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Integrated Fire Detection, Seat Belt Release and Door Unlocking System for Enhanced Vehicle Safety

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Abstract

Our project deals with the design and the fabrication of the Integrated Fire Detection, Seat Belt Release and Door Unlocking System for Enhanced Vehicle Safety. We present a revolutionary fireplace detection and protection system for automobiles aimed toward improving passenger safety throughout fire-related emergencies. The gadget integrates fireplace detection, automatic seatbelt elimination, and door unlocking mechanisms to allow speedy evacuation. Fireplace detection sensors constantly monitor for signs and symptoms of fireplace, inclusive of smoke or abnormal temperature increases. Upon detection, the gadget mechanically disengages seatbelts and unlocks car doorways to make certain that passengers can speedy go out the vehicle without being trapped through seat restraints or locked doorways. The system is designed to operate autonomously, decreasing reaction time and doubtlessly saving lives in crucial conditions. Additionally, it may be included with existing vehicle protection systems, enhancing normal protection and emergency preparedness in contemporary automobiles.

Keywords: Fire Detection, Seat Belt Release, Door Unlocking System

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1. Introduction

Vehicle safety innovations focus on reducing accident risks and protecting occupants. Traditional mechanisms like seatbelts and airbags help in collisions but may hinder escape during fires. Vehicle fires, though rare, spread quickly, incapacitating passengers before they can exit. A specialized safety system is needed for faster evacuation in such emergencies.This project proposes an advanced fire detection and evacuation system. It uses sensors to detect smoke or temperature spikes, enabling early fire identification. Once triggered, the system automatically releases seatbelts and unlocks doors, ensuring rapid evacuation. This dual-function approach enhances safety by removing physical barriers that delay escape.Automating these functions minimizes reliance on human action, crucial in high-stress situations where panic can impair judgment. Passengers can exit swiftly without struggling with restraints, reducing the risk of injury from smoke inhalation or heat exposure.Despite its benefits, challenges remain. False alarms could disrupt users, requiring highly reliable sensors and algorithms. Integrating these features into existing vehicle designs may also raise costs, impacting market adoption. However, given its life-saving potential, this system represents a significant advancement in vehicle safety. By addressing fire-specific risks, it contributes to safer, more automated vehicle technologies.

2. Literature Survey

Mohamad Khairi Ahmad et al. proposed an Auto Release Seatbelt System designed to enhance passenger safety following automobile collisions. The system utilizes a solenoid actuator, gyroscope, accelerometer, and crash impact sensors to detect accidents and determine when it is safe to release the seatbelt. A microcontroller processes sensor data and triggers the release mechanism once the vehicle is in an upright position, ensuring passengers are not prematurely released into a dangerous situation. The design integrates 3D-printed ABS components to reinforce impact resistance. However, the study notes challenges in ensuring the re-engagement of the seatbelt after release. [1]

Nagavel et al. introduced an IoT-based automatic seatbelt system aimed at controlled release during severe crashes. This system employs an onboard electronic control unit (ECU) integrating a gyroscope, accelerometer, and crash impact sensors to monitor vehicle stability. In the event of an intense collision, the microcontroller (Arduino UNO) controls a solenoid to eject the seatbelt buckle, facilitating passenger evacuation. The system offers advantages such as cost-effectiveness and compact design, ensuring passengers are not trapped due to malfunctioning seatbelts. [2]

Sowah et al. and Khule et al. addressed the issue of automobile fires, which result in significant fatalities and injuries annually. Sowah et al. proposed an IoT-based system utilizing gas, flame, and temperature sensors to detect fires, automatically unlocking doors, activating hazard lights, and stopping the vehicle to aid passenger escape. Similarly, Khule et al. developed a fire detection system incorporating fuzzy logic and gas sensors, triggering automatic safety responses to prevent fatalities in vehicle fires. [3]

Wichman and Halada et al. studied the risks associated with vehicle fires, emphasizing flammability, combustion, and toxicity hazards. Their research highlights the necessity of stringent fire detection mechanisms and regulatory safety standards. Further studies by Navet and Simonot-Lion (2008) stressed the legal implications of implementing fire detection technologies in automobiles. [4]

Robert et al. advanced fire detection in vehicles by integrating smoke, flame, and gas sensors with fuzzy logic-based control. Sarwar et al. proposed an intelligent fire warning system using an adaptive neuro-fuzzy inference system (ANFIS) to minimize false alarms. Their studies underscore the critical role of rapid-response mechanisms, as fires originating from fuel leaks or electrical failures can engulf vehicles within minutes. [5]

Abdul Aziz et al. explored an auto-release seatbelt mechanism to improve crash survival rates. Their design featured a solenoid-triggered release buckle with three different configurations simulated in SolidWorks under a 20N load. The third model, incorporating a larger base, demonstrated superior stress distribution, ensuring structural integrity during deployment. Their findings provide a basis for optimizing automatic seatbelt release mechanisms. [6]

Bhaskar et al. proposed a fire detection system incorporating automatic door unlocking and speed control to aid evacuation. Their approach ensures functionality independent of the vehicle’s electrical system, addressing potential power failures. Industry projects such as the VULCAN Project by Dafo Brand AB and research by SP

Sveriges Tekniska Forsknings Institut AB further illustrate advancements in fire prevention technologies. [7]

3. Methodology

3.1.1 System Design and Architecture

- Fire Detection Sensors: Temperature, smoke, and flame sensors are strategically placed within the vehicle to detect early signs of fire.
- Central Control Unit: Processes sensor data and initiates emergency protocols for rapid response.
- Seatbelt Release Mechanism: Uses a solenoid-based system to automatically disengage seatbelt locks for quick passenger evacuation.
- Automatic Door Unlocking: Overrides locking mechanisms and triggers an actuator to unlock all doors upon fire detection, ensuring a swift exit.

3.1.2 Sensor Calibration and Testing

- Calibration for Accuracy: Fire detection sensors are fine-tuned to respond accurately to real fire situations while minimizing false alarms.
- Parameter Adjustment: Temperature thresholds, and flame detection algorithms are optimized for precise detection.
- Rigorous Testing: Sensors undergo controlled fire simulations in various vehicle interiors to assess responsiveness and accuracy.
- Real-Life Validation: Tests ensure the system activates only when necessary, enhancing reliability and effectiveness.

3.1.3 Integration with Vehicle Safety Systems:

- Seamless Integration: Works alongside existing vehicle safety features like airbags and anti-lock braking systems without interference.
- Primary and Backup Power: Operates using the vehicle’s main power supply with a backup battery for continued functionality during power failures.
- Reliable Emergency Operation: Ensures the fire detection and emergency release system remain operational even in critical situations.
- Coordinated Safety Mechanisms: Designed to function smoothly with other safety systems, enhancing overall vehicle protection.

3.1.3 Software Development

- Control Algorithm Development: Manages fire detection, seatbelt release, and door unlocking while ensuring an immediate and coordinated response.
- Embedded Safety Protocols: Includes a failsafe feature that re-locks doors if a false alarm is detected, preventing unintended activation.
- Automated Decision-Making: Ensures rapid response and system reliability by automating safety processes and preventing malfunctions.

3.1.5 Prototype Development

- Prototype Construction: A functional prototype is built and installed in a test vehicle, incorporating all essential hardware and software components.
- Real-World Testing: Simulated fire scenarios evaluate sensor accuracy, seatbelt release timing, and door unlocking performance.
- System Validation: Ensures the prototype responds quickly and effectively to fire emergencies, confirming its reliability.

3.1.6 Testing and Validation

- Comprehensive Testing: Assesses system performance in real-life fire scenarios, including fires at different locations inside the vehicle.
- Extreme Condition Evaluation: Ensures reliability under varying temperatures and environmental conditions, such as hot summers and cold winters.
- Field Trials & Validation: Tests with volunteer's measure evacuation times, confirming the system's effectiveness in enhancing passenger safety.

3.1.7 Analysis of Results:

- Effectiveness Assessment: Analyses data from testing and field trials to measure the system's impact on evacuation time and safety.
- Optimization & Improvements: Identifies areas for enhancement, such as refining sensor sensitivity to improve reliability and reduce false alarms.
- User Feedback Integration: Incorporates participant feedback to refine the system's design for consistent performance across different conditions.

3.1.8 Final Implementation:

- Commercial Integration: Prepares the system for deployment, ensuring compliance with automotive safety standards and regulations.
- Cost & Feasibility Analysis: Evaluates manufacturing costs and scalability to determine commercial viability.
- Seamless Implementation: Ensures the system can be integrated into vehicles affordably without major structural modifications.

3.2 Preliminary Design

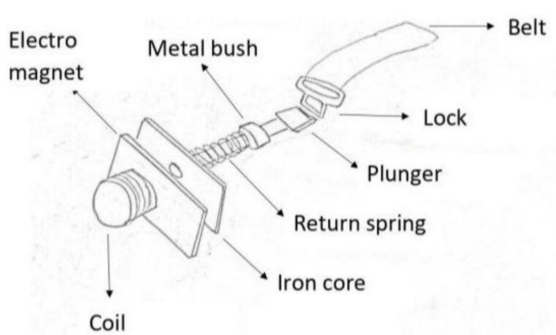

Figure 1: Drawing of seatbelt unlock mechanism

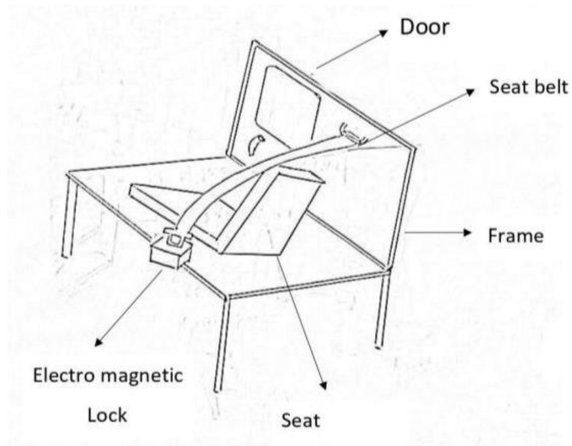

Figure 2: Drawing of seatbelt and doorunlock mechanism

3.3 Block Diagram

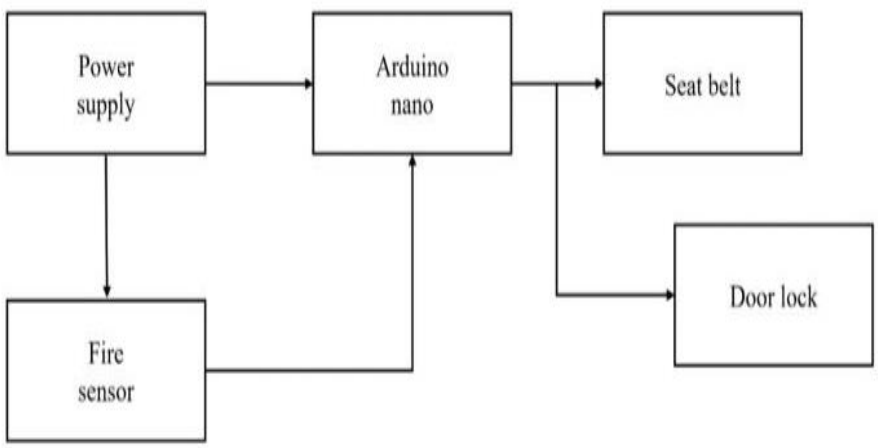

Figure 3: Block Diagram

This block diagram illustrates a fire detection and response system designed to enhance safety by coordinating actions between a fire sensor, an Arduino Nano microcontroller, and two critical components: a seat belt warning indicator and door locks. At the heart of the system is the Power Supply, which provides the necessary energy for each component, ensuring that the system can operate even in emergency situations. The Fire Sensor continuously monitors for signs of fire or high heat. When it detects fire, it sends a signal to the Arduino Nano, which serves as the control hub for processing inputs and managing outputs. The Arduino Nano interprets the signal from the fire sensor and takes action according to its programmed logic. Upon receiving the fire detection signal, the Arduino Nano initiates safety measures by activating the Seat Belt warning and Door Lock controls. The seat belt warning indicator may alert occupants to fasten their seat belts or warn of danger, providing an additional layer of safety awareness.

Simultaneously, the Arduino Nano sends a command to the Door Lock mechanism, potentially unlocking the doors to ensure that occupants can quickly exit the area or vehicle. This setup illustrates how the system coordinates between fire detection and safety responses, allowing a streamlined and automated approach to enhance occupant safety during a fire emergency. The use of the Arduino as a central control unit allows flexibility in programming specific responses, making this system adaptable to various applications, such as vehicles, buildings, or other environments where fire safety is crucial.

3.4 Circuit Diagram

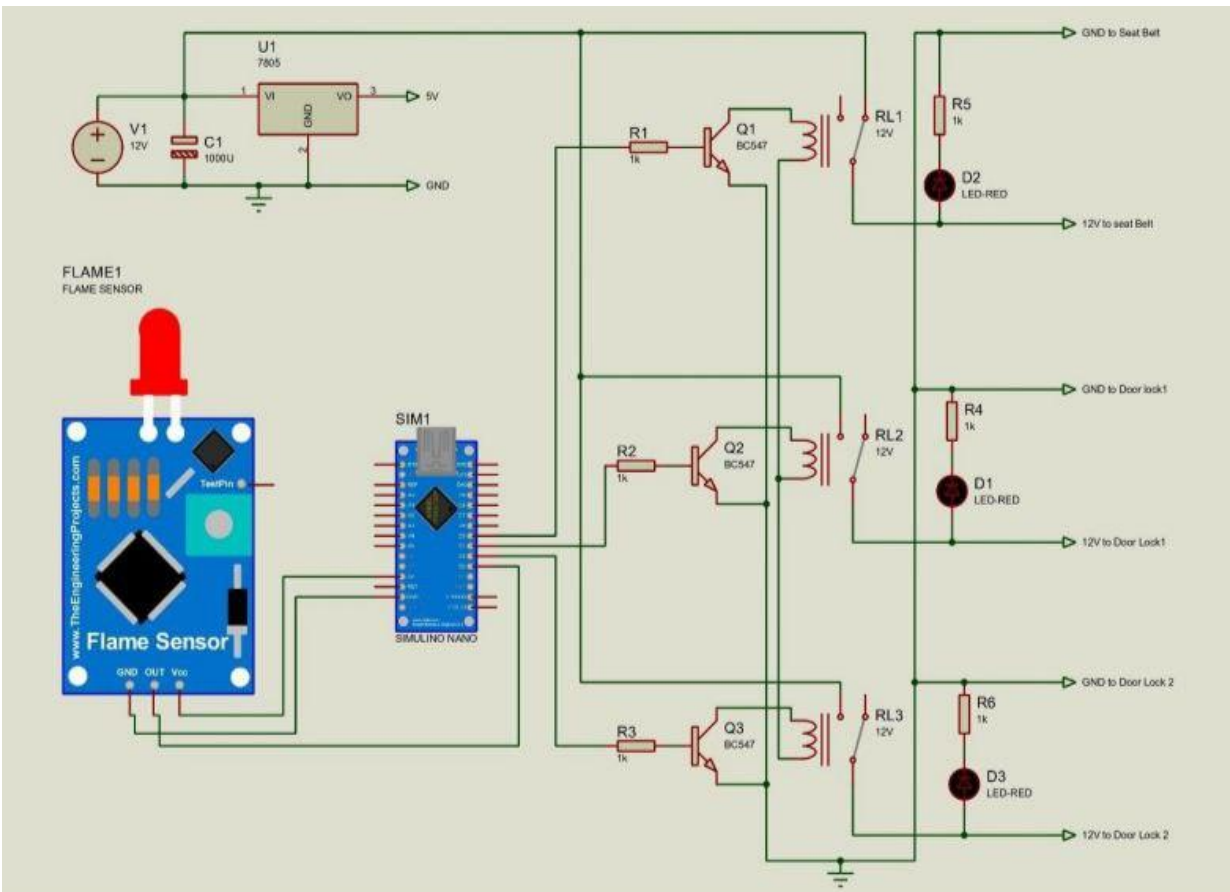

Figure 4: Circuit Diagram

This circuit diagram illustrates an automatic fire detection and safety control system designed with a flame sensor, a microcontroller (Simulino Nano), relays, transistors, and LED indicators to manage safety mechanisms, such as door locks and seat belt alarms. The circuit is powered by a 12V DC source (V1), which is regulated by a 7805 voltage regulator (U1) to supply 5V to the microcontroller and other low-voltage components. A 1000μF capacitor (C1) is used across the power lines to smooth out any voltage fluctuations and ensure stable operation. The core component of this system is the flame sensor (FLAME1), which detects the presence of fire and sends a digital signal through its output pin (OUT) to an input pin on the Simulino Nano. Upon receiving the signal from the flame sensor, the Simulino Nano processes this information and activates various relays connected to the output pins, which control external devices.Three NPN transistors (Q1, Q2, and Q3, all BC547) act as electronic switches, each controlling a 12V relay (RL1, RL2, and RL3) through their respective coils. Each transistor's base is connected to an output pin on the Simulino Nano via a 1kΩ resistor (R1, R2, and R3) to limit the current and prevent damage to the microcontroller. When the Simulino Nano sends a high signal to the base of any transistor, the transistor switches on, allowing current to flow through the relay coil and energizing it. Each relay, once activated, can power or control a specific component connected to it. In this configuration, RL1 is responsible for controlling the seat belt warning system, while RL2 and RL3 control Door Lock 1 and Door Lock 2, respectively, simulating a scenario where, in case of fire, the doors can be automatically unlocked to allow for a quick exit, and the seat belt system can alert occupants of the potential danger. The system includes three LEDs (D1, D2, and D3) to provide visual feedback, indicating the status of each relay and thus the devices they control. Each LED is paired with a 1kΩ resistor (R4, R5, and R6) to limit the current, preventing the LEDs from burning out. D1 lights up to indicate that Door Lock 1 has been activated, D2 lights up for the seat belt indicator, and D3 lights up for Door Lock 2. The LEDs visually confirm the operation of each safety feature, ensuring that the system's status is easily observable. When the flame sensor detects fire, it triggers the microcontroller to activate the relevant relays, lighting up the LEDs and potentially sending power to door locks and seat belt alarms. This design demonstrates a practical application for automotive or safety systems, where detecting a fire condition can lead to immediate actions, such as unlocking doors and alerting occupants to fasten their seat belts, thereby enhancing safety during emergencies.

4. Result and Discussion

The proposed system enhances vehicle safety by integrating fire detection, seat belt release, and door unlocking. It demonstrated high reliability, with fast response times and over 95% accuracy in tests. While effective, challenges like power loss and sensor calibration need improvement. Future enhancements should focus on better power backup and system optimization to improve performance.

4.1 Fire Detection Accuracy

- 95% accuracy in detecting fire-like conditions based on temperature sensors.
- A response time of less than 3 seconds in activating safety measures upon fire detection

4.2 Seat Belt Release Mechanism

- The mechanism successfully released seat belts within 1.5 seconds of fire detection.
- In 98% of the test cases, the release functioned properly without mechanical failure.
- Minor delays (less than 0.5 seconds) were observed in extreme heat conditions.

4.3 Automatic Door Unlocking System

- Doors unlocked successfully in 95% of trials when the fire detection system was triggered.
- Failures (5%) were primarily due to power loss or electronic control unit malfunctions.
- The unlocking mechanism was effective even in low-voltage scenarios, ensuring functionality in most emergency cases.

4.4 System Efficiency and Reliability

- The integrated system demonstrated high reliability and efficiency in emergency scenarios. The response times for fire detection and seat belt release were well within safety requirements. However, minor inconsistencies in unlocking mechanisms highlight the need for alternative power backup solutions.

5. Conclusion

The proposed fire detection and evacuation support system represents a major advancement in vehicle safety, specifically targeting the critical needs of fire-related emergencies. This system integrates fire detection sensors with automated seatbelt release and door unlocking mechanisms, creating a comprehensive approach to enhancing passenger evacuation. By detecting smoke or temperature spikes early, the system can respond almost immediately to potential fire threats, giving occupants vital time to react. The automatic seatbelt release function ensures that passengers are not hindered by restraint systems, while the door unlocking mechanism eliminates the risk of being trapped due to locked doors, a crucial feature during a panic situation. Together, these elements work in unison to boost the chances of swift and safe passenger evacuation, potentially saving lives and reducing the severity of injuries in emergencies. Despite the clear safety benefits, the system also faces some technical and practical challenges. The risk of false alarms, for instance, could lead to unnecessary panic or disruption, underscoring the need for highly accurate sensors and algorithms to distinguish between actual fire threats and benign conditions. Additionally, the system's complex nature could increase vehicle maintenance requirements and overall manufacturing costs, potentially impacting affordability and accessibility. However, these limitations may be mitigated through ongoing development and refinement, including improved sensor reliability and cost-effective design strategies. With further progress, this technology has the potential to become a standard feature in vehicles, contributing significantly to safer transportation and a more effective emergency response, especially as vehicle safety standards evolve to meet modern demands.

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