CHAPTER 6
CONCLUSION

This system has been briefly tested for approximately one and a half hours for cars and motorbikes. The results obtained are from the system and manual, so after a brief trial of the car that was recorded manually there were eight cars while in the system there were nine cars because the system detected one person passing by. There were nineteen motorbikes trials for manually recorded, while eighteen motorbikes in the system passed because there were two motorbikes detected only one motorbike. Because the unstable distance reading generated by the Ultrasonic Sensor also affects the recorded time data, but the Ultrasonic Sensor can read two vehicles that pass simultaneously at the same time. The System can determine the same type of vehicles with a different heights. This project can be activated at the prototype of Soegijapranata Catholic University Semarang or which has a similar concept to the Unika campus, where the spatial has two different lanes namely car lanes and motorcycle lanes. I did this project off campus Unika due to the Covid-19 which resulted in the operation of the Soegijapranata Catholic University in Semarang. I run this program with a concept that resembles the prototype of Soegijapranata Catholic University, so that it has similarities in the conditions and data retrieval. This research still requires many experiments to determine the accuracy of the system.

The suggestion from this project is to add an LDR Sensors that is used to find out which objects are entering or exiting