Nome's Child Safety Seat

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Sponsored By: The Boeing Company Evenflo Company Mark Calabrese Matt Civitello Amy Hesse Kimberly Renk

Contributors and Sponsors

| Name / Company | Field of Study / Description |
|--------------------|------------------------------|
| The Boeing Company | Approved Funding |
| Evenflo Company | Donated Child Car Seats |
| Mark Calabrese | Sponsor and Customer |
| Matt Civitello | Physical Therapist |
| Amy Hesse | Day Care Specialist |
| Kimberly Renk | Psychological Specialist |

The Problem

- Since 1998 over 700 children have died as a result of being left in their car seats by either someone who will be 'right back' or someone who was sleep deprived, stressed out, or in a hurry. That's about 40 per year.
- A vehicle's temperature can increase on average by 6.8 degrees (F) per 10 minutes on a hot day.
- The vehicle quickly becomes a deadly environment for anyone locked inside.

-NHTSA Child Seat Research. (n.d.). Retrieved July 20, 2015, from http://www.nhtsa.gov/Research/Child+Seat+Research

The Solution

1: Car Insert



2: Mobile Device 3: Vehicle Interface





Objectives and Goals

- Create a secure and reliable safety system to prevent the loss of children's lives.
- A mobile insert device that can be quickly and easily installed in multiple vehicles and child car seats.
- A three element alarm system that will alert the owner via their mobile device.
- If no intervention is detected the device will assume control of the vehicle and take actions to change the temperature to a safe range.

Main Specifications

| Component | Parameter | Specification |
|--------------------|-----------------|-----------------------------------|
| Microcontroller | Power Usage | Maximum of 0.1 A |
| Bluetooth | Range | Minimum of 3 m Maximum of 10 m |
| Load Sensor | Sensitivity | Up to 25 lbs |
| Temperature Sensor | Coverage | 0°C- 40°C |
| Battery | Nominal Voltage | Minimum of 3 V |
| Solar panel | Power Output | Minimum of 3 V |

Hardware

Hardware Block Diagram



Microcontrollers

| | Msp430 | Tiva C | AtMega | PSOC4 BLE | NRF51822 |
|-----------------|-------------|-----------|--------------|----------------------------|----------------------------|
| Processor | 16-bit RISC | Cortex M4 | atMega2560 | Cortex M0 | Cortex M0 |
| Speed | 25Mhz | 120Mhz | 16Mhz | 48 Mhz | 16 Mhz |
| Memory | 4KB | 256KB | 256KB | 128KB | 256KB |
| Power | 2.2 V | 0-4V | 5V | 5V | 3.6 |
| Comm Protocol | UART | UART/USB | SPI/Uart/I2C | SPI/I2C/UAR T/Bluetooth | SPI/I2C/UAR T/Bluetooth |
| Low Power State | Yes | Yes | Yes | Yes | Yes |

Microcontroller

- The Microcontroller we decided to implement in our project is the PSOC 4 BLE (CY8C4247LQI-BL483).
- We chose this because of the low power applications.
- Has a full development board that we can use to test while building and designing the PCB and subsystems.
- Price : \$6.53



Microcontroller Continued

Features

- ARM Cortex M0
 - 48 MHz
- 128KB Flash Memory
- 18.7 mA
 - Can go as low as 150 nA in sleep mode
- 16 KB of SRAM
- 36 Programmable GPIOs
- Supports I2C
- Supports UART

| Category | Specification |
|--------------------|--|
| Dimensions | Maximum 8 x 8 x 4 inches (L x W x H) |
| Power Usage | Maximum of 0.1 A |
| Power States | Normal and Low Power |
| Processor Speed | Minimum of 8 MHz |
| RAM Memory | Minimum of 128 KB |
| ROM Memory | Minimum of 4 KB |





Bluetooth

- We will be using Bluetooth to connect our system with the vehicle interface in order to control the vehicles air conditioner and windows.
- Bluetooth will also be used to determine when the user is too far away from the child safety seat.
 - This will allow us to notify the user that the child is left in the seat if all to proper conditions are met.
- Features
 - $\circ~$ 2.4 GHz RF transmitter with 50 Ω antenna drive
 - Use about 16 mA while Bluetooth device is on

Why Load Sensor?



Load Sensor

- Flexiforce pressure sensor
- ranges from 0-25lbs
 - 5 microseconds response time
- \blacktriangleright ±3% linearity error for the volt per force from a 0 to 50% load
- Force reading of sensor changes .36% per degree of temperature
- 1 inch diameter head

| Condition | Details |
|-----------|--|
| 1 | Be able to sense weights from 0– 25 lbs |
| 2 | Compact and flexible Size to fit the seat lining |
| 3 | Cost effective |

Load Sensor Continued

- Supply Voltages has to be constant
- Sensor Resistance R_s with on load > 5M Ω
- Max Current 2.5 mA





Temperature Sensor Comparisons

| | LM 35 | TMP112 | MAX1617 |
|--------------------------------------|------------------|---|--|
| Operating Temperature | –55°C to +150° C | -40°C to +125°C | –55°C to +125°C |
| Output Interface (Digital/Analog) | Analog Output | Digital Output: SMBus, Two-Wire and IC Interface Compatibility | Digital Output: SMBus, Two-Wire Serial Interface |
| Supply Range (VDD Range) | 1V to 6V | 1.4V to 3.6V | 3V to 5.5V |
| Temperature Accuracy | ± .2°C | ±.5°C | ±2°C |

Temperature Sensor

| Specification | Value |
|-----------------------|------------------|
| Measurement | Temperature (°C) |
| Accuracy | ± 3°C |
| Total Lifespan | 5 years |
| Max Operating Voltage | 5 V |
| Max Operating Current | 10 mA |
| Temperature Range | 0°C- 40°C |

Temperature Sensor Continued

- Texas Instruments TMP112
- Operates between 40 to 125°C
- ▶ uses a SMBus
 - Two-wire and IC compatibility
- Accuracy from ±.5°C to ±.17°C
- The TMP112 has a chance of increased temperature error at low and high temperatures causing the output voltage vs Temperature to saturate due to the low resolution to detect the change in output voltage per degree Celsius



From Texas Instruments Spec Sheet

Power System Overview

- Once the system is active from load sensor the microcontroller communicates with the charge controller for state of charge of battery.
- The charge controller will check to make sure the battery is above 20% power capacity threshold and will charge the battery via the solar panel.
- The battery will power the MCU and loads of the temperature sensor and load sensor



Battery Sensor Comparison

| | APC RBC35 | WKA12-8F2 | DURA6-10F | LIP 1522 |
|-----------------------|-----------------------------|-------------------------|-------------------------|-----------------------------|
| Weight | 2.9 lbs | 5.6 lbs | 3.9 lbs | 1.5 lbs |
| Voltage/Amp Hours | 12V/3.5AH | 12V/8AH | 6V/10AH | 3.7/1000 mAh |
| Time to Charge | 11.45 hours | 12.25 hours | 12.5 hours | 6 hours |
| Product Dimensions | 2.6 x 2.28 x 5.28 inches | 8.5 x 6 x 2.3 inches | 8.5 x 7 x 3.3 inches | 2.11 x 1.35 x .32 inches |

Lithium Ion Battery

- High Power density and low self discharge
- No memory effect also known as voltage depression.
- High Charge Efficiency(80–90%)
- ► 3.7V
- ▶ 1750 mAh



Solar Panel Specifications

- Peak Power Voltage: 6V
- Peak Power Current: 100mA
- ▶ VOC: 7.2V
- ▶ ISC: 110mA
- Dimensions: 100 mm(3.94 in) diameter
- Weight: 1.3 lbs.
- Allows for a charge time of 6 hours on 3.7V battery.



Solar Panel

- No light Induced degradation
- Designed to charge 3.6V to 4.2V batteries
- Lightweight
- Easy to install
- Cost effective

| Voltage <= .74V | The micro controller will determine the system is in a short circuit condition and the load is disconnected immediately to begin charging of the battery via the solar panel. |
|------------------|--|
| Voltage <1V | The micro controller turns on the battery charging and the load is disconnected until a charge of 2.96 V is reached to extend the batteries life cycle |
| Voltage > 3.7V | The battery is now in the overcharging state and the micro controller will turn off the battery charging between the solar panel and battery via the charge controller. |
| Voltage >= 2.96V | The battery is above the 80% threshold of charge capacity and will charge slowly until the optimal 3.7V is reached or comes close to it. |

PCB Creation



Software



Software Development



Android Application

| | Details |
|---------------|---|
| Environment | Android Studio |
| Version | API 15: Android 4.0.3 (IceCreamSandwich) |
| Accessibility | Applies to 90.4% of devices active on the Google Play Store |



Application Features

- Main interaction device
- Easily configured to the device
- Trigger for the alarms
- Learn about safe temperatures



Administrative Content

Work Distribution

| Name | PCB Design | Part Comparisons | MCU Programming | Android Application | Testing |
|---------------------|------------|---------------------|--------------------|------------------------|---------|
| Matt Bivona | + | — | | | + |
| Michael Covitt | | | _ | + | — |
| Jason Nagin | | | + | _ | + |
| Donnell Robinson | — | + | | | — |
| | + Primary | , | | — Secondary | |

Budget and Financing

| Description | Component Name/Number | Quantity | Unit Price (USD) | Subtotal Price (USD) |
|--------------------------|-----------------------------|----------|---------------------|-------------------------|
| Microcontroller with BLE | CY8CKIT-042-BLE | 2 | 48.88 | 97.76 |
| Battery | GT-i9250 EB-L1F2HVU | 1 | 14.87 | 14.87 |
| Battery Charger | <u>BQ25504</u> | 1 | 5.51 | 5.51 |
| Temperature Sensor | <u>TMP112</u> | 1 | 3.12 | 3.12 |
| Load Sensor | Flexiforce 25 Pounds | 1 | 21.95 | 21.95 |
| Solar Panels | 6.0V 100MA Round Solar Cell | 2 | 7.95 | 15.9 |
| LED | LTST-C191KGKT | 3 | 0.3 | 0.9 |
| Pair Button | D6R90 F2 LFS | 1 | 1.09 | 1.09 |
| OBD Link | OBDLink MX Bluetooth | 1 | 100.91 | 100.91 |
| Voltage Regulator | TPS62203 | 1 | 1.9 | 1.9 |
| PCB | Printed Circuit Board | 3 | 10.00 | 30.00 |
| Board Components | Wires, Connectors, etc. | 3 | 45.06 | 135.02 |
| | | | Total Cost: | 428.93 |

Estimated Single Unit Cost

| Component | Quantity | Price | Sub Total |
|----------------------|----------|------------|-----------|
| Bluetooth LE Adapter | 1 | 5.99 | 5.99 |
| Battery | 1 | 14.87 | 14.87 |
| Battery Charger | 1 | 5.51 | 5.51 |
| Temperature Sensor | 1 | 3.12 | 3.12 |
| Load Sensor | 1 | 21.95 | 21.95 |
| Solar Panels | 2 | 7.95 | 15.9 |
| LED | 3 | 0.3 | 0.9 |
| Pair Button | 1 | 1.09 | 1.09 |
| OBD Link | 1 | 100.91 | 100.91 |
| Voltage Regulator | 1 | 1.9 | 1.9 |
| Circuit Board | 1 | 10 | 10 |
| Board Components | 1 | 15 | 15 |
| | - | Total Cost | 197.14 |

lssues

- 1. No legitimate way to test cold temperature triggers
- 2. No Ford and GM vehicle's unencrypted available.
 - Team had to replicate a car
- 3. Wedge was found to be illegal past a certain height
 - Team decided to attach a box to the back

Questions?

Demonstration