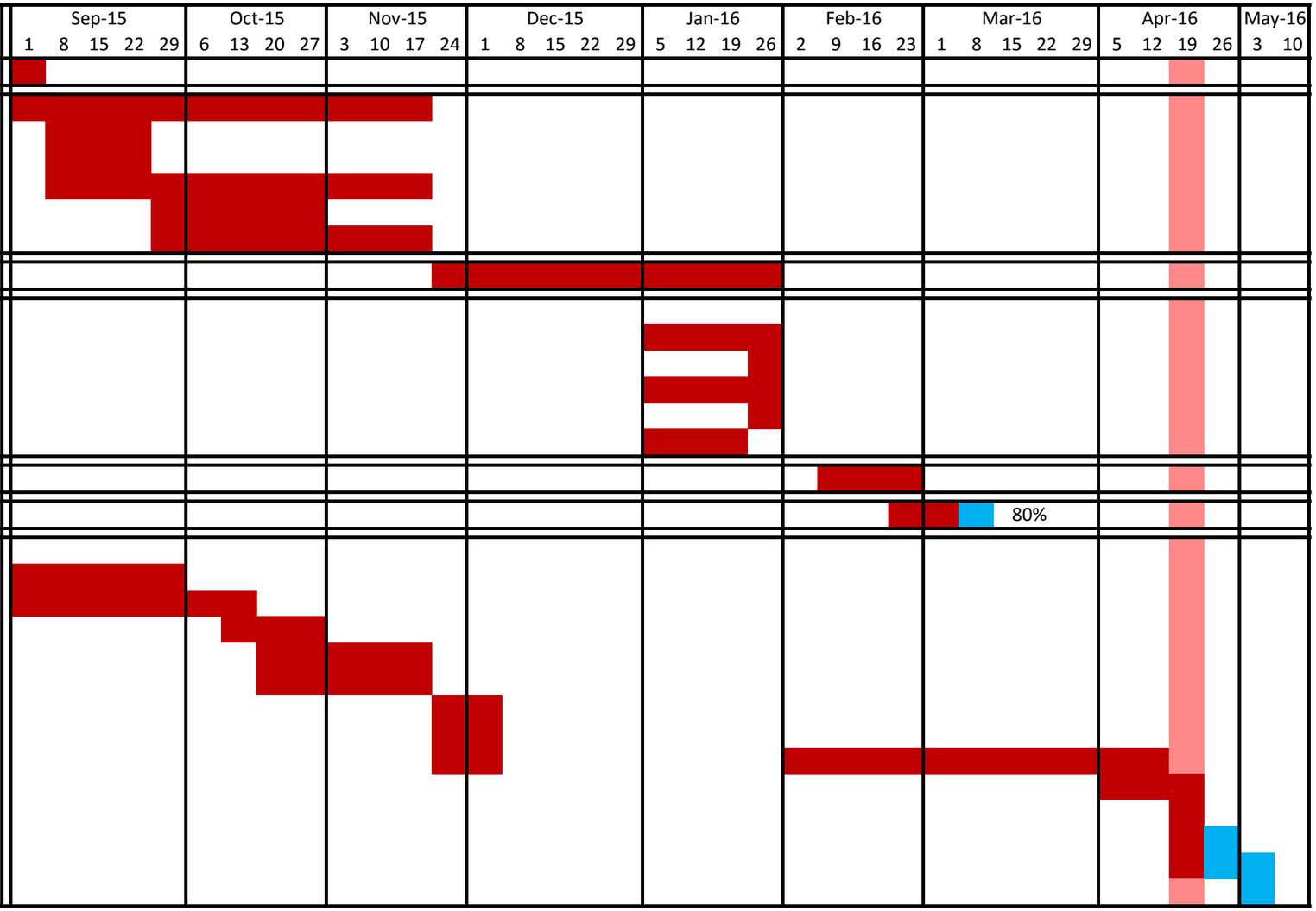
TASK NAME	RESPONSIBLE	Date
General System Design	All	September 4, 2015
Stator Design		November 17, 2015
Research Winding Types	Tim	September 22, 2015
Pole and Slot Pitch	Mason	September 22, 2015
Pole Depth	All	November 17, 2015
Slot/Teeth Ratio	All	October 27, 2015
Number of Coil Windings	All	November 17, 2015
Purchasing	All	November 30, 2015
Construction		February 2, 2016
Coil Windings	Mason and Tim	January 25, 2016
Stator Mount	Mason and Tim	February 8, 2016
Microcontroller Sytem	Tyler	February 8, 2016
VFD Programming	Tyler	February 8, 2016
Sensor Programming	Tyler	January 25, 2016
Implementation	All	February 9, 2016
Testing	All	March 7, 2016
Deliverables		
Project Proposal - Oral Presentation	All	October 1, 2015
Project Proposal - Written	All	October 15, 2015
Webpage Release	All	October 28, 2015
Fall Progress Presentation	All	November 19, 2015
Fall Performance Evaluation	All	November 19, 2015
Fall Performance Review	All	December 3, 2015
Design Review	All	March 1, 2016
Final Report Draft	All	April 12, 2016
Oral Presentation Preparation	All	April 19, 2016
Final Project Oral Presentation	All	April 21, 2016
Poster Presentation to IAB	All	April 29, 2016
Final Project Report	All	May 3, 2016
Project Website Verification	All	May 3, 2016



The VFD was tested using a three-phase AC motor. The LIM team familiarized themselves with the VFD. The final set-up for the LIM and the VFD system was drawn out and then wired once the project advisor approved the wiring diagram. The LIM was wired in a wye-connection (star connection) configuration, tying the A"', B"', and C"' together to form a floating neutral point or star point. The group then had to move focus from the LIM to work on the rough draft for the final paper and the final presentation.

Initially when the group tested the LIM with the VFD there was a short between the stator coils and the stator core. Performing a continuity test the group was able to determine what coils were creating the short circuit between the stator coils and the stator core. The edges of the stator teeth cut through the bobbins and the insulation of the copper wires of the coil, thus creating a short on each of the phases. When the coils were zip-tied down to the stator the edges of the stator teeth cut through the bobbins and the wires due to the extra pressure. Three coils had to be remade as the integrity of the previous coils were compromised. Plastic tape was added onto the edges of the stator teeth to prevent any further shorting between the stator core and the coils.

Before the final presentation the group was able to test the LIM once again, to no avail. The stator and the coils were no longer shorted, but the motor was not producing the magnetic force to rotate the simulated linear track. More testing will be done once the final presentation is completed.