



**DEVELOPMENT OF A REAL-TIME IN CAR PHYSIOLOGICAL  
ACQUISITION SYSTEM FOR MONITORING ATTENTION  
DRIFTING PHENOMENON**



**MASTER OF SCIENCE IN ELECTRONIC ENGINEERING**

**2021**



## **Faculty of Electronics and Computer Engineering**

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### **DEVELOPMENT OF A REAL-TIME IN CAR PHYSIOLOGICAL ACQUISITION SYSTEM FOR MONITORING ATTENTION DRIFTING PHENOMENON**

**Zulhilmi bin Zaid**

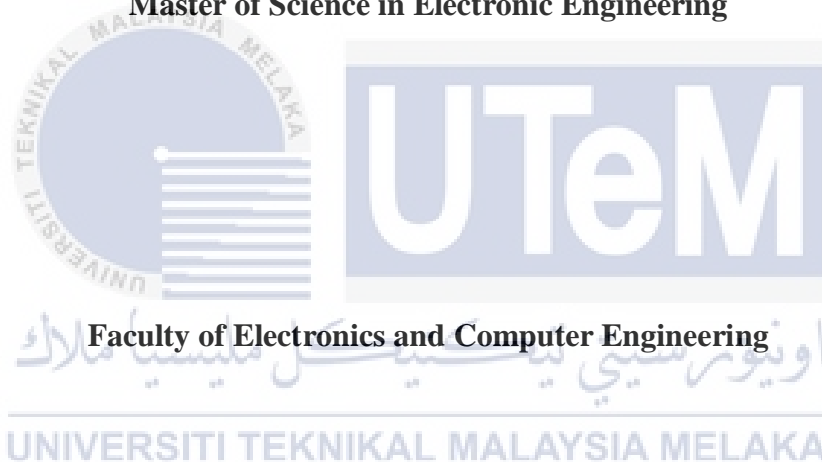
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**DEVELOPMENT OF A REAL-TIME IN CAR PHYSIOLOGICAL ACQUISITION  
SYSTEM FOR MONITORING ATTENTION DRIFTING PHENOMENON**

**ZULHILMI BIN ZAID**

**A thesis submitted  
in fulfillment of the requirements for the degree of  
Master of Science in Electronic Engineering**



**UNIVERSITI TEKNIKAL MALAYSIA MELAKA**

**2021**

## DECLARATION

I declare that this thesis entitled “Development Of A Real-Time In-Car Physiological Acquisition System For Monitoring Attention Drifting Phenomenon” is the result of my own research except as cited in the references. The thesis has not been accepted for any degree and is not concurrently submitted in candidature of any other degree.

Signature

:



Name

:

**ZULHILMI BIN ZAI**

Date

:

22/6/2021

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UNIVERSITI TEKNIKAL MALAYSIA MELAKA

## APPROVAL

I hereby declare that I have checked this thesis and in my opinion, this thesis is adequate in terms of scope and quality for the award of the degree of Master of Science in Electronic Engineering.

Signature :

Supervisor Name : *IZADORA BINTI MUSTAFFA*

Date :



## DEDICATION

To my beloved parents and to my mentor



## ABSTRACT

Road accidents is ranked as the fifth cause of death in Malaysia. Every year, almost 7,000 deaths were reported due to road accidents. The long-standing reason for cause of accidents is lost of attention. Lost of attention, also known as habituation, is highly undesirable while performing tasks which requires concentration for a long period of time such as long distance driving. There are several factors that contribute to habituation, such as familiar or monotonous driving routes and fatigue. As the number of accidents have reached to a number that concerns Malaysian Institute of Road Safety Research (MIROS), which is almost 7,000 deaths were reported, many solutions were suggested in order to tackle the growing issue. Hence, this research is to establish an objective of direct measurement method using encephalogram (EEG) to detect the occurrence of habituation while driving then to alert the driver. The development of this system involves the development of a real-time signal processing algorithm to acquire event related potentials (ERPs) from EEG for the detection of habituation; develop an in-car biosensors monitoring system and efficient data acquisition. Where most of the methods on detecting loss of attention are indirect, EEG provides a direct measurement of the level alertness of a person. This research is a significant endeavor in measuring the level of attention during driving as it capture the moment when the attention level begins to drift in the ERPs from the EEG signal in real-time. A low-power consumption of an EEG signal acquisition system has been designed to record the electrical activity of the brain non-invasively. The system consists of an amplifier with a bandwidth of 0.13 Hz – 12 Hz which was designed using low-power instrumentation amplifier AD620, low power and high gain operational amplifier CA3130. The resulting gain ranges from 20  $\mu$ V to 5 V. The amplified acquired signal is then filtered using a notch filter to remove the power signal interference. The signal then goes into Arduino Due. Here the signal is segmented into 500 single-trials of 500 ms for further noise removal using the averaging technique. The output will be used to check on the habituation scale, known as Attention Degrading Scale (ADS). The scale is based on the threshold value obtained from fuzzy-rule based system, which is the value towards the negative threshold interprets that the amplitude difference of N100 ERP component waveform decreased that brought the definition of the attention is degrading. The resulting signal is used for habituation detection.

## **PEMBANGUNAN SISTEM PEROLEHAN FISILOGI MASA NYATA BAGI PEMANTAUAN FENOMENA PERHATIAN HANYUT DALAM KERETA**

### **ABSTRAK**

*Kemalangan jalanraya berada di tangga kelima sebagai penyebab utama kematian di Malaysia. Setiap tahun, hampir 7,000 angka kematian dicatatkan akibat kemalangan jalan raya. Kehilangan daya tumpuan, atau dikenali juga sebagai habituasi, ketika melaksanakan tugas yang memerlukan tumpuan yang tinggi dan dalam tempoh masa yang lama adalah sesuatu yang amat tidak diingini. Terdapat beberapa faktor yang menyumbang kepada habituasi, seperti laluan perjalanan yang sudah biasa, monoton atau keletihan. Oleh kerana angka kematian yang dicatatkan membimbangkan Institut Penyelidikan Keselamatan Jalan Raya (MIROS), iaitu hampir 7,000 kematian dicatatkan, pelbagai cara dan kaedah telah dilakukan untuk mengurangkan kadar kemalangan. Oleh yang demikian, objektif penyelidikan ini adalah untuk membangunkan satu kaedah pengesanan langsung menggunakan encephalogram (EEG) untuk mengesan kehadiran habituasi ketika memandu dan menyedarkan pemandu. Pembangunan sistem ini melibatkan pembangunan algoritma isyarat pemprosesan masa nyata yang digunakan untuk memperoleh acara-berkait potensi (ERP) daripada EEG bagi mengesan habituasi; membangunkan sistem pemantau penerima bio dalam kereta dan sistem yang mampu mencatatkan data dengan cekap. Kebanyakan kaedah mengesan habituasi adalah kaedah secara tidak langsung, EEG memberikan pengukuran secara langsung tahap data tumpuan seseorang. Penyelidikan ini menjadi usaha penting dalam mencatatkan tahap tumpuan seseorang ketika memandu kerana ia meraih saat ketika tahap penumpuan mula hanyut dalam ERPs daripada EEG yang diperolehi secara masa nyata. Sebuah sistem perolehan EEG berkuasa rendah telah direka untuk merakam aktiviti elektrik otak secara tidak invasif. Sistem ini terdiri daripada penguat gandaan tinggi. Hasil gandaan akhir berada di antara nilai 20  $\mu$ V hingga 5 V. Isyarat yang diperolehi setelah digandakan ditapis menggunakan penapis tanda genting untuk menyingkirkan interferen isyarat kuasa. Isyarat tersebut kemudian didigitalkan dan masuk ke dalam Arduino Due. Di sini isyarat tersebut akan disegmenkan kepada 500 purata perolehan percubaan yang berjulat 500 ms untuk dinyahhingar lagi dengan menggunakan teknik pemurataan. Hasil pengeluaran tersebut akan digunakan untuk menguji skala habituasi yang dikenali sebagai Skala Pemerhatian Merosot (ADS). Skala tersebut adalah suatu nilai takat yang diperolehi berdasarkan sistem logik kabur, di mana nilai yang menghampiri kepada takat negatif akan dibaca sebagai nilai amplitud perbezaan bentuk gelombang komponen N100 ERP yang menurun, dan membawa kepada definisi perhatian yang merosot. Isyarat yang diperolehi akan digunakan untuk mengesan habituasi.*



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## TABLE OF CONTENTS

	<b>PAGE</b>
<b>DECLARATION</b>	
<b>APPROVAL</b>	
<b>DEDICATION</b>	
<b>ABSTRACT</b>	<b>i</b>
<b>ABSTRAK</b>	<b>ii</b>
<b>ACKNOWLEDGEMENTS</b>	<b>iii</b>
<b>TABLE OF CONTENTS</b>	<b>iv</b>
<b>LIST OF TABLES</b>	<b>vii</b>
<b>LIST OF FIGURES</b>	<b>ix</b>
<b>LIST OF SYMBOLS AND ABBREVIATIONS</b>	<b>xiv</b>
<b>LIST OF APPENDICES</b>	<b>xviii</b>
<b>LIST OF PUBLICATIONS</b>	<b>xix</b>
<b>CHAPTER 1 INTRODUCTION</b>	<b>1</b>
1.1 Introduction	1
1.2 Research Background	1
1.3 Problem Statement	2
1.4 Research Objective	3
1.5 Significance of Study	3
1.6 Thesis Layout	4
<b>CHAPTER 2 LITERATURE REVIEW</b>	<b>5</b>
2.1 Introduction	5
2.2 Road Accident	5
2.3 Habituation	6
2.4 Electroencephalography (EEG)	9
2.4.1 Event-related Potential (ERP)	12
2.5 Health Monitoring System	17
2.6 System Consideration	23
2.6.1 Ag-Cl Electrode	25
2.6.2 Instrumentation Amplifier	28
2.6.3 Operational Amplifier and Bandpass Filter	30
2.6.4 CarnetSoft Driving Simulator Software and Definition of In-Car	31
2.6.5 Microcontroller	34

2.6.5.1	DIY Microcontroller Board	35
2.6.5.2	Raspberry Pi Development Board	35
2.6.5.3	Arduino	35
2.6.5.4	Feature of Arduino Due	38
2.7	System Consideration	40
2.7.1	ADMUX	40
2.7.2	ADCSRA	41
2.7.3	Port Register	43
2.8	Averaging	44
2.9	Moving Average	47
2.9.1	Simple Moving Average (SMA)	47
2.9.2	Weighted Moving Average (WMA)	48
2.9.3	Exponential Moving Average (EMA)	48
2.10	Summary	51
<b>CHAPTER 3            METHODOLOGY</b>		<b>53</b>
3.1	Introduction	53
3.2	Basic Device Operation	53
3.2.1	Basic Block Diagram	54
3.3	Methodology	57
3.4	Method of Implementation Averaging and Moving Average in the Software	59
3.4.1	Block Diagram of Arduino Command	59
3.4.2	Steps on Developing the Command in Arduino	61
3.4.3	Implementing the Averaging and Moving Average Method in Arduino	62
3.5	Hardware Implementation	64
3.5.1	Instrumentation Amplifier AD620 as Amplifier Circuit	66
3.5.2	Operational Amplifier CA3130 as High Pass Filter, Low Pass Filter	68
3.6	Circuit Development of AD620 and CA3130 Using Multisim	68
3.7	Circuit Development of AD620 and CA3130 Using Proteus	70
3.8	In-Car Full Experiment Setup	78
3.9	Flowchart for CarnetSoft Driving Simulator	83
3.10	Experimental Subject	85
3.11	Basis of Experimental Method	85
3.12	Analysis of Experimental Data	85
3.13	Summary	87
<b>CHAPTER 4            RESULTS AND DISCUSSION</b>		<b>89</b>
4.1	Introduction	89
4.2	Circuit Analysis and Troubleshooting	89
4.2.1	Output Voltage at Each Phase (Simulation)	89
4.2.2	Output Voltage at Each Phase (Real-time Measurement)	91
4.2.3	Comparison of Voltage in the Simulation and Real-Time	92
4.3	Gain Amplification Throughout the Circuit in Simulation	93
4.4	Gain Amplification Throughout the Circuit in Real-Time Measurement	99
4.5	Frequency Response Performance in Simulation	103
4.6	Frequency Response Performance in Real-Time Measurement	109

4.7	Noise Figure and Signal-to-Noise Ratio (SNR) in Simulation	115
4.8	Noise Figure and Signal-to-Noise Ratio (SNR) in Real-Time Measurement	116
4.9	Comparison of Different in Output Voltage, Gain Amplification, Noise Figure and Signal-to-Noise Ratio (SNR) Between Simulation and Real-Time Measurement	116
4.10	Microcontroller Analysis in Preprocessing Signal	117
4.11	Moving Average Filter as Power Line Interference Suppresion	119
4.12	Averaging Concept as the Last Analysis to Detect Habituation in Real-Time ERP Measurement of the System	128
4.13	Discussion	131
<b>CHAPTER 5 CONCLUSION AND RECOMMENDATIONS</b>		<b>134</b>
5.1	Introduction	134
5.2	Conclusion	134
5.3	Recommendation for Future Work	137
<b>REFERENCES</b>		<b>139</b>
<b>APPENDICES</b>		<b>154</b>



## LIST OF TABLES

<b>TABLE</b>	<b>TITLE</b>	<b>PAGE</b>
Table 2.1	Characteristics of EEG rhythms (Saptono, Wahyudi, and Irawan, 2016)	11
Table 2.2	Commercial products and their principal applications	20
Table 2.3	Summary of electrode performance using different materials for coating (Krachunov and Casson, 2016)	27
Table 2.4	Arduino Due specification	39
Table 2.5	Features of selected boards (Cvjetkovic and Matijevic, 2016)	40
Table 2.6	ADMUX works in a different bit with its name for each bit	40
Table 2.7	REFS0 and REFS1 set the reference voltage	41
Table 2.8	MUX selection signifies the analog pin selection	41
Table 2.9	Bit in Arduino represent the register to control AD conversion	42
Table 2.10	ADPS determine the division factor between clock frequency and the input clock to the AD converter	43
Table 3.1	AD620 instrumentation amplifier summary	68
Table 4.1	Voltage acquired by Multisim simulation when the digital multimeter is tapped at every stage	91
Table 4.2	Voltage acquired in real-time measurement when the digital multimeter is tapped at every output of the stage	92
Table 4.3	Comparison of voltage in the simulation and real-time measurement	93
Table 4.4	Summary of gain amplification for each output stage	97
Table 4.5	Voltage acquired in the simulation when the digital multimeter is tapped at the output stage	98

Table 4.6	Summary of gain amplification for each output stage	102
Table 4.7	Voltage acquired in the simulation when the digital multimeter is tapped at the output stage	103
Table 4.8	Voltage changes in frequency changes	105
Table 4.9	Output results of the amplitude towards the frequency	109
Table 4.10	SNR acquired in simulation when AC analysis is being done on Multisim	116
Table 4.11	SNR acquired in real-time measurement with the oscilloscope	116
Table 4.12	SNR for every method of averaging in each RAND signal	123



## LIST OF FIGURES

<b>FIGURE</b>	<b>TITLE</b>	<b>PAGE</b>
Figure 2.1	Accident and fatality statistic (Code, 2014)	6
Figure 2.2	ERP components extracted from EEG through averaging; N100, N200, P100, P200, and P300 (Nasir et al., 2019)	15
Figure 2.3	Portable digital video EEG systems on emergency rooms and ICUs	22
Figure 2.4	AD620 with a reference resistor on it	29
Figure 2.5	Top view of driving simulator CarnetSoft with four monitors	33
Figure 2.6	Arduino Uno R3 with the label of functions (Badamasi, 2014)	36
Figure 2.7	Arduino Due physical appearance	39
Figure 2.8	Comparison of how signal is being smoothed out between SMA, EMA and WMA (a) Original signal that contained additional noise on its (b) Averaged signal using SMA (c) Averaged signal using WMA (d) Averaged signal using EMA	51
Figure 3.1	Operating concept of the device to work	53
Figure 3.2	Block diagram of the data acquisition system with MCU to get desired EEG signal	54
Figure 3.3	Block diagram of the data acquisition system. Signal is acquired from electrode, and will be amplified by instrumentation amplifier. Noise will be filtered by bandpass filter and voltage divider is used to turn a large input voltage into smaller value, so that it is compatible with Arduino to convert into digital signal that can be represented as output	55
Figure 3.4	Block diagram on signal processing is being done in Arduino	56

Figure 3.5	Flow chart of methodology in developing the device	58
Figure 3.6	Flow chart for signal processing in Arduino	61
Figure 3.7	Process of moving average filter polynomial curve fitting technique	63
Figure 3.8	Flow chart of how the hardware works in a full system	65
Figure 3.9	Amplifier circuit of instrumentation amplifier AD620	66
Figure 3.10	AD620 is selected from the Multisim library	69
Figure 3.11	Designing circuit in Multisim simulation	70
Figure 3.12	Interface of Proteus software for starting the design of circuit layout, with window pop-up for “Pick Symbol/Device”, and connection between AD620 with the electronic component	71
Figure 3.13	Finish design of the data acquisition system using ISIS workspace	72
Figure 3.14	ARES netlist is shown on the icon below the “Design” menu bar	72
Figure 3.15	Routing the components at ARES	73
Figure 3.16	Different type of view of the PCB layout in ARES after finished assembled it	74
Figure 3.17	Setup of printing on accublack paper	75
Figure 3.18	Locating accublack design-circuit paper at positive PCB on UV curing machine	76
Figure 3.19	UV curing machine is taking its time to make sure that the accublack design-circuit paper is contacted to PCB	76
Figure 3.20	PCB condition (a) PCB board after finish developed and etched (b) Complete PCB that has been drilled up, installed the component, soldered the lead of the component (c) PCB board after each of components being installed properly	78



Figure 3.21 CarnetSoft driving simulator interface	79
Figure 3.22 Screen of how the CarnetSoft driving simulator is being run	80
Figure 3.23 Fill in the subject's name on this icon	80
Figure 3.24 The "Select student" icon appear after done doing in previous icon	81
Figure 3.25 "Select Student" icon appear again	81
Figure 3.26 Overview of lessons interface shown by the CarnetSoft	82
Figure 3.27 The selection of the lesson course, which is P-Highway4.scb	82
Figure 3.28 Simulator control interface	83
Figure 3.29 Flowchart preparation for subject before doing data acquisition	84
Figure 3.30 Averaging of EEG signal process	86
Figure 3.31 Scale for habituation	87
Figure 4.1 Full schematic diagram that is constructed on Multisim software	90
Figure 4.2 Data acquisition system circuit that has finished constructed in Multisim	94
Figure 4.3 Oscilloscope measured sine wave signal almost of $40 \text{ mV}_{p,p}$ on a frequency of 1 Hz with 20 mV/division	95
Figure 4.4 Oscilloscope measured sine wave signal of $460 \text{ mV}_{p,p}$ on a frequency of 1 Hz with 200 mV/division	96
Figure 4.5 Reading measured by oscilloscope at the output stage is about $4.655 \text{ V}_{p,p}$ with 1 Hz	98
Figure 4.6 Input signal of $20 \text{ mV}_p$ signal were applied to input of the gain of 23 amplifiers, a $460 \text{ mV}_{p,p}$ signal out of first amplifier would be further amplified by another gain of 65 at the second stage yielding $2.5 \text{ V}_{p,p}$ at final output	99

Figure 4.7	Input signal of $20 \text{ mV}_p$ is measured, with oscilloscope showing the $V_{p,p}$ of the signal is $40 \text{ mV}$ and it is cycling on the $1 \text{ Hz}$ of frequency	100
Figure 4.8	Reading that is acquired by oscilloscope when it is tapped at the associated place, which is lead pin 6 of AD620, showing the value of $470 \text{ mV}$ , or $0.47 V_{p,p}$	101
Figure 4.9	Reading measured by oscilloscope at AC output stage after passing two amplification	102
Figure 4.10	Grapher View for bandpass filter on the second operational amplifier of CA3130	104
Figure 4.11	“Show Cursor” gives information regarding both cursors that are adjusted on Grapher View	105
Figure 4.12	Cut-off point for first stage amplifier at $0.13 \text{ Hz}$ or at $130 \text{ mHz}$	106
Figure 4.13	Frequency response at first stage amplifier begins to maintain at $10 \text{ Hz}$	107
Figure 4.14	Beginning of the passband region at a frequency of $10 \text{ Hz}$	108
Figure 4.15	Cut-off frequency at $48 \text{ Hz}$ where frequency response start eliminate any frequency that is bigger than cut-off frequency	108
Figure 4.16	Readings of $1 \text{ Hz}$ at oscilloscope with an amplitude of $4.3 V_{p,p}$	110
Figure 4.17	Readings of $2 \text{ Hz}$ at oscilloscope with an amplitude of $5.2 V_{p,p}$	110
Figure 4.18	Readings of $5 \text{ Hz}$ at oscilloscope with an amplitude of $5.2 V_{p,p}$	111
Figure 4.19	Readings of $10 \text{ Hz}$ at oscilloscope with an amplitude of $5.2 V_{p,p}$	111
Figure 4.20	Readings of $15 \text{ Hz}$ at oscilloscope with an amplitude of $5.6 V_{p,p}$	112
Figure 4.21	Readings of $20 \text{ Hz}$ at oscilloscope with an amplitude of $5.5 V_{p,p}$	112
Figure 4.22	Readings of $25 \text{ Hz}$ at oscilloscope with an amplitude of $5.3 V_{p,p}$	113
Figure 4.23	Readings of $30 \text{ Hz}$ at oscilloscope with an amplitude of $5.1 V_{p,p}$	113

Figure 4.24	Readings of 40 Hz at oscilloscope with an amplitude of 4.7 V <sub>p,p</sub>	114
Figure 4.25	Readings of 45 Hz at oscilloscope with an amplitude of 4.5 V <sub>p,p</sub>	114
Figure 4.26	Output of signal from the input signal of 1 Hz that have been amplified and filtered and entering Arduino	119
Figure 4.27	Comparison of original input with noise at RAND1 towards SMA, EMA, and WMA (a) Input with noise RAND1 (b) SMA (c) EMA (d) WMA	121
Figure 4.28	Comparison of original input with noise at RAND5 towards SMA, EMA, and WMA (a) Input with noise RAND1 (b) SMA (c) EMA (d) WMA	122
Figure 4.29	(a) Input signal before applied moving average (b) 3-point of moving average (c) 5-point of moving average (d) 10-point of moving average	126
Figure 4.30	(a) Small signal before applied moving average (b) 3-point of moving average (c) 5-point of moving average (d) 10-point of moving average	127
Figure 4.31	(a) Acquired signal from the electrode (b) Signal after averaging is applied to the signal to see at what point the habituation start to happen	129
Figure 4.32	ADS towards N100	130
Figure 4.33	Color zone for each stage at ADS	130

## LIST OF SYMBOLS AND ABBREVIATIONS

AC	-	Alternate Current
ADAS	-	Advanced Driver Assistance Systems
ADC	-	Analog-to-Digital Converter
ADCH	-	Analog-to-Digital Converter High
ADCL	-	Analog-to-Digital Converter Low
ADSC	-	ADC Start Conversion
ADCSRA	-	ADC Control & Register
ADEN	-	ADC Enable
ADIE	-	ADC Interrupt Enable
ADIF	-	ADC Interrupt Flag
ADS	-	Attention Degradation Scale
AEP	-	Auditory Evoked Potential
Ag	-	Silver
AgCl	-	Silver Chloride
ADMUX	-	ADC Multiplexer Selection Register
Ax	-	Analog Pin at pin A0 until A5
AR	-	Autoregressive
BCI	-	Brain-Computer Interfacing
BLE	-	Bluetooth Low Energy
C	-	Celcisu
C	-	Capacitor
C++	-	C++ Command Language
CAD	-	Computer Aided Design
CMRR	-	Common Mode Rejection Ratio
CPU	-	Central Processing Unit
CSI	-	Camera Serial Interface
CTIA	-	Cellular Telecommunications and Internet Association
dB	-	Decibel
DC	-	Direct Current

DIO	-	Digital Input Output
DIY	-	Do-It-Yourself
DDR	-	Data Direct Registration
DSI	-	Display Serial Interface
DUI	-	Driving Under Influence
ECG	-	Electrocardiography
EEG	-	Electroencephalography
EEPROM	-	Erasable Programmable Read-Only Memory
EMA	-	Exponential Moving Average
EMG	-	Electromyography
EP	-	Evoked Potential
ERP	-	Event-Related Potential
ESD	-	Electro Static Discharge
EWMA	-	Exponential Weighted Moving Average
FFT	-	Fast Fourier Transform
FIR	-	Finite Impulse Response
$f_c$	-	Cut-off Frequency
$f_s$	-	Sampling Frequency
g	-	Gram
G	-	Gain
GΩ	-	Giga-ohm
GPIO	-	General Purpose Inputs and Outputs
Hz	-	Hertz
IA	-	Instrumentation Amplifier
I <sup>2</sup> C	-	Internal Integrated Chips
IC	-	Integrated Chip
ICs	-	Integrated Chips
IDE	-	Integrated Development Environment
IIR	-	Infinite Impulse Response
I/O	-	Input or Output
IoT	-	Internet of Things

LM	-	Language Model
k $\Omega$	-	Kilo-Ohm
KB	-	Kilo Byte
mA	-	Milli-Ampere
mm	-	Milli-metre
M $\Omega$	-	Mega-Ohm
MA	-	Moving Average
MCU	-	Microcontroller Unit
MIROS	-	Malaysian Institute of Road Safety Research
MUX	-	Multiplexer
nA	-	nano-Ampere
OPS	-	Operasi Sikap
R	-	Resistor
P	-	Period
PCB	-	Printed Circuit Board
P3-S	-	P300-Speller
PWM	-	Pulse Width Modulation
RAND	-	Random Noise
RC	-	Resistor Capacitor
S	-	Set
s	-	Second
SAS	-	Student Assessment System
SC	-	Stratum Corneum
SCL	-	Serial Clock
SDA	-	Serial Data
SMA	-	Simple Moving Average
SNR	-	Signal-to-Noise Ratio
SPI	-	Serial Peripheral Interface
SRAM	-	Static RAM
T	-	Time Constant
TTL	-	Transistor Transistor Logic

TWI	-	Two Wire Interface
UV	-	Ultra Violet
UART	-	Universal Asynchronous Receiver Transmitter
V	-	Voltage
VCC+	-	Voltage Supply Positive
VCC-	-	Voltage Supply Negative
$V_{p,p}$	-	Voltage Peak-to-Peak
WMA	-	Weighted Moving Average
$\mu\text{F}$	-	micro-Farad
$\mu\text{V}$	-	micro-Voltage
$\Omega$	-	Phase
$\Pi$	-	3.142



## LIST OF APPENDICES

APPENDIX	TITLE	PAGE
APPENDIX A	Analog Device Instrumentation Amplifier AD620	154
APPENDIX B	Renesas Operational Amplifier CA3130	169
APPENDIX C	Arduino Due Datasheet	186
APPENDIX D	Printed-Circuit Board (PCB) Layout	189
APPENDIX E	System Schematic Diagram	190
APPENDIX F	Reading 1000 Hz Analog input Signal on the Arduino	191
APPENDIX G	Moving Average Source Code on the Arduino	192
APPENDIX H	Averaging Source Code on the Arduino	193
APPENDIX I	Gantt Chart	194