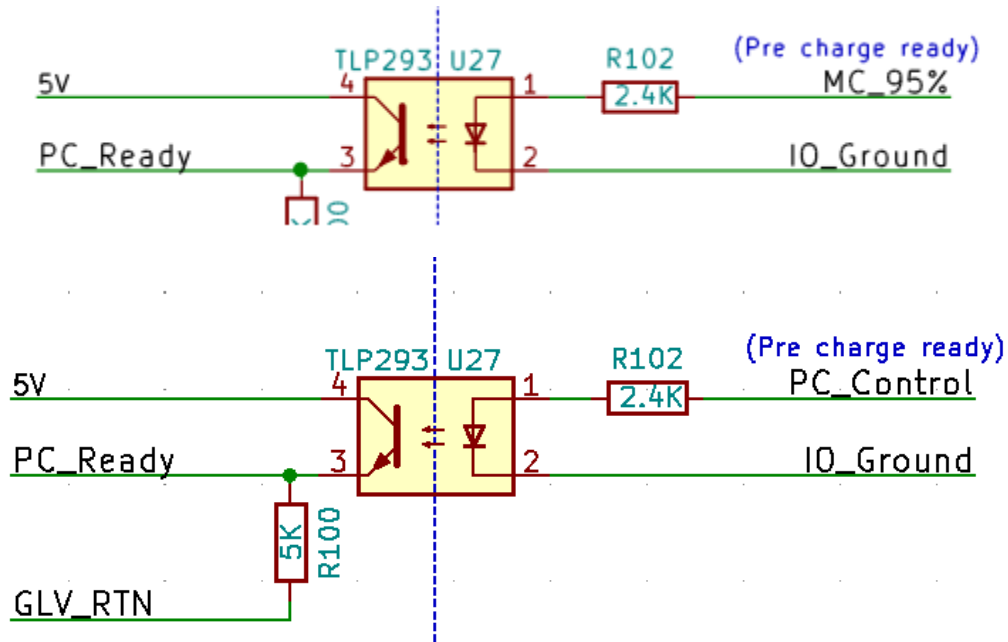


Edits Made to TSI Rev.6 Board for Next TSI Revision

Note: things in red are unresolved.

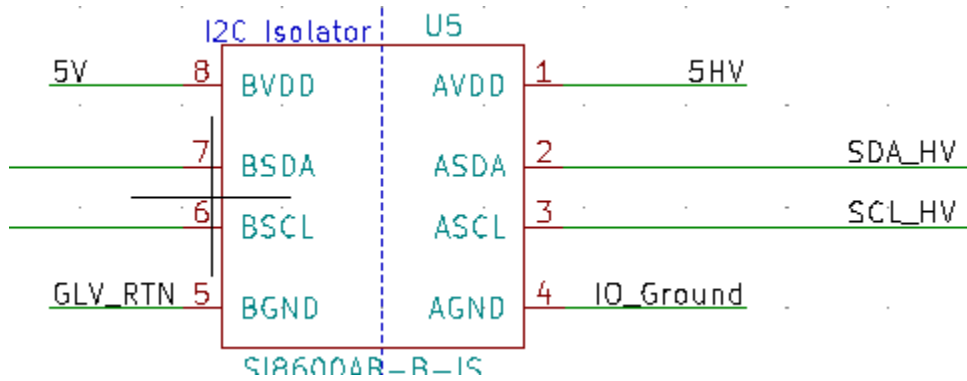
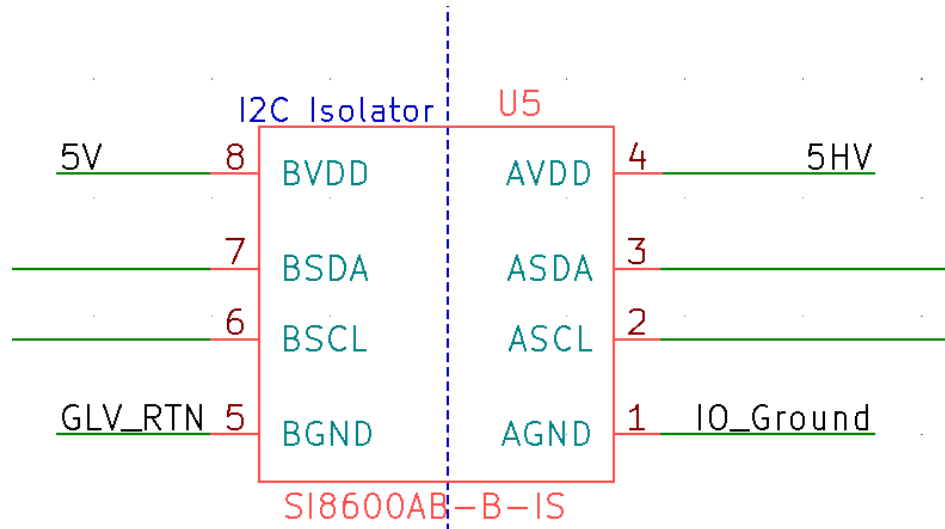
5/11/21 - TC, JB

1. MC_95% Signal should actually be PC_Control as seen below, flywire needs to be added to board. This is an artifact from TSI Rev. 4's board. They had two separate pre charge ready signals, they were "Precharge Ready" and "Pre charge Ready." We thought this was a mistake and removed the "pre charge Ready" signal from the schematic. Thus leading to the current confusion. (edits made on TSI schematic and pcb schematic)



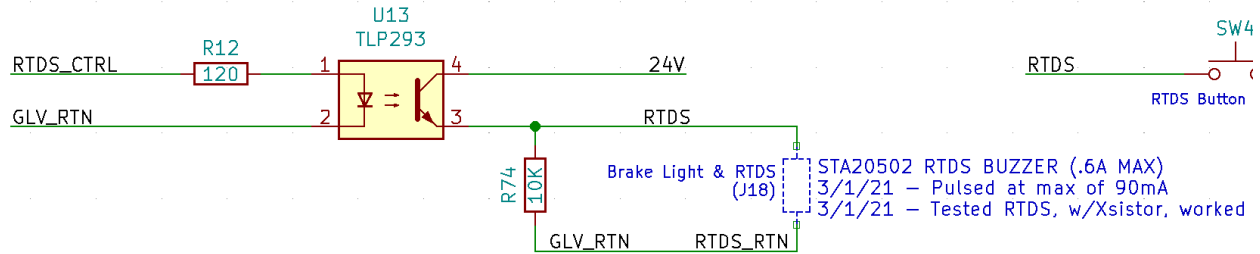
5/11/21 - NB, TC, EM

1. Symbol for U5, SI8600AB-B-IS was wrong. (Fixed on schematic and rerouted on pcb schematic, flywires applied).

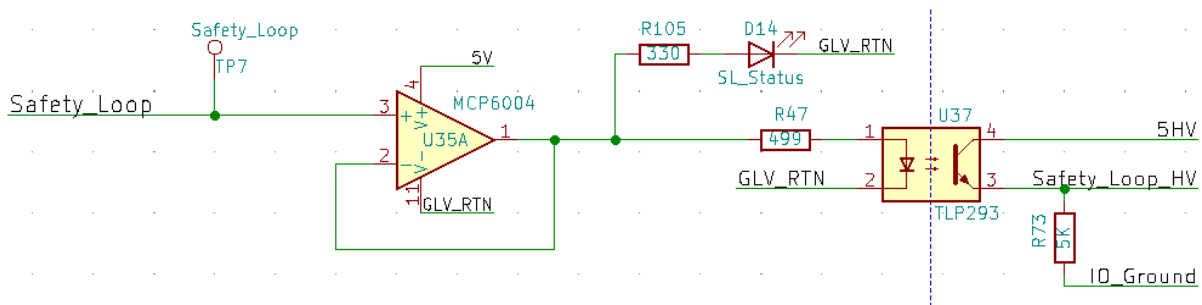


5/14/21 - NB, ZM

1. RTDS TLP (U13) gets very hot if RTDS is left on too long. Not an issue we were concerned with because technically RTDS should be only on for about two seconds. Could be remedied in later design.

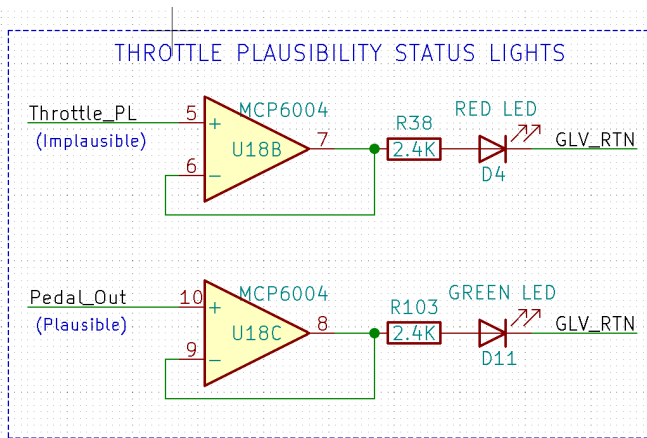


2. Changed U35A's rails from 3.3V to 5V

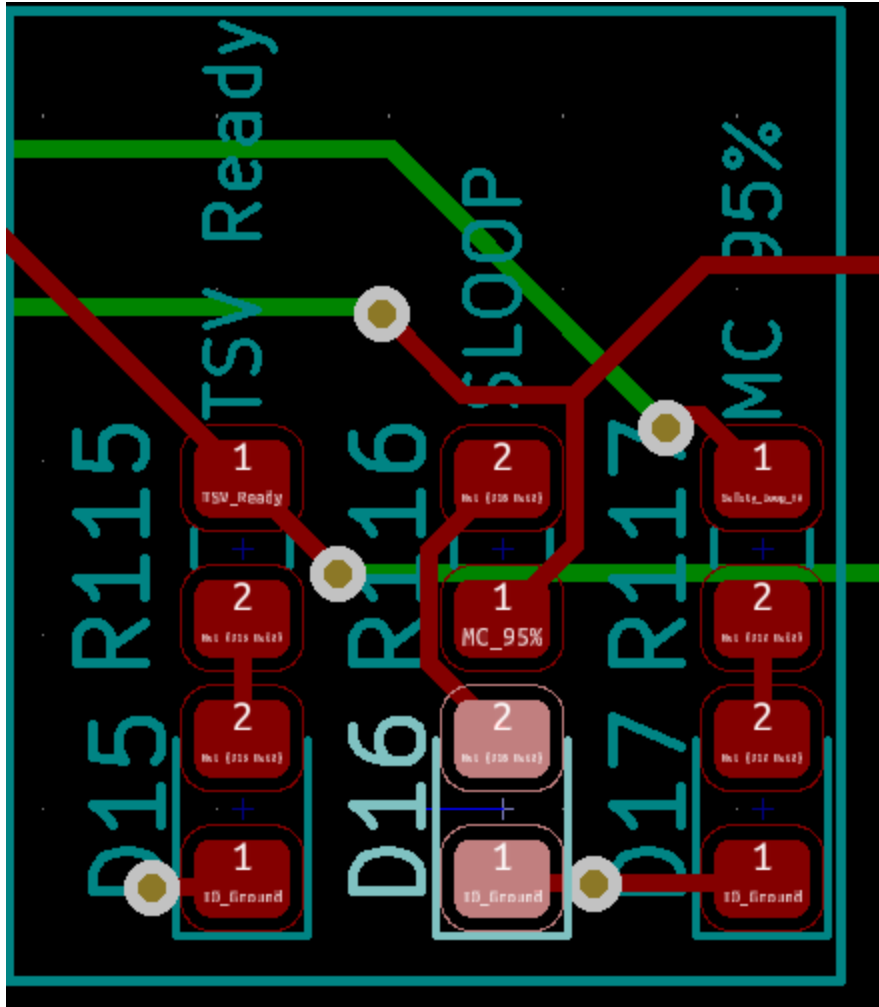


5/25/21 -ZM

D4 on backwards or burned out. To drive D4 and D11, should not use the actual throttle_pl and Pedal_out signals. Example: as when pedal_out is around a volt (you're driving the throttle voltage of the motor) the LED doesn't come on.



On the actual board, the silkscreens are flipped for D16 and D17. D16 is MC 95%, and D17 is SLOOP in actuality.



5/27/21 -ZM

Precharge control signal never goes high, reference signals take a long time to be generated (there seems to be a capacitive load somewhere messing it up). When all conditions were met, pins 9 and 10 on U19 were high, both pin 8 was high as well. 8 should have been low.

Discharge control signal remains high (21.3V) entirely, even when the airs close. This is an issue with the actual design itself.