

EDUCATIONAL STICK SHIFT ASSISTANT

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1. Introduction

1.1 Objective

Knowing how to drive a manual transmission vehicle is a useful skill for anyone traveling abroad, buying a new car, or looking to save some money. However, it can be hard to learn how to drive a manual without in-person instruction.

The Educational Stick Shift Assistant will provide instructions to anyone who wants to learn to drive a manual car independently through interactive pre-programmed lessons. Our solution is a system that reads the car's speed and engine RPMs to output audio instructions for the driver to follow. Our goal is to have the driver become familiar with shifting gears, giving them the knowledge and confidence to drive a manual car.

1.2 Background

COVID-19 has caused mass layoffs, closed down businesses, and halted the economy. As a result, global production of cars has decreased [1]. In addition, due to social distancing and safety guidelines, many people want to avoid using public transportation. One safe and economical alternative is to buy used cars. However, the price of used cars has tremendously increased [2] as a result of this pandemic. An affordable option that remains are cars with manual transmissions which are on average \$1000 cheaper [3] when compared to their automatic counterparts. However, manual transmission vehicles are inaccessible to people who do not know how to drive them. Knowing how to drive a manual car also equips the person with a vital travel skill as nearly 80% of cars on the road in Europe have manual transmissions as of 2020 [4]. In conclusion, knowing how to drive a manual car is a beneficial skill for almost anyone.

1.3 Visual Aid



Figure 1: Visual Aid

In figure 1, a pictorial representation of our project is shown. We have one main board that will sit near the OBD-II port where it will be held in place by Velcro strips. Another small enclosure will house our input buttons which will be mounted using an air vent clip. Our AUX cable will feed directly into the vehicle's AUX input.

1.4 High-Level Requirements

1. Trigger and audio cue and instruct the driver to shift gears at 3000 RPMs. Must have audio cues for stall (less than 700 RPMs) and redline warnings (greater than 4500 RPMs).
2. Instruct the driver to be in 1st gear between speeds of 0 MPH - 15 MPH and 2nd gear for speeds of 15 MPH - 30 MPH. Gears above 2nd gear will not be used to deter student drivers from driving at higher speeds.
3. Allow student drivers to choose which pre-programmed driving lesson to learn by interacting with preset input buttons. To deter distracted driving, the buttons must be disabled and any input ignored when the vehicle is in motion (greater than 0 MPH).

2 Design

2.1 Block Diagram

Figure 2 represents the block diagram of the Educational Stick Shift Assistant and provides a visual representation of what components are used to achieve the high-level requirements set forth in chapter 1.4. The Engine Control Unit (ECU) Interface Module is responsible for retrieving vehicle data such as RPMs and vehicle speed when requested by the Control Unit. The Control Unit is then responsible for analyzing the data received from the ECU Interface Module as well as input from the user through the Button Breakout Board and sending correct commands to the Audio Module. The Audio Module is responsible for outputting the desired audio cue stored on the SD Card through the AUX Connector for playback by Vehicle Speakers. The Power Module is responsible for regulating and providing power to all the submodules/components in the design. The Program & Debug Module is not user accessible and enables easy programming and monitoring of the microcontroller during prototyping and final build stages.

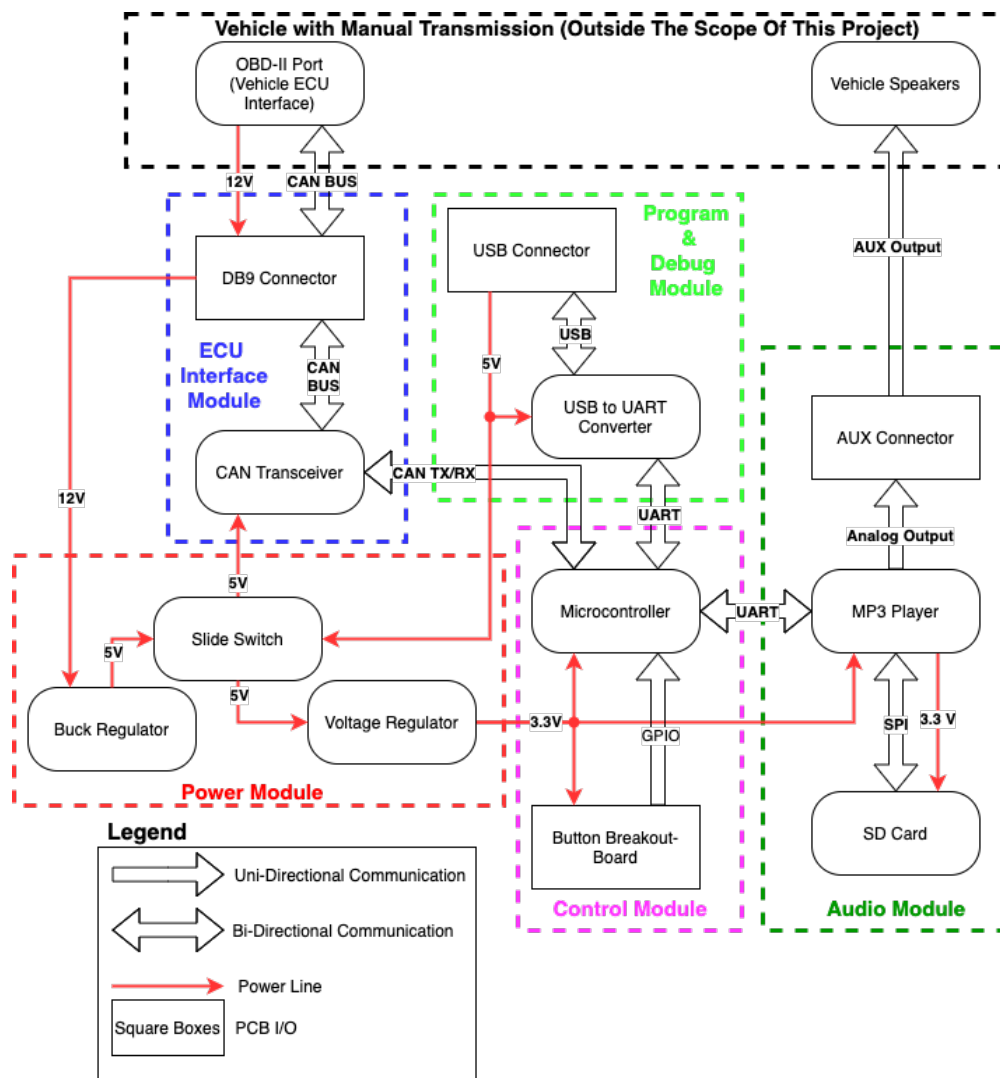


Figure 2: Block Diagram of Educational Stick Shift Assistant

2.2 Power Module

The Power Module is responsible for regulating and providing power to the rest of the components in the design via 5 V and 3.3 V rails. The power module is designed such that it can source power from two sources, The USB connector in the Program & Debug Module as well as the DB9 Connector. The 12 V supply from the DB9 connector is stepped down to 5 V by a Buck Regulator, which is then fed to a physical Slide Switch. The 5 V supply from the USB is also fed into the Slide Switch as the second input. Figure 3 shows a Buck Regulator connected to the Slide Switch with two 5 V inputs and one 5 V output. A 3.3 V power rail is then acquired by stepping down the 5 V output from the Slide Switch using a Voltage Regulator.

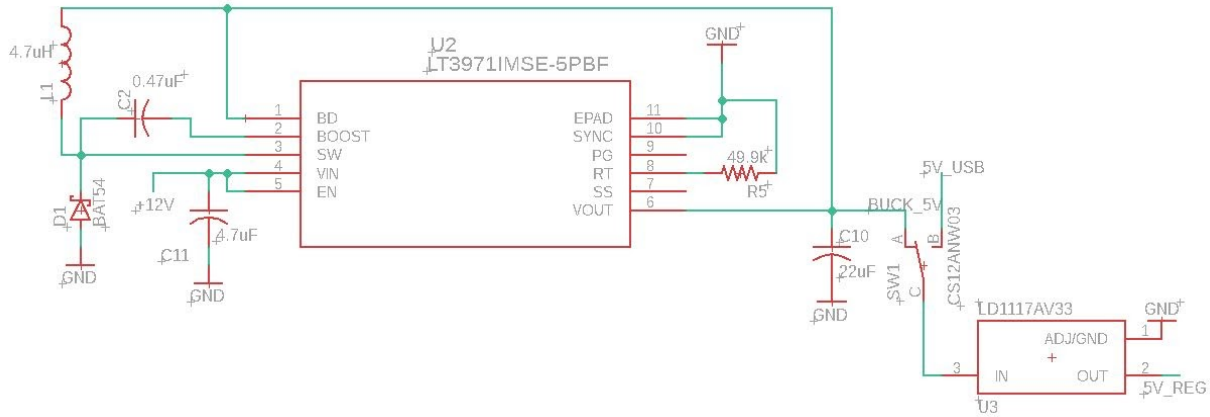


Figure 3: Schematic of Buck Regulator and Slide Switch

2.2.1 Voltage Regulator

The Voltage Regulator is a Low-Dropout (LDO) Regulator which is expected to convert a 5 V input to a 3.3 V output. The 3.3 V output power rail is expected to supply power to the Microcontroller in the Control Module.

Table 1: Requirements and Verification for Voltage Regulator

Requirement	Verification
<ol style="list-style-type: none"> Accept an input voltage (VIN) in the range: $4.3\text{ V} < \text{VIN} \leq 7\text{ V}$. Must operate in stable conditions in temperatures between $-15\text{ }^{\circ}\text{F}$ and $100\text{ }^{\circ}\text{F}$. Must output a maximum of 1.5 A to avoid burning out the Voltage Regulator. 	<ol style="list-style-type: none"> Using a Digital Multimeter, we will probe the VIN pin of the voltage regulator to ensure that the voltage is in the range of 4.3 V to 7 V. Use an IR thermometer to ensure the buck regulator stays below $100\text{ }^{\circ}\text{F}$ and above $-15\text{ }^{\circ}\text{F}$. Using a Digital Multimeter, we will probe the VOUT pin to ensure a maximum of 1.5 A.

2.2.2 Buck Regulator

The Buck Regulator is responsible for converting the vehicle battery voltage accessible through the OBD-II port via the DB9 Connector to a 5 V power rail. The input voltage to the Buck Regulator is expected to vary between 11 V and 14 V. The output voltage of 5 V is expected to be constant and will feed into one of the two inputs of the physical Slider Switch.

Table 2: Requirements and Verification for Buck Regulator

Requirement	Verification
<ol style="list-style-type: none"> 1. Accept an input voltage (VIN) in the range: $11 < V_{IN} \leq 15$ V. 2. Must operate in stable conditions in temperatures between -15 °F and 100 °F. 3. Must output a maximum of 1.2 A to avoid burning out the Buck Regulator. 	<ol style="list-style-type: none"> 1. Using a Digital Multimeter, we will probe the VIN pin of the buck regulator to ensure that the voltage is in the range of 11 V to 15 V when the car is on. 2. Use an IR thermometer to ensure the buck regulator stays below 100 °F and above -15 °F. 3. Using a Digital Multimeter, we will probe the VOUT pin to ensure a maximum of 1.2 A.

2.2.3 Slider Switch

The slider switch takes in the 5 V outputs from both the USB cable and the Buck Regulator and allows us to choose which source we want to power the board with. This ensures that we can power the board while programming the ESP32 while retaining the ability to draw power from the 12 V car battery once finished. This switch will be enclosed within the product box, making it inaccessible to the end user. Figure 3 shows how the Slider Switch is connected to the Buck Regulator and the USB Connector.

2.3 ECU (Engine Control Unit) Interface Module

The ECU Interface Module begins with an OBD-II to DB9 cable which provides access to the vehicle's ECU and 12V battery for us to use as a power source. The DB9 cable's data pins connect to the CAN Transceiver, allowing us to request and interpret ECU signals from the vehicle.

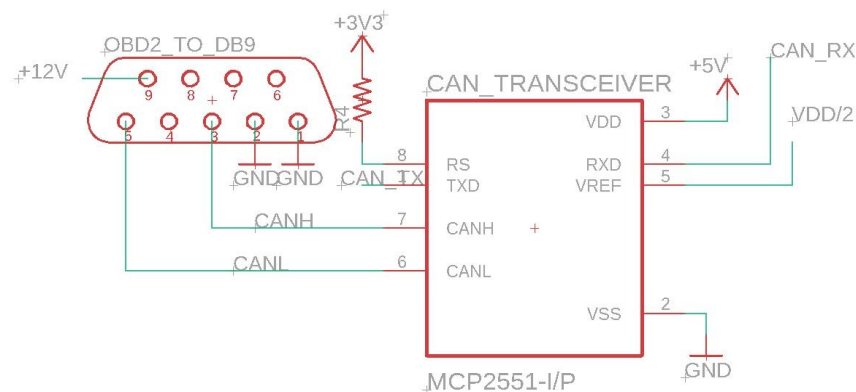


Figure 4: Schematic of MCP2551-I/P CAN Transceiver connected to the DB9 Pin

In figure 4, an example circuit diagram is provided for the MCP2551-I/P CAN Transceiver. In this figure, CANH and CANL are the high and low CAN Physical Bus pins respectively and connected to the vehicle through the DB9 connector. The TX and RX pins are transmitting and receiving pins respectively connected to the microcontroller via UART protocol. The IC is then powered by the 5 V power line and grounded to the signal ground provided by the DB9 connector.

2.3.1 CAN Transceiver

The CAN Transceiver is the interface between the CAN physical bus and the CAN Protocol Controller (microcontroller) [5]. This sub-module is used to help convert the digital signals from the CAN Protocol Controller to Analog signals on the CAN physical bus when transmitting commands and vice-versa when receiving data. The CAN transceiver will enable communication between the CAN Protocol Controller and the ECU to request vehicle data such as vehicle RPMs and vehicle speed for further analysis by the microcontroller.

Table 3: Requirements and Verification for CAN Transceiver

Requirement	Verification
<ol style="list-style-type: none"> 1. Must operate in stable conditions thermally between -15°F and 100°F. 2. Must have an input voltage (VIN) of 5 V +/- 10%. 3. Must step down output voltage of 5 V +/- 5 % at CAN_TX pin to 3.3 V +/- 5 % to avoid damaging the microcontroller's CAN_RX pin. 	<ol style="list-style-type: none"> 1. Connect terminals to a DMM (Digital Multi-Meter) and verify the transceiver is receiving within 5% of 5 V. 2. Use an IR thermometer to ensure the microcontroller stays above -15 °F and below 100 °F. 3. Verify output voltage of CAN Transceiver and input voltage of microcontroller. <ol style="list-style-type: none"> a. Connect terminals to a DMM and verify the input voltage at CAN_RX pin on microcontroller is within 5 % of 3.3 V. b. Connect terminals to a DMM and verify the output voltage at CAN_TX pin on CAN Transceiver is within 5 % of 5 V.

2.3.2 DB9 Connector

The DB9 connector will allow communication with the vehicle ECU by connecting to the OBD-II port via a DB9 to OBD-II adapter cable. The DB9 connector was chosen for its smaller physical footprint and part availability compared to the OBD-II port. An adapter cable is used to connect the DB9 connector to the OBD-II port in the vehicle. See figure 4 for a diagram depicting DB9 pinouts and which physical pins will be used for this project.

2.4 Control Module

The control module will consist of the microcontroller and input buttons. It will be in charge of handling, processing, analyzing, and transmitting data. The microcontroller will process data received from the ECU interface module and give commands to the audio module. The buttons allow the user to choose what kind of feedback they want from the assistant.

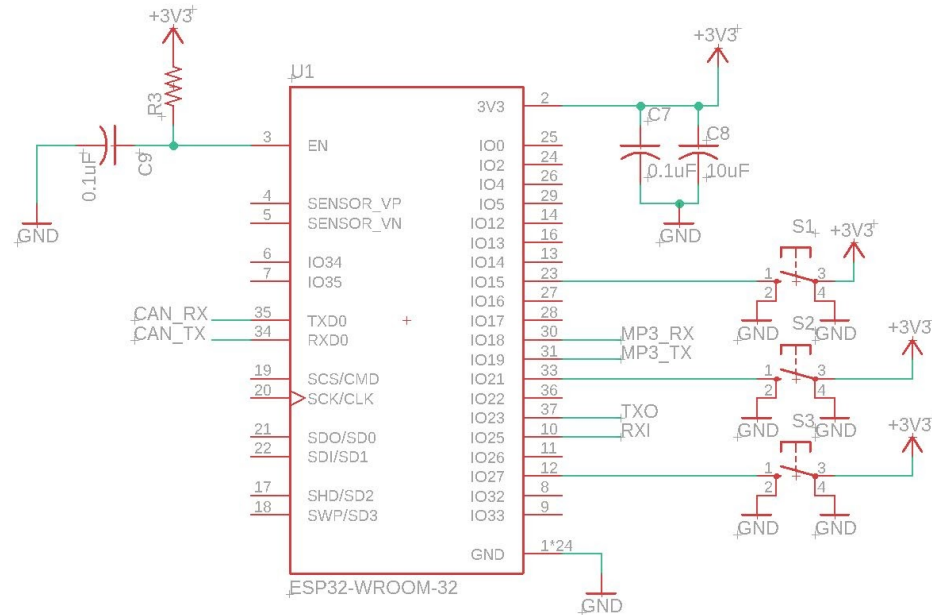


Figure 5: Schematic of the ESP32-WROOM-32 Microcontroller connected with Input Buttons

2.4.1 Microcontroller

The microcontroller is the central processing unit and acts as the glue circuit for the rest of the components and has three main functions. The three functions are retrieving live vehicle data such as RPMs and vehicle speed from the vehicle ECU, enabling the user to input which lesson to learn via the Button Breakout Board, and controlling the MP3 player to playback the correct audio cues through the Audio Module.

To achieve these functions, we chose the ESP-32 microcontroller from ESPRESSIF Systems. This microcontroller was chosen for its extensive user-friendly and open-source C programming libraries. Some of the libraries that will be used are the CAN protocol driver's library, the UART serial communication library, and the GPIO library. The CAN protocol driver's library gives the microcontroller the functionality of a CAN Protocol Controller and enables the use of CAN Protocol Commands. The UART communication library will be used to communicate with the CAN Transceiver, the MP3 Player, and the USB to UART converter. The GPIO library will be used to connect the buttons, which are intended to interface with the user.

Figure 5 shows how the microcontroller is connected to the rest of the circuits. Pin 2 in figure 5 is used to power the microcontroller with a 3.3 V input and two capacitors in parallel to stabilize the input power. Pin 3 is the microcontroller enable pin and will be connected to the 3.3 V power line with a

resistor in series. The value of the resistor is to be decided and the capacitor will be used to stabilize the input power. Pins 23, 33, and 12 will be connected to active high buttons intended for user input and will be powered by the 3.3 V power line. Pins 35 and 34 are CAN_RX and CAN_TX UART pins respectively and connect to the CAN Transceiver. Similarly, pins 30 and 31 are UART pins connected to the MP3 Player and pins 37 and 10 are UART pins connected to the USB to UART converter. There are multiple GND (signal ground) pins on the ESP32-WROOM-32 and in figure 5 it is represented by pin 1*24.

Table 4: Requirements and Verification for Microcontroller

Requirement	Verification
<ol style="list-style-type: none"> 1. Must have an input voltage (VDD) of 3.3 V +/- 5%. 2. Must be operational in temperatures between -15 °F and 100 °F. 3. Must be able to process ECU data and output a command to the MP3 player in under 5 ms. 	<ol style="list-style-type: none"> 4. Connect terminals to a DMM and verify the transceiver is receiving within 5% of 3.3 V. 5. Use an IR thermometer to ensure the microcontroller stays above -15 °F and below 100 °F. 6. Capture the timestamp when the ECU data is received and when the MP3 player command is transmitted. Calculate total processing time by taking the difference in timestamps.

2.4.2 Button Breakout Board

The button breakout board will be used for drivers to skip or go back to a particular driving lesson. If the driver chooses to relearn a lesson the option is available to do so. These input buttons communicate with the microcontroller via GPIO and are monitored to make various decisions in software. The buttons will be placed on a small breakout board and connected to the microcontroller via a semi-long wire external to the PCB. This allows for the buttons to be placed near/adjacent to the steering wheel where the user can have easy access without causing distractions. As shown in figure 6, the buttons will be designed to be active high with the 3.3 V power rail as their source. The buttons will also be debounced via a software library.

Table 5: Requirements and Verification for Input Buttons

Requirement	Verification
<ol style="list-style-type: none"> 1. Input Buttons must be debounced to prevent processing multiple presses. 2. While vehicle speed is greater than 0 MPH changes in the value of input buttons will be ignored. 	<ol style="list-style-type: none"> 1. Using software, we will verify that a button press will only be counted once. <ol style="list-style-type: none"> a. When a button value changes from digital low (0) to digital high (1) start a short, predefined timer. b. Once the timer ends, sample the button value again. If the button's value has returned to digital low record a button press. Else ignore button press as error. 2. While the vehicle is in motion (greater than 0 MPH) a passenger will press the input buttons to ensure buttons are disabled.

2. Data from our laptops must be transmitted through a USB cable to the MCU.	the GPIO_SET_LEVEL command from the ESP32's GPIO.h library to toggle the LED.
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2.6 Audio Module

The audio module involves the AUX connector and a breakout MP3 Player board with a built in SD Card slot. This module will provide audio instructions to the driver which can be heard by the vehicle's speakers. The design is to prerecord audio cues and store them on the SD Card.

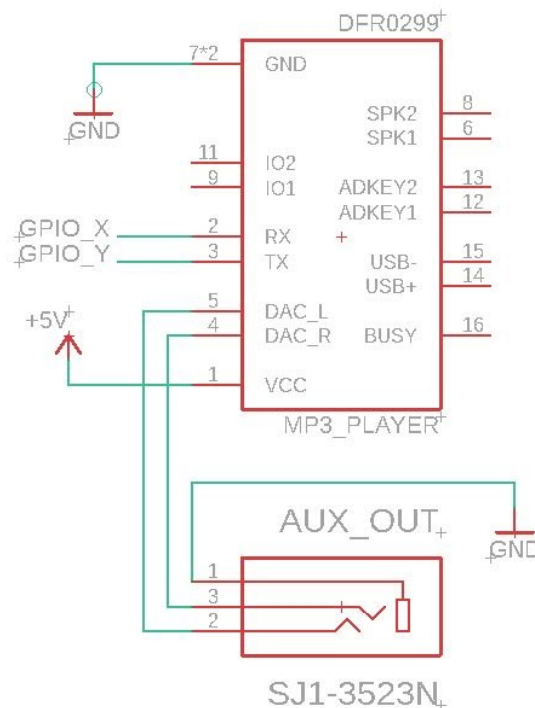


Figure 7: Schematic of MP3 Player Board connected with AUX Connector

2.6.1 Mini MP3 Player

The MP3 player will receive playback commands from the microcontroller and output the appropriate audio file from the attached SD Card reader. The command set is specified in a provided library. The MP3 player will send its left and right channel audio output via an AUX cable. This AUX cable will connect to the vehicle's AUX input.

Table 7: Requirements and Verification for Mini MP3 Player

Requirement	Verification
1. Must have an input voltage (VDD) of 3.3 V +/- 5%.	1. Connect terminals to a DMM and verify the transceiver is receiving within 5% of 3.3 V.
2. Must be operational in temperatures	

<p>between -15 °F and 100 °F.</p> <p>3. Must have stereo audio output for the auxiliary cable. Driver must be able to listen to audio cues at a reasonable volume.</p>	<p>2. Use an IR thermometer to ensure the MP3 player board stays below -15 °F and above 100 °F.</p> <p>3. Use a sound meter app on the phone to verify the vehicle's speaker playback audio at 70 dB +/- 10%.</p>
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2.6.2 SD Card

The SD Card will be needed to store the prerecorded audio instructions which will ultimately be used by the MP3 player to playback the commands via the vehicle's speakers. An SD Card with a minimum of 2 GB will be used for our project. It is not included in the circuit schematic since it is built into the MP3 player and has no direct interaction with any other components.

2.6.3 AUX Connector

An AUX Connector will be mounted to our PCB as an output for the MP3 player's DAC_L and DAC_R analog outputs as can be seen in figure 8. An AUX cable will then connect this port to the vehicle's AUX input which will then playback audio to the left and right speakers of the car.

2.7 Circuit Schematic

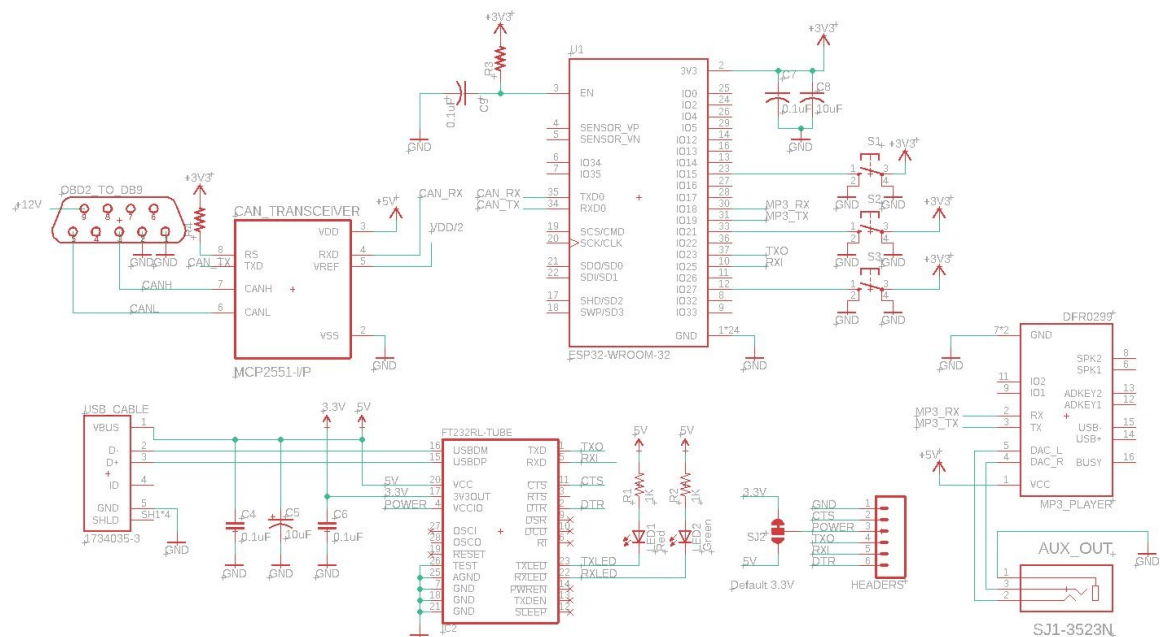


Figure 8: Overall Circuit Schematic

2.8 Tolerance Analysis

One crucial element for the success of this project is our ability to power everything on our board. Our tolerance analysis will therefore focus on the voltage tolerances and current draws of our components to ensure no module gets burned out nor is left unpowered.

Healthy 12V car batteries tend to output voltages between 11.5 V and 14.4 V. The Buck Regulator must be capable of handling the entire range of voltages between 11 V and 15 V to be safe. For this reason, we chose the LT3971-5 Buck Regulator, which can handle an input voltage range of 4.5 V to 38 V, giving us plenty of overhead.

The Buck Regulator outputs 5 V at a maximum of 1.2 A to the slide switch (CS12ANW03) which is rated for 3 A and up to 125 VAC or 176.77 VDC. The other output to the slide switch is the USB 2.0 connector which has a typical output of 5 V at 0.5 A, which fits within the switch's specifications as well.

The 5 V output of the slide switch feeds into the CAN Transceiver, the Voltage Regulator which converts 5 V to 3.3 V, and the MP3 Player. The CAN Transceiver has a maximum current draw of 365 μ A and an input voltage tolerance of 4.5 V to 5.5 V. The LP3875-3.3 Voltage Regulator has a maximum output current of 1.5 A at 3.3 V \pm 1.5% (3.2505 V to 3.3495 V) and can tolerate input voltages between 3.8 V and 7 V. This gives us a wide margin of error for the regulator input.

The ESP32-WROOM2 Microcontroller has an average operating current draw of 80 mA, but requires a minimum supply of 0.5 A. It accepts between 3 V and 3.6 V input, giving us a 10% margin of error for the voltage regulator's output, well within the specified 3.3 V \pm 1.5%.

The MP3 player (DFR0299) is powered from the 3.3 V voltage regulator output and has a 20-mA standby current draw, though we are unable to find regular operating power needs. It can accept an input voltage between 3.2 V and 5 V, so we are confident that the voltage regulator's output will suffice.

3. Software Design

3.1.1 Flowchart

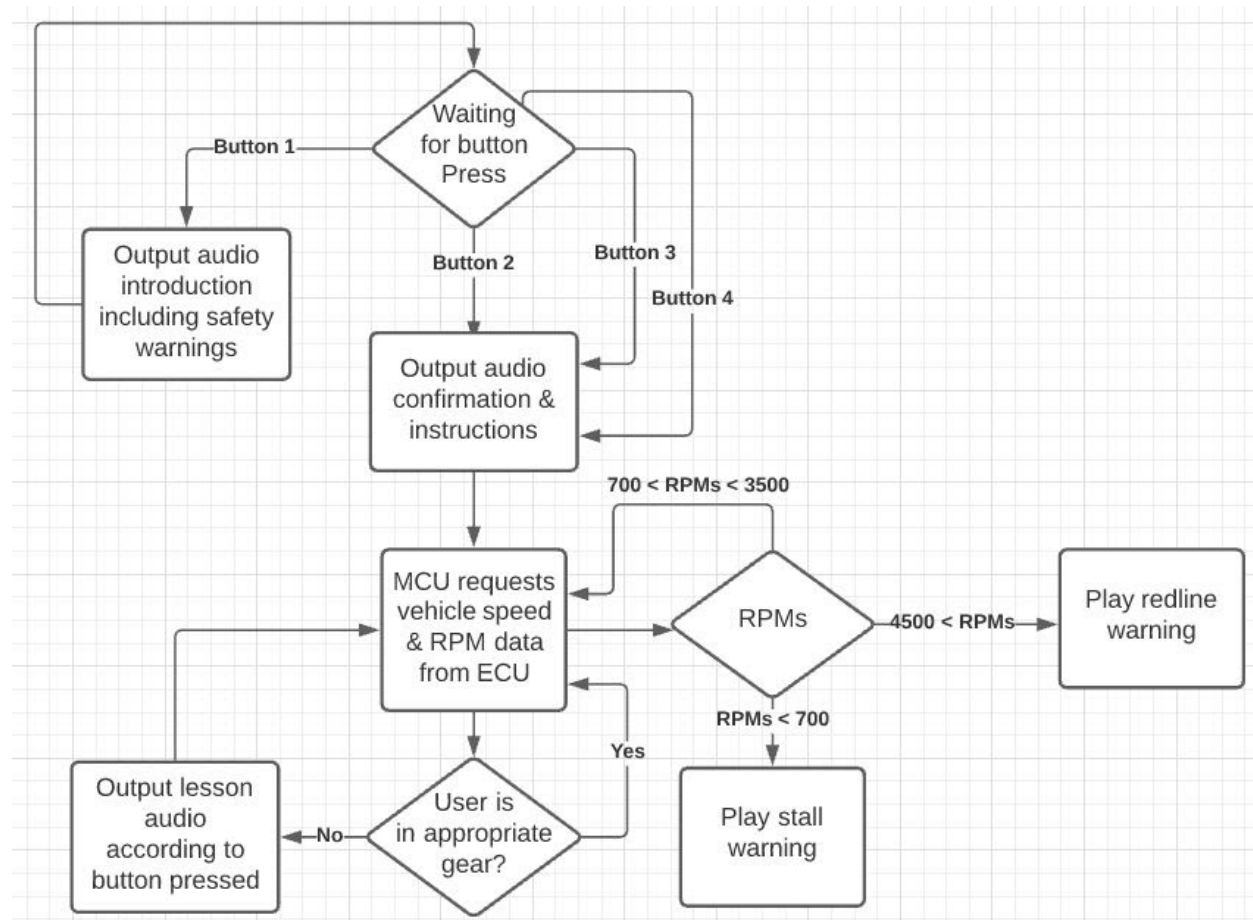


Figure 9: Software Flowchart

3.1.2 Driving Lessons

This module will deliver driving instructions in audible format to teach users how to drive stick-shift. To achieve this, the user will have the option to select from 4 driving lessons, each with varying difficulty levels. The plan is to deliver 3 key lessons that a driver may practice multiple times to help them learn to drive stick-shift at low speeds in a safe environment away from traffic and pedestrians.

In addition to the standard accelerator pedal, brake pedal and steering wheel, manual transmission vehicles also have a clutch pedal and a stick shift. We will first introduce the clutch and stick shift to get the driver comfortable with their operation while the car is stopped. The next lesson will be aimed at teaching the user how to start moving forward and stopping the car without stalling, and then making the transition between 1st and 2nd gears. Once these concepts are understood, all other gear shifts are essentially the same and so the 4th 'lesson' will be continuous mode which will only give shifting guidelines without further explanation.

The driver will be able to replay any lessons at any time to encourage repeated practice and promote mastery of each essential skill. As this is meant to be an instructional device and used in an isolated area by the driver away from traffic or pedestrians, the device will only focus on low-speed driving in the first 2 gears. We expect the driver to master the basics first and then apply the same skills to learn at higher speeds and in live traffic by taking lessons with a licensed instructor or on their own at their own risk.

4. Cost and Schedule

4.1 Cost of Parts

Table 7: Part Cost Breakdown

Quantity	Part Name	Part Number	Cost
	Audio Jack	SJ1-3525N	\$0.76
	CAN Transceiver	MCP2551	\$1.20
	MP3 Mini Player Board	DFR0299	\$8.90
	Voltage Regulator	LD117AV33	\$1.95
	Microcontroller	ESP32-WROOM32	\$8.95
	DB9 Connector Pin	PRT-00429	\$1.75
	Mini USB Socket	1734035-3	\$1.24
	USB to UART Bridge	FT232R	\$4.50
	Input Buttons	MPB-43	\$0.74
	Buck Converter	LT3982EDD-5	\$3.34
	Slide Switch	CS12ANW03	\$2.25
Total Cost			\$46.44

4.2 Labor Cost Breakdown

Table 8: Labor Cost Breakdown

Team Member	Hourly Wage	Weekly Hours	Number of Weeks	Multiplier	Cost Per Member
Aadhar	\$38.00	20	12	2.5	\$22,800
Ian	\$38.00	20	12	2.5	\$22,800
Maulin	\$38.00	20	12	2.5	\$22,800
Total Labor Cost					\$68,400

Our hourly wage is calculated based on the average salary for a newly graduate Electrical Engineer. The cost per member is calculated using the following formula:

$$\text{Hourly Wage} * \text{Weekly Hours} * \text{Number of Weeks} * \text{Multiplier} = \text{Cost per Member}$$

4.3 Schedule

Table 9: Schedule

	Aadhar	Ian	Maulin
2/22	Block Diagram, Design Document	Schematics, Design Document	R&V Tables, Design Document
3/1	Finalize Lesson Plans, start ordering Parts	Finalize Circuit Schematics, start ordering Parts	Finalize R&V Tables, start ordering Parts

3/8	Setup coding environment for ESP32 - using CAN API (ECU Module)	Create PCB Layout	Create PCB Layout
3/15	Begin writing software for ESP32 - interfacing with Audio Module	Finalize PCB Layout after passing Audit	Finalize PCB Layout after passing Audit
3/22	Begin writing software for ESP32 - Lesson Plans	Begin soldering components on board	Begin soldering components on board
3/29	Verify Audio playback through vehicle speakers	Verify Power distribution	Verify Power distribution
4/5	Debug and Test	Debug and Test	Debug and Test
4/12	Debug and Test	Debug and Test	Debug and Test
4/19	Prepare for Mock Demo, start writing final paper//teamwork evaluation	Prepare for Mock Demo, start writing final paper//teamwork evaluation	Prepare for Mock Demo, start writing final paper//teamwork evaluation
4/26	Demonstration and Presentation, continue working on final paper/teamwork evaluation	Demonstration and Presentation, continue working on final paper/teamwork evaluation	Demonstration and Presentation, continue working on final paper/teamwork evaluation
5/3	Lab Checkout, finalize Lab Notebook and Teamwork Evaluation	Lab Checkout, finalize Lab Notebook and Teamwork Evaluation	Lab Checkout, finalize Lab Notebook and Teamwork Evaluation

5. Ethics and Safety

5.1 Ethics

When creating an educational tool, it is imperative to instruct the learner in a safe manner. Teaching someone how to drive prompts many factors that can harm the public. The IEEE Code of Ethics states “to disclose promptly factors that might endanger the public or the environment” [6]. In response to this, we will involve a safety warning system that discloses all the pertinent information before even instructing the driver. We also understand that misuse of this assistant may occur and that is largely up to the user’s decisions. Our educational assistant can malfunction and this is something that we will mitigate through thorough testing, ensuring that the driver and anyone in the car is out of harm's way.

5.2 Safety

Our Educational Stick Shift Assistant will produce safety concerns. The Illinois 2020 Rules of the Road “prohibits the use of handheld cell phones, texting or using other electronic communications while operating a motor vehicle” [7]. This rule is something we expect anyone who uses this assistant to be aware of. However, there are concerns that distracted driving is something that can endanger others. Another concern is that some may drive in traffic intensive areas which is not the purpose of this project. It is an educational tool that is intended to be used in a safe area, preferably an empty parking lot. We are anticipating that anyone who uses this tool will have a license and has some information about the rules and regulations of driving on the road.

A safety consideration our team will consider when performing tests with the assistant is that it will be done in a safe environment such as an empty parking lot. Ideally, the person driving the vehicle will not have any sort of electronic equipment which can be used as a distraction. For debugging purposes, we will have someone with a laptop inside the vehicle to directly plug into the main board to monitor the live data coming from the OBD-II port. This person will be in the backseat to avoid distracting the driver. Another member will be in the passenger seat being a second set of eyes and ears for the driver as well as monitoring/troubleshooting the main board and audio if needed. Our vehicle will not reach high speeds in the parking lot and will be at slow to moderate speed limit.

6. References

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