Team Update 12

GENERAL

- **CAD:** Autodesk's field models have been updated to correct the vision target orientation described in Team Update 08.
- **Control System:** An optional C++\Java WPILib Update has been released that fixes a number of bugs and makes a camera stream that switches between cameras easier. The update and full release notes can be found on the Github Releases page.
- **Drawings:** The Field Drawings – season specific package includes an updated GE-19070. The note on sheet 6 has been updated to cover both types of net described in Section 4.4 below.
- **Inspection Checklist:** Posted!
- **Q&A:**
  - Q202 has been edited to reflect the change to R35 below
  - Q315 has been edited to reflect the change to Section 4.4 below.

MANUAL

SECTION 4.4

The back of each BAY is a cargo net (for side BAYS, the net is Hall-Master, item no. 69618, square or diamond pattern, and for front BAYS, the net is PowerTye, Part #50362).

SECTION 10.6

R35. The integral mechanical and electrical system of any motor must not be modified. Motors, servos, and electric solenoids used on the ROBOT shall not be modified in any way, except as follows:

A. The mounting brackets and/or output shaft/interface may be modified to facilitate the physical connection of the motor to the ROBOT and actuated part.

B. The electrical input leads may be trimmed to length as necessary and connectors or splices to additional wiring may be added.

C. The locking pins on the window motors (P/N: 262100-3030 and 262100-3040) may be removed.

D. The connector housings on KOP Automotive motors listed in Table 10-1 may be modified to facilitate lead connections.

E. Servos may be modified as specified by the manufacturer (e.g. re-programming or modification for continuous rotation).

F. The wiring harness of the Nidec Dynamo BLDC Motor may be modified as documented by *FIRST* in the "Nidec Dynamo BLDC Motor with Controller" Screensteps article.

G. Minimal labeling applied to indicate device purpose, connectivity, functional performance, etc.

> The intent of this rule is to allow teams to modify mounting tabs and the like, not to gain a weight reduction by potentially compromising the structural integrity of any motor. The integral mechanical and electrical system of the motor is not to be modified.
>
> Note that for the previous KOP Window motors and the Bosch motor, the gearbox is considered integral to the motor, thus the motor may not be used without the gearbox.