Work Completed: The sides of the one of the rails were welded on, strengthening the plate greatly. A new argon welder was used and the welds were concentrated in the center of the rail where the most support will be needed. The center of the rail is the weakest and subject to the most deformation and it is therefore prudent to place more welds there to divide the bending moment equally. Certain beam designs used in cars have a fatter middle for the same reason. There is little to no deformation when two people step on the center of the rail. The welding should hold and can be repaired if any cracking occurs. Approximate cost for this machining was 30$. Unfortunately students can no longer weld on their own. Holes for the load cells were drilled and countersunk. The load cells line up well. Finally, two areas were milled out to make the hinges flush with the plates and easier to roll over. The hinges were also purchased from home depot and are made of stainless steel so they will be both attractive and rust resistant.
Telemetry – The circuit to test the wireless links has been partially designed. The unit does not fit nicely into the protoboard however and wire wrap will be needed from an electronics store.

**Current Status**: There are complications with the ramps. They will not fold up well if sides are attached. However, they are only 1.25 inches off the ground. Does this warrant the need for a side? The telemetry circuit is still in the design/research stage.

**Future Work**: Two ramps may be unnecessary so a third side will need to be added to the back of the ramp. One ramp should be completed by next week and available for preliminary testing. Assuming this goes well the second ramp can begin construction. One thing to change will be the order of the welding. It will be easier to mill the area for the hinges prior to welding.

**Project Review**: The major problem right now is with the ramps. If they need sides they will have to be machined on a slope to fold flush when the hinges are brought back. Also, a test wheelchair will be needed to test the gap in between the ramp and the rail. It does not appear to be large enough to cause problems but first hand experience with it would be helpful.

Hours worked: 13