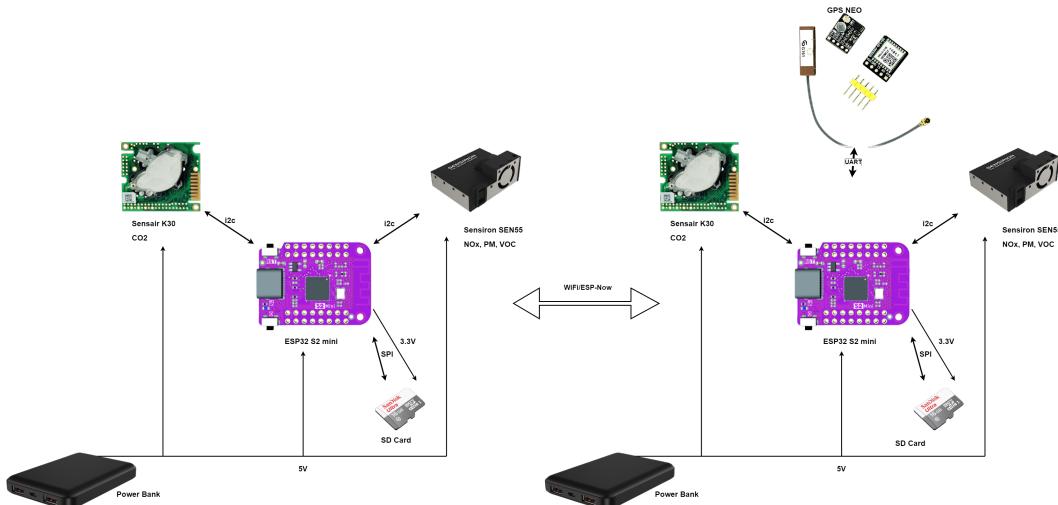


Figure 3.2: Full overview

3.1. Short summary of system

As seen in figure 3.2 the system consists of two sensors, the Sensirion SEN55, and the Senseair K30, the former measuring Particulate Matter, VOC, NO_x, Temperature, and Humidity and the latter CO₂ concentration respectively. They both share the same I₂C bus. The other components in the system is the SD card used to store the data, the SD card is connected via the one of the ESP32-S2's SPI buses. The satellite station features a GPS to note the difference in values for different routes, it also functions as a home beacon,

allowing the controller to know when the base station is close enough so it can attempt to transmit - this also serves to reduce power consumption since the onboard WiFi chip uses considerably more power than the GPS, thus keeping the WiFi from continuously trying to connect. The microcontroller forming the heart of the system is the ESP32-S2 MINI by WEMOS. The power source for the project is a 10000mAh power bank.

3.2. Hardware Overview

3.2.1. Microcontroller

An essential part of this project is the microcontroller, since it contains and controls many of the aspects needed for the project to work. Choosing a microcontroller comes down to its features. For this project the features considered were:

- Speed
- Communication capabilities
- Expandability / IO
- Storage
- Power draw
- Size
- Cost

A few common microcontroller boards available at the time of writing are compared in the table below along with their respective specifications:

	ESP32-S2 lolin mini	ESP8266 NodeMCU	Raspberry Pi Zero W
Speed	Tensilica Xtensa LX7 32 bit Single-Core @ 240Mhz	Tensilica LX106 32 bit @ 80 MHz (up to 160 MHz)	BCM2835 1GHz
Communication	Wifi	802.11b/g/n	802.11b/g/n max 65mbps
Expandability / IO	I2C	2	1
	ADC	20 x 12bit	8 x 17 bit
	CAN/TWAI	Y	Needs HAT
	GPIO	43	40
	UART	Y	Y
Storage	Micro SD and USB OTG	Needs module	Micro SD and USB OTG
Power draw	190mA peak when sending WiFi	250mA peak	260mA at idle
Size	34.3*25.4mm	49*26mm	60*30mm
Cost	R99	R94	R320.85

Table 3.1: Microcontroller option and Specifications

From Table 3.1 the ESP32 S2-mini is power efficient, contains enough expandability to implement the necessary sensors, has wireless capabilities and is more affordable than the alternatives.

3.2.2. ESP-NOW/WiFi

When considering data transfer between the basestation and satellite station, speed, power consumption and range need to be accounted for. According to an article done by Dani Eichhorn from thingpulse, the runtime of a typical ESP32 running on a standard 2.5A h battery can be increased from an estimated 6.9 months on a WiFi gateway to up to 3.7 years on ESP-NOW, a sixfold increase [32].

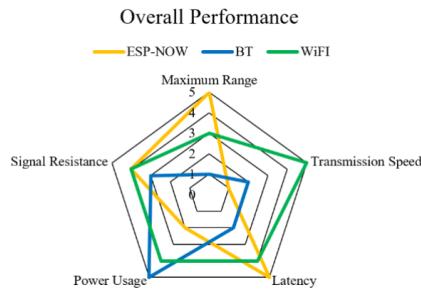


Figure 3.3: Overall Performance of each Protocol

In figure 3.3 extracted from a study done regarding the performance of the various wireless aspects of the ESP32 [33] it can be seen that the transmission range of ESP-NOW is superior to that of WiFi making it a valid option for transmission, while also keeping power consumption low. Tests will have to be done to see if the transmission speeds are fast enough to enable transmission of data when the satellite station reaches base.

3.2.3. Sensors

3.2.3.1. CO₂

For the CO₂ sensor a sensor with at least 5000ppm measuring capability was needed, as that was the top end of exposure for AQI. It also needed a suitable interface and an acceptable power consumption and fast enough response time. After looking at a few options on the market, the Senseair K30 FR (Fast response) NDIR sensor was chosen. This sensor features both UART and I2C communication, has a 70 mA average power consumption when powered, has a 0-5000 ppm sensing capability and is a fast response sensor, meaning it does not need a fan and can use the pre-existing fan from the other sensor since it uses diffusion. This enables accurate and fast sensing.

3.2.3.2. PM, NO_x, VOC

The sensor chosen for the various needed values needed to comply to the various parameters needed to determine air quality. For the air quality index, the values indicated are VOC and PM2.5, these values needed to have a range of at least 100-700 $\mu\text{g}/\text{cm}^3$ and 0-1200 $\mu\text{g}/\text{cm}^3$ respectively.

The sensor chosen is an all in one sensor, the Sensirion SEN55, it measures Temperature, Humidity, Particulate matter in the ranges 1, 2.5, 4, and 10 μm . Both the VOC and NO_x values are given as an index from a given baseline, so the information gathered from it will be in the form of a qualitative measurement based on what would be considered to be normal values, any deviation from the baseline represents a change in air quality. The particulate matter is given in precise measurements, so that will be helpful to identify the possible types of pollutants as well.

Parameter	Conditions	Value	Units
Mass concentration specified range	-	0 to 1000	$\mu\text{g}/\text{m}^3$
	PM1.0	0.3 to 1.0	μm
Mass concentration size range	PM2.5	0.3 to 2.5	μm
	PM4	0.3 to 4.0	μm
	PM10	0.3 to 10.0	μm
Mass concentration precision for PM1 and PM2.5	0 to 100 $\mu\text{g}/\text{m}^3$	$\pm 5 \mu\text{g}/\text{m}^3$ AND 5 % m.v.	
	100 to 1000 $\mu\text{g}/\text{m}^3$	± 10	% m.v.
Mass concentration precision2,3 for PW, PM105	0 to 100 $\mu\text{g}/\text{m}^3$	± 25	$\mu\text{g}/\text{m}^3$
	100 to 1000 $\mu\text{g}/\text{m}^3$	± 25	% m.v.
Maximum long-term mass concentration precision limit drift	0 to 100 $\mu\text{g}/\text{m}^3$	± 1.25	$\mu\text{g}/\text{m}^3 / \text{year}$
	100 to 1000 $\mu\text{g}/\text{m}^3$	± 1.25	% m.v. / year
Typical start-up time	number concentration	200 - 3000 #/ cm^3 100 - 200 #/ cm^3 50 — 100 #/ cm^3	8 16 30
Sensor output characteristics	PM2.5 mass concentration	Calibrated to TSI DustTrak{TM} DRX 8533 Ambient Mode	
Additional T-dependent mass precision limit drift	temperature difference to 25C	typ.	± 05 % m.v. / oc
Laser wavelength (DIN EN 60825-1 Class 1)	typ	660	nm

Table 3.2: Particulate matter sensor specifications [6]

As seen in table 3.2 [6] the precision attained is more than adequate for our measuring purposes.

Table 3.3 [6] contains the power requirements for all of these sensors, with the average being 63mA at 5V for typical use.

3.2.4. Power

From the previous section the power usage on average was found to be $70 + 63 = 133\text{mA}$ consumption for the sensors alone. Depending on the draw from the ESP32 the consumption total would average around $70 + 63 + 90 = 223\text{mA}$ [32]. And for the satellite station there is one more drain of power, the ATGM336H GPS, with average power consumption of 20 mA [34] bringing the satellite station to 243mA .

For the intended use, remote data gathering would be done with the help of a lithium battery pack, as lithium ion /polymer batteries are energy dense and are commonly found

Parameter	Conditions		Min	Typ	Max	Unit
Average supply current	Idle Mode (first 10 seconds)	SEN55	-	3.8	4.2	mA
		SEN54	-	7	1	
		SEN50	-	0.7	1	
		SEN55	-	2.6	3	
	Idle Mode (after first 10 seconds)	SEN54	-	0.7	1	
		SEN50	-	0.7	1	
	RHT/Gas-only Measurement Mode	SEN55	-	6.8	8	
		SEN54	-	6.5	7.7	
	Measurement-Mode (first 60 seconds)	SEN55	-	70	100	
		SEN54	-	70	100	
		SEN50	-	70	100	
	Measurement-Mode (after first 60 seconds)	SEN55	-	63	80	
		SEN54	-	63	80	
		SEN50	-	63	80	

Table 3.3: Current draw [6]**Figure 3.4:** Power bank chosen

in USB power banks. Most of the sensors and the microcontroller either have native 5V input or have a voltage regulator onboard making it ideal. To calculate the size of the battery necessary, we take the typical usage, in the case of inside the taxi being 3 hours for the morning commutes and in the case of the base station 14 hours for the full day

data. This gives: $223\text{mA} \times 14 = 3.122\text{A h}$ at 5V. This equates to 15.61Wh. Typically battery bank capacity is given in mAh but this can be deceiving as it normally references the capacity of the cells in parallel with an average voltage of 3.7V not the 5V output. With the 15.61Wh needed, this would equate to a 4218,9mAh Power bank needed. To ensure Full day usage, a typical power bank of 10000 mAh is chosen. This also ensures that, should the system need to, it would be able to provide 24 hour data. The power bank chosen also features Type C power delivery or PD for short, this allows it to be charged with 20W of power and thus charge quicker and avoid downtime in the sensor.

Chapter 4

Detailed System Design

4.1. Hardware

This system consists of multiple interconnecting components that will be discussed in detail in this section, namely:

- ESP32-S2
- Sensiron Sen55
- Senseair K30
- SD-card adapter
- ATGM336H GPS module

4.1.1. ESP32-S2

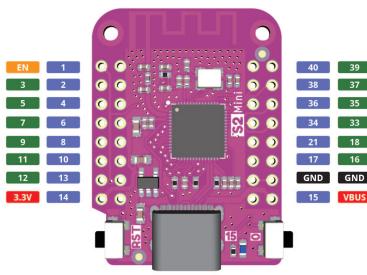


Figure 4.1: ESP32-S2 mini

The module used is the ESP32-S2 mini by WEMOS/Lolin. This module features thirty seven digital pins, three SPI interfaces with two of them fully available, two I²C buses, dual hardware UARTs, a built-in WiFi radio with antenna on board. The board runs on 3.3v power, but has an onboard voltage regulator that works on 5V. Although the board supports multiple I²C devices, it was chosen to connect both devices to one bus since they have different addresses. This also alleviates some space in memory by not having another initialisation of the I²C library instance. The board features an ultra low power co-processor capable of waking up from I²C interrupts, this could be used if deploying for longer durations. The main processor is an Xtensa® 32 bit Single Core Microprocessor that

operates at up to 240MHz. Should this device be deployed with only internet capability in a data sensitive environment it also features cryptographic hardware accelerators. The board features native support for USB and does not need a serial bus bridge, making debugging much easier. It is also rated for extreme conditions, capable of working at up to 120 degrees Celsius [35].

4.1.2. Sensirion SEN55



Figure 4.2: Sensirion SEN55

This sensor provides Particulate Matter, Relative Humidity, Temperature, VOC Index and NOx Index outputs. It is produced by Sensirion and uses a ACES 51452-006H0H0-001 connector interface to connect. It communicates using the i2c bus and has a library available to use to read its values, however, the NOx and VOC outputs are in the format of an index and the raw values are available but the conversion algorithm is proprietary, the index is thus used. The board uses 5v power as its VCC but communicates over i2c at 3.3V common voltage. The 5V is provided straight from the power bank in this use case. For the readings from the sensor, the particulate matter, relative humidity and temperature values are available immediately, with the VOC value following shortly behind. For the NOx and VOC values to be reliable, the sensor needs to be in operation for 1 hour for VOC and 6 hours for NOx. For extended use, as would be the case in the taxi rank, the sensor has a learning function on the VOC and NOx index, which is set by default as 12 hours. From this the sensor will estimate the mean gain for the previous 12 hours. The device also features a self cleaning mode, this runs once a week.

4.1.3. Senseair K30

The Senseair K30 FR module is an NDIR CO_2 sensor with 5000 ppm sensing range and an accuracy of 3%. It has a rate of measurement of 2 Hz and a response time of 2

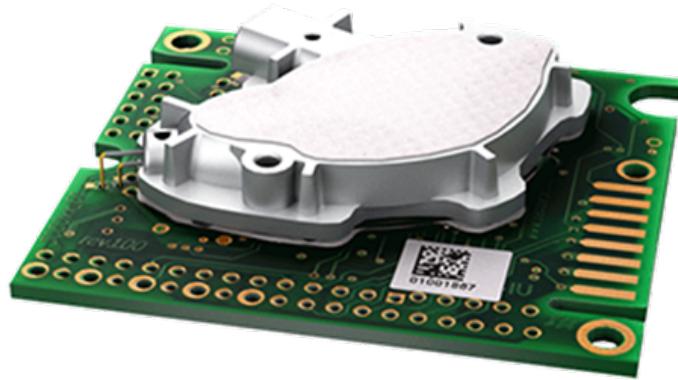


Figure 4.3: Senseair K30 FR

seconds, but since we are not using a gas tube, the diffusion time is 20 seconds which should be appropriate for the application. The sensor has a few ways to interface with the microcontroller, it features two analog outputs of 0 to 5V and 0 to 10V respectively representing 0 to 5000 ppm. It also features UART utilizing the MODBUS protocol as well as i2c communication. The sensor runs on 5 to 14V for power and has a dedicated input for the communications voltage, allowing the microcontroller to communicate at 3.3 or 5V depending on the model. The sensor communication is done using i2c and there is a detailed document by Sensair describing the protocol. The module also features the ability to change its address, this persists through power down, this negates the issue of having two sensors with the same address conflicting in the case of default addresses.

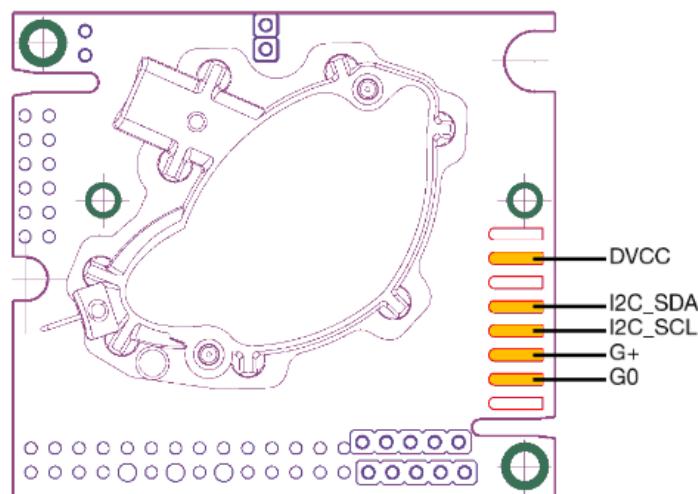


Figure 4.4: The i2c lines SDA and SCL are defined on the factory connector as well as the G+ and G0 representing VCC 5V in this case and ground along with DVCC representing the 3.3V communications voltage.

4.1.4. ATGM336H GPS module

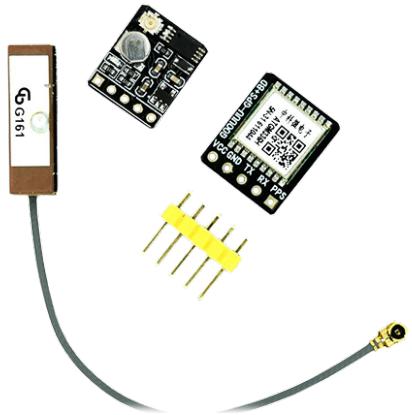


Figure 4.5: ATGM336H



Figure 4.6: GPS Antenna

The GPS module chosen for the satellite station is the [ATGM336H](#) shown in Figure 4.5, it is a small module, measuring in at only 13.1 by 15.7mm. It operates at 3.3V and consumes only 25mA when acquiring its position for the first time, and 20mA while tracking. It has an accuracy of 2.5 meters and an update rate of 10 Hz although 1 Hz is standard. The time to first fix for this module, referring to the time it needs to acquire an accurate location without the help of cell towers, is 26 seconds, this is also referred to as a cold start. Once it has the initial fix, it refreshes every second, and also supplies a PPS or pulse per second as a heartbeat. The module uses UART or Serial to communicate at a default Baud Rate of 9600bps. The standard it uses to communicate is NMEA0183, this will be further discussed in the software design. The module also includes a ceramic antenna, but another flat Molex Flexible GPS Antenna was used to allow the unit to not be as susceptible to bumps and outside interference. The [GPS Antenna](#) shown in Figure 4.6 is the antenna used in the design, it also features greater than 74% efficiency and is only 0.1 mm thick with an adhesive backing making it extremely easy to mount.

4.1.5. SD-card adapter

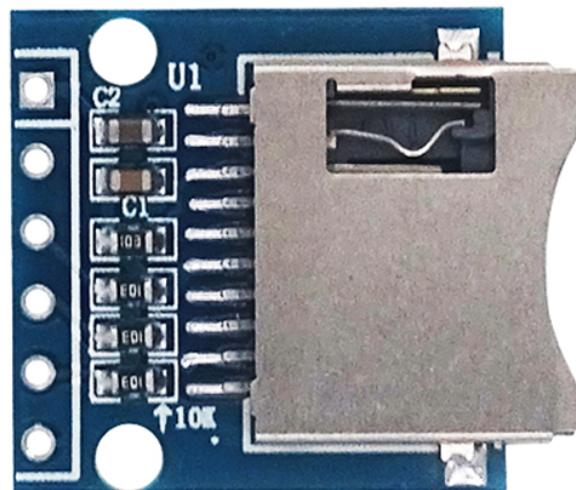


Figure 4.7: SD card adapter

The micro SD card adapter/module chosen is a simplistic connector, merely relaying the SPI connectors from the micro SD card to the SPI pins on the microcontroller. It runs on 3.3V and features low quiescent current when not used. The SD card itself is limited by the SPI and library limitations, limiting its size to 32GB. The SD card used can be variable by design, and the limiting factor will ultimately be the size of the files on the SD card, as they have to be transferred. The 24 hour data used approximately 1MB of storage with 8640 data points. This means the card itself will likely not be the bottleneck. 16 16GB card were used for this project simply because they were readily available and rather affordable.

4.1.6. Software/Firmware implementation

4.1.6.1. Overview

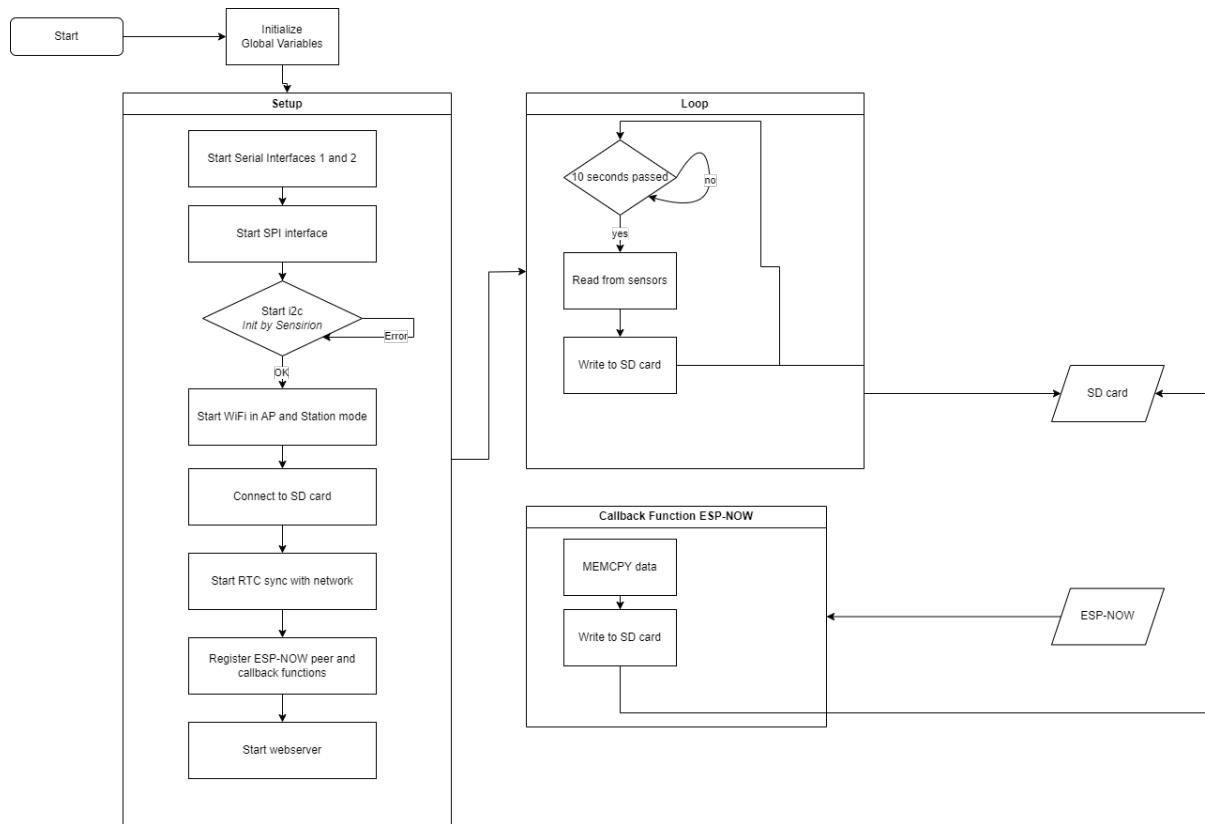


Figure 4.8: Flow diagram of software implementation on the base station

4.1.6.2. GPS and UART

The GPS unit uses UART Serial commands to send its data to the ESP32. The data received from the GPS module is in the format of NMEA strings. This is the standard format for most GPS receivers. [36]

NMEA Sentence	Meaning
GPGLL	Global positioning system fix data (time, position, fix type data)
GPVTG	Geographic position, latitude, longitude
GPRMC	Course and speed information relative to the ground
GPRTD	Time, date, position, course and speed data
GPGLL	GPS receiver operating mode, satellites used in the position solution, and DOP values.
GPGSV	The number of GPS satellites in view satellite ID numbers, elevation, azimuth and SNR values.
GPMSR	Signal to noise ratio, signal strength, frequency, and bit rate from a radio beacon receiver.
GPTRF	Transit fix data
GPSTN	Multiple data ID
GPXTE	Cross track error, measured
GPZDA	Date and time (PPS timing message, synchronized to PPS).
150	OK to send message.

Table 4.1: NMEA Sentences and their meanings [7]

This data is sent over the UART in comma delimited messages, the UART is set by default to 9600 baud. The ESP32-S2 has 2 hardware UARTs, one is used for debugging and communication with the device while developing and one for communicating with the GPS module. The first UART is set to 115200 baud and the second to 9600 baud. Each UART is initialized separately and the second UART is passed to the gps encoding library TinyGPS++. The first UART is only called when debugging or notices are needed. It is used to check sending of messages using ESP-NOW for example. The outputs from the GPS that are actually used are the date, time, longitude and latitude. This data is written to the sd card in the first header columns in the case of the satellite station. The data is then used to also find the distance between the satellite station and the coordinates set for the base station. The formula used to calculate the distance between the two was as follows:

$$\arccos(\sin(lat1) \times \sin(lat2) \times \cos(lat1) \times \cos(lat2) \times \cos(lon2 - lon1)) \times 6371 \quad (4.1)$$

Where 6371 is the radius of the earth.

The function called after the distance is measured is as follows:

```

if (dist <= radius) {
    // Check if the function has been performed
    if (!flag) {
        // Perform the function
        sendToESP();
        // Set the flag to true
        flag = true;
    }
}
else {
    // Reset the flag to false
    flag = false;
}

```

This keeps the function from being called every time a new gps measurement takes place and the distance is still within the radius.

4.1.7. ESP-NOW and related

As mentioned in the above section, the GPS coordinates determine whether when the data from the satellite station should be sent. But before the data can be sent, a few initialization steps need to take place. `esp_now_init()` gets called to initialize the ESP-NOW protocol, this returns `ESP_OK` when done. Next the base station MAC address is written

to memory and passed to the ESP-NOW handler, here the connection could be encrypted, but it is not necessary for the functionality as the data we are sending is not private. We then register the callback function that checks if the packet was sent successfully ESP_NOW_SEND_SUCCESS will be returned if it was. When writing to the SD card there is a variable keeping track of the datas location, this counter serves as a means of incrementing if data has been sent before and to ensure all data was sent, if the data at receiving side is not incremental, it means we have made an error. The data sent to using the ESP-NOW protocol has a set format, in this case it takes a struct with the format:

```

typedef struct struct_message {
    int readingId2;
    int Second;
    int Minute;
    int Hour;
    int Day;
    int Month;
    int Year;
    double lat_;
    double lon_;
    float co2_;
    float massConcentrationPm1p0_;
    float massConcentrationPm2p5_;
    float massConcentrationPm4p0_;
    float massConcentrationPm10p0_;
    float ambientHumidity_;
    float ambientTemperature_;
    float vocIndex_;
    float noxIndex_;
    String message;
} struct_message;

struct_message sendingdata;

```

Where this gets registered as the sent and received struct.

Now once all this is done, the ESP can now send data. Once the location is confirmed for the first time to be within 100m of the base station, the following function is called:

```

void sendToESP() {
    File file = SD.open("/data.csv", FILE_READ);
    if(!file) {
        Serial.println("Failed to open file for reading");

```

```
    return;
}
int lineno = 0;
while (file.available())
{
    String line = file.readStringUntil('\n');
    if(lineno>=lastlinesent){

        sendingdata.message = line;
        esp_err_t result;
        while(result!=ESP_OK){

            result = esp_now_send(broadcastAddress, (uint8_t *) &sendingdata,
                                  sizeof(sendingdata));
        }
        lastlinesent = lineno;
    }
    lineno++;
}
file.close();
}
```

This function opens the file, reads the content and sends it to the base station. Continuing where it left off last.

Chapter 5

Results

To test the software, the two stations were situated one outside the Electric and Electronic labs at Stellenbosch University and the other inside, with the UART giving the output as follows:

```
Bytes received: 80
SATELLITE time: 2023/5/16–21:55:57 Location: −33.9286628330, 18.8670256670 CO2: +469.00,
MassConcentrationPm1p0: +3.60,MassConcentrationPm2p5: 3.80,MassConcentrationPm4p0: 3.80,
MassConcentrationPm10p0: 3.80,AmbientHumidity: 86.72,AmbientTemperature: 10.62C,
VocIndex: 19.00,NoxIndex: 1.00
```

This shows the received contents from the satellite station, as well as the size of the bytes received. This confirms the transfer system working as expected. With this confirmed, the next test was to see if the WiFi download server was working on the base station and if the data has been written to the SD card.

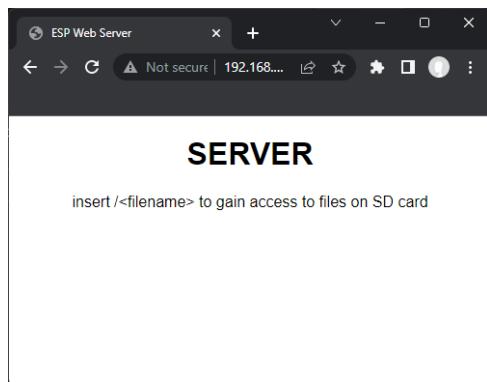


Figure 5.1: Main page for web-site

data.csv	
7309	2023-5-27 16:48:01,1.88,1.90,2.00,2.00,38.28,23.16,70.00,1.00,478.00
7310	2023-5-27 16:48:11,1.70,1.80,1.80,1.80,38.28,23.16,71.00,1.00,479.00
7311	2023-5-27 16:48:21,1.50,1.50,1.50,1.60,38.32,23.17,71.00,1.00,477.00
7312	2023-5-27 16:48:32,1.30,1.40,1.40,1.40,38.34,23.17,71.00,1.00,474.00
7313	2023-5-27 16:48:43,1.88,1.90,1.90,1.90,38.39,23.17,72.00,1.00,473.00
7314	2023-5-27 16:48:53,1.88,1.90,1.90,1.90,38.40,23.17,72.00,1.00,473.00
7315	2023-5-27 16:49:03,1.70,1.80,1.80,1.80,38.40,23.17,72.00,1.00,473.00
7316	2023-5-27 16:49:13,1.88,1.90,1.90,1.90,38.40,23.17,73.00,1.00,473.00
7317	2023-5-27 16:49:23,1.88,1.90,1.90,1.90,38.42,23.17,73.00,1.00,473.00

Figure 5.2: data.csv file present on the SD card and accessible through the URL

From Figure 5.2 it can be seen that the data was accessible from the web portal when connected to the WiFi access point.

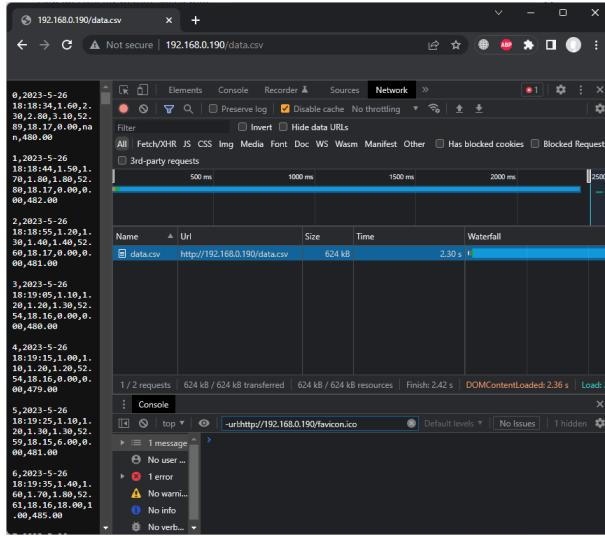


Figure 5.3: Speed of download is about 270kB/s

When measuring the speed of the download using the local network, the data was downloaded at about 270 kB/s, this would mean a days data would take about four seconds to download. This means the system is capable of providing data to an outside entity at sufficient speeds should it need to, like a database.

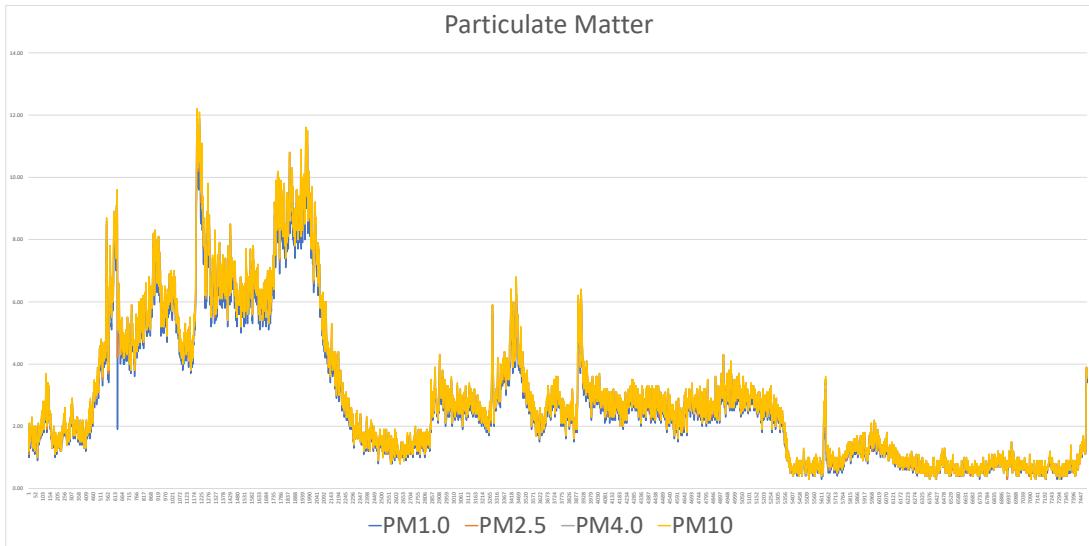


Figure 5.4: Particulate Matter graph of 7000 data points at all concentrations measured.

The correlation between all of the different sizes of particulate matter concentrations is rather high, as can be seen from Figure 5.4, This means we could conceivably only use the PM 2.5 reading as is the norm. The rough timing of the chart is late afternoon to next day, with the elevated period in the middle representing the evening. The peaks at the start are the testing of the sensor with various methods while it was on my desk.

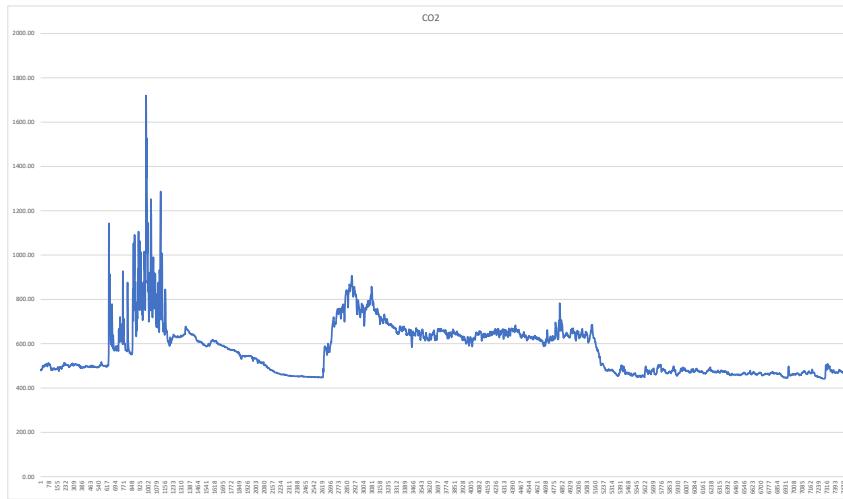


Figure 5.5: CO2 measurements

In Figure 5.5 the CO2 concentration is shown for the same time period, here the concentration is much more discernable, with the CO2 remaining consistent and lowering through the night as lighter breathing and less activity realises a slight less steep than the initial start, the dips in-between are when there was no one inside the testing area.

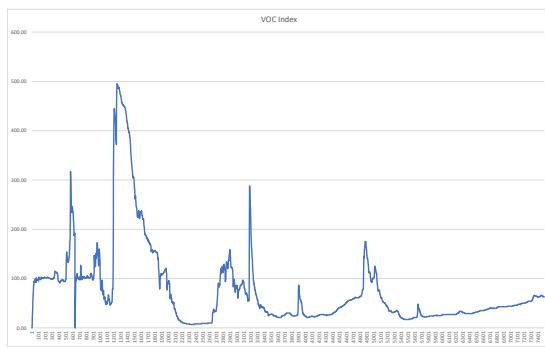


Figure 5.6: VOC

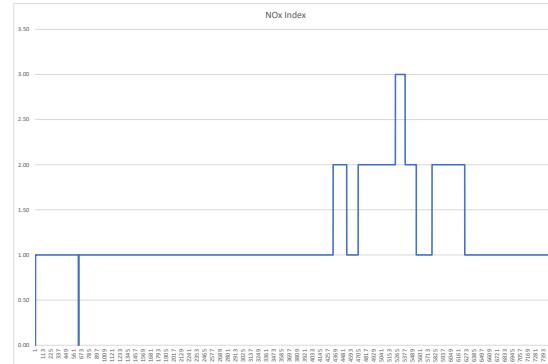


Figure 5.7: NOx

VOC and NOx readings spiked along with the other test samples and as mentioned in the section, the NOx readings only become viable after a few hours, with it also only moving up a few index point, leading the the jagged graph.

Chapter 6

Summary and Conclusion

6.1. Summary

The objective of this thesis was to design and build a solution to measure the air quality inside taxis and at taxi ranks. The solution built has sensors that measure CO₂, particulate matter, VOC, NO_x, relative humidity and temperature. The solution stores this data locally and is able to communicate between devices making it portable and easily transportable, as was the goal. The solution features connectivity and data acquisition methods, extended battery life and communication capabilities.

6.2. Conclusion

The primary objectives were achieved in this report and the communication of the module worked better than expected. The solution developed is considered to be viable for deployment and data gathering. The solution can be implemented anywhere where there is access to at least 5V 2A power.

6.3. Future work and recommendations

Some possible design improvements include hot swappable battery with internal battery to keep the sensors online and not have them lose calibration. In future iterations it would be beneficial to follow a more vertical approach to mounting the sensors, in this iteration it was rather difficult given the difficulty in working with the SEN55 sensor's connector. The vertical approach would lessen the footprint of the module making it easier to mount. I would consider LiFePO₄ batteries, specifically the 32700 cell batteries to be the ideal replacement for the LiPo batteries currently in the module, they have far superior cycle performance and are much less prone to swelling. All of the sensors used in this project, besides the obvious GPS sensor, can be calibrated. They include methods for this in their various documentation, if the product were to be mass produced it would be beneficial to have an auto calibrate function to a known value. Another more interesting addition would be an RGB indicator LED to give data to the outside, with the current setup there is no indication that the device is functional other than current draw and the base station connecting to the network.

Bibliography

- [1] F. S. B. McGann, “Air quality monitoring at bus stops – lancaster university case study,” Mar 2020. [Online]. Available: <https://www.linkedin.com/pulse/air-quality-monitoring-bus-stops-lancaster-university-francine>
- [2] M. Hachem, N. Saleh, A.-C. Paunescu, I. Momas, and L. Bensefa-Colas, “Exposure to traffic air pollutants in taxicabs and acute adverse respiratory effects: A systematic review,” *Science of The Total Environment*, vol. 693, p. 133439, 2019. [Online]. Available: <https://www.sciencedirect.com/science/article/pii/S0048969719333595>
- [3] M. NOAH, “An investigation into the environmental impact of the taxi industry in butterworth,” p. 13, 01 2002. [Online]. Available: <https://repository.up.ac.za/bitstream/handle/2263/7888/090.pdf?sequence=1&isAllowed=y>
- [4] “South africa clean fuels strategy,” <https://www.samsa.org.za/Other%20Forms/Workshop%20Presentations/Marpol%20Sulphur%20Cap%202019%20Presentations/South%20Africa%27s%20Clean%20Fuels%20Strategy.pdf>, 2019, accessed: 2023-04-04.
- [5] M. S. Davies, “3 metrics to guide air quality health and safety,” [Online; accessed 8-April-2023]. [Online]. Available: <https://greenecon.net/3-metrics-to-guide-air-quality-health-safety/carbon-footprint.html>
- [6] *Datasheet SEN5x*, Sensirion, 4 2022, ”Version 2”.
- [7] Gps sentences — nmea sentences — gpgga gpgll gpvtg gprmc. [Online; accessed 11-May-2023]. [Online]. Available: <https://www.rfwireless-world.com/Terminology/GPS-sentences-or-NMEA-sentences.html>
- [8] “Public transport,” <https://www.transport.gov.za/public-transport>, 2023, accessed: 2023-03-12.
- [9] M. Media, “New clean fuel standards could be the end of refineries and lead to job losses,” *Mail and Guardian*, September 2021. [Online]. Available: <https://mg.co.za/environment/2021-09-21-new-clean-fuel-standards-could-be-the-end-of-refineries-and-lead-to-job-losses/>
- [10] “Air quality management - open by-laws south africa,” <https://openbylaws.org.za/za-cpt/act/by-law/2016/air-quality-management/eng/>, 2023, accessed: 2023-04-09.

- [11] C. J. Venter, A. D. Venter, M. Naidoo, and N. Naicker, "The impact of transport emissions on the health of johannesburg residents: A preliminary assessment," *Journal of Transport and Health*, vol. 9, p. S33–S34, 2018.
- [12] "Ambient air pollution: A global assessment of exposure and burden of disease," 2016, accessed: 2023-04-09. [Online]. Available: <https://apps.who.int/iris/bitstream/handle/10665/250141/9789241511353-eng.pdf?sequence=1>
- [13] Y. Sun, P. Brimblecombe, P. Wei, Y. Duan, J. Pan, Q. Liu, Q. Fu, Z. Peng, S. Xu, Y. Wang, and Z. Ning, "High resolution on-road air pollution using a large taxi-based mobile sensor network," *Sensors*, vol. 22, no. 16, 2022. [Online]. Available: <https://www.mdpi.com/1424-8220/22/16/6005>
- [14] T. Jacobson, J. Kler, M. Hernke, R. Braun, K. Meyer, and W. Funk, "Direct human health risks of increased atmospheric carbon dioxide," Aug 2019. [Online]. Available: <https://doi.org/10.1038/s41893-019-0323-1>
- [15] Chrisodgen. (2019, July) Co2 affects human health at lower levels than previously thought. [Online; accessed 9-April-2023]. [Online]. Available: <https://airqualitynews.com/2019/07/10/co2-affects-human-health-at-lower-levels-than-previously-thought/>
- [16] N. M. of Health, "Particulate matter (pm10 and pm2.5)," 2019. [Online]. Available: <https://www.health.nsw.gov.au/environment/air/Pages/particulate-matter.aspx>
- [17] U. E. P. Agency, "Volatile organic compounds' impact on indoor air quality," Aug 2022. [Online]. Available: <https://www.epa.gov/indoor-air-quality-iaq/volatile-organic-compounds-impact-indoor-air-quality>
- [18] C. Bugayong, "Understanding voc's and its effects on health," Apr 2022. [Online]. Available: <https://getuhoo.com/blog/home/understanding-vocs-and-its-effects-on-health/>
- [19] CDC. Mycobacterium tuberculosis complex (mtbc) - mmg details. [Online]. Available: <https://www.cdc.gov/TSP/MMG/MMGDetails.aspx?mmgid=394&toxic=69>
- [20] N. statistics, "Concentrations of nitrogen dioxide," Apr 2022. [Online]. Available: <https://www.gov.uk/government/statistics/air-quality-statistics/nitrogen-dioxide>
- [21] AQMD, "Aeroqual aqy v1.0." [Online]. Available: <http://www.aqmd.gov/aq-spec/sensordetail/aeroqual-aqy-v1.0>
- [22] D. Technologies. (2022) What is a co2 sensor and how does it work? - disruptive technologies. [Online; accessed 7-April-2023]. [Online]. Available: <https://www.disruptive-technologies.com/blog/what-is-a-co2-sensor-and-how-does-it-work>

- [23] OurPCB. (2021) Voc sensors: Everything you need to know - ourpcb. [Online; accessed 7-April-2023]. [Online]. Available: <https://www.ourpcb.com/voc-sensors.html>
- [24] Utmel. (2021) Introduction to voc sensor - utmel. [Online; accessed 7-April-2023]. [Online]. Available: <https://www.utmel.com/blog/categories/sensors/introduction-to-voc-sensor>
- [25] Thomasnet. (2023) All about particle sensors - thomasnet. [Online; accessed 7-April-2023]. [Online]. Available: <https://www.thomasnet.com/articles/instruments-controls/all-about-particle-sensors/>
- [26] Autolintec. (2022) The types of nox sensors - autolintec.com. [Online; accessed 7-April-2023]. [Online]. Available: <https://www.autolintec.com/news/the-types-of-nox-sensors.html>
- [27] DriveArchive. (2020) Nox sensors: What they are and how they work - drivearchive. [Online; accessed 7-April-2023]. [Online]. Available: <https://drivearchive.co.uk/articles/article-nox-sensors-what-they-are-and-how-they-work.php>
- [28] N. Miura, T. Koga, M. Nakatou, P. Elumalai, and M. Hasei, “Electrochemical nox sensors based on stabilized zirconia: comparison of sensing performances of mixed-potential-type and impedancemetric nox sensors,” *Journal of electroceramics*, vol. 17, no. 2-4, p. 979–986, 2006.
- [29] W. A. Q. I. project team. (2022, May) World’s air pollution: Real-time air quality index. [Online; accessed 8-April-2023]. [Online]. Available: <https://aqicn.org/>
- [30] Airly, “Airly - air quality monitoring solutions,” <https://airly.org/en/>, accessed: 2023-04-08.
- [31] IQAir, “World air quality index (aqi) ranking,” 2021. [Online]. Available: <https://www.iqair.com/world-air-quality-ranking>
- [32] D. Eichhorn. (2021, July) Esp32 – ultra-long battery life with esp-now. [Online; accessed 12-April-2023]. [Online]. Available: <https://thingpulse.com/esp32-ultra-long-battery-life-with-espnow/>
- [33] D. Eridani, A. F. Rochim, and F. N. Cesara, “Comparative performance study of esp-now, wi-fi, bluetooth protocols based on range, transmission speed, latency, energy usage and barrier resistance,” in *2021 International Seminar on Application for Technology of Information and Communication (iSemantic)*, 2021, pp. 322–328.
- [34] ATGM336H GPS Module, NXP Semiconductors, 8 2020, ”Rev. 1.0”. [Online]. Available: <https://www.tinytronics.nl/shop/en/communication-and-signals/wireless/gps/modules/atgm336h-gps-module>

- [35] WEMOS, “S2 mini — wemos documentation,” 2021, [Online; accessed 27-May-2023]. [Online]. Available: https://www.wemos.cc/en/latest/s2/s2_mini.html
- [36] L. M. Engineers. (2018, March) Interface ublox neo-6m gps module with arduino. [Online; accessed 11-May-2023]. [Online]. Available: <https://lastminuteengineers.com/neo6m-gps-arduino-tutorial/>

Appendix A

Project Planning Schedule

13/02/2023	Initial Skripsi Start
22/02/2023	Supervisor agreement
23/02/2023	Research
03/03/2023	Components ordered
04/03/2023	Research
04/04/2023	Some components received
05/04/2023	Begin initial coding
16/04/2023	Receive GPS, faulty
30/04/2023	Finalise design
10/05/2023	Receive 3D print
15/05/2023	Finalise coding
23/05/2023	Final Tests
24/05/2023	Reporting
05/06/2023	Hand-in

Table A.1: Planning schedule

Appendix B

Outcomes Compliance

I. GA 1: Problem solving

(identify, formulate, analyse and solve complex engineering problems creatively and innovatively) In chapter 1, a problem was described and a solution was formulated with measurable goals and objectives. Chapter 3 shows the formulation of solutions to the parts of the problem.

II. GA 2: Application of scientific and engineering knowledge

(apply knowledge of mathematics, natural sciences, engineering fundamentals and an engineering speciality to solve complex engineering problems) Chapter 3 shows the engineering knowledge applied to choosing the correct components, while chapter 4 shows the implementation of knowledge to achieve the outcome.

III. GA 3: Engineering design

(perform creative, procedural and non-procedural design and synthesis of components, systems, engineering works, products or processes) In chapter 3 and 4 design steps are followed with the design and fabrication of a functioning solution.

IV. GA 4: Investigations, experiments and data analysis

(demonstrate competence to design and conduct investigations and experiments) Chapter 3 shows the consideration for different aspects when designing and research needed to select the appropriate parts. Chapter 5 shows the testing of the final product and considerations.

V. GA 5: Engineering methods, skills and tools, including information technology

(demonstrate competence to use appropriate engineering methods, skills and tools, including those based on information technology) This project required the knowledge to fabricate a container for the modules, to code the firmware for the various components using C++ in visual code. Data acquisition and portrayal was also necessary.

VI. GA 6: Professional and technical communication

(demonstrate competence to communicate effectively, both orally and in writing, with engineering audiences and the community at large) This written report, written in professional form, along with an oral presentation demonstrates the competence to effectively communicate to engineering audience and a larger community.

VII. GA 8: Individual work

(demonstrate competence to work effectively as an individual) The entirety of the work done during this project was done so individually, with only the guidance given by the project leader, being the exception.

VIII. GA 9: Independent learning ability

(demonstrate competence to engage in independent learning through well-developed learning skills) Chapter 3 shows research ability and chapter 4 shows the implementation of external resources and API's that required furthering programming knowledge as well as working with protocols previously unknown such as the NMEA format.

Appendix C

Appendix

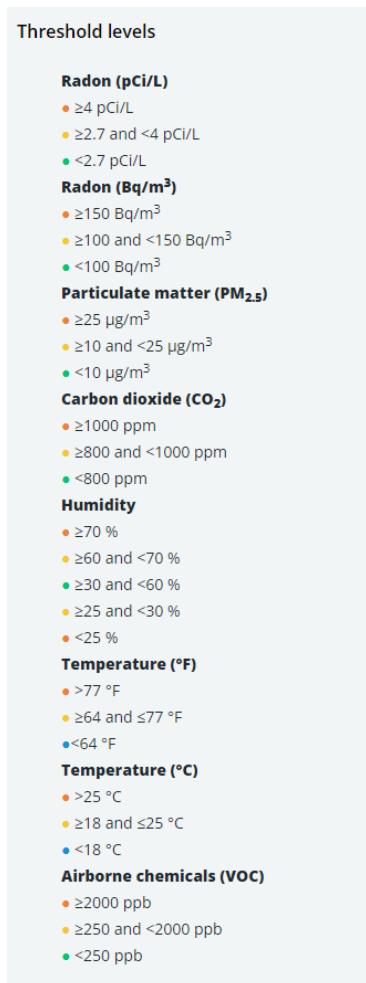


Figure C.1: Airthings table