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Embedded Vehicular Assistance Platform Using Multi-Modal Sensor Integration and Edge Intelligence

K. Vamshee Krishna[1], Sabavath Vijay[2], Bureboina Vishnu[2], Palvai Upender Reddy[2]
[1]Assistant Professor, [2]UG Student, [1,2]Department of Computer Science and Engineering
[1,2]Kommuri Pratap Reddy Institute of Technology, Ghanpur, Ghatkesar, 501301, Telangana, India.
*Correspondence: K. Vamshee Krishna (vamshik825@gmail.com)

ABSTRACT

Road traffic accidents caused by drunk driving, driver drowsiness, and reckless vehicle operation constitute one of the leading causes of fatalities and serious injuries worldwide, necessitating the development of intelligent, real-time driver monitoring and intervention systems. This project presents an IoT-enabled Advanced Driver Assistance System (ADAS) built around the ESP-32 microcontroller, integrating four key sensing modalities for comprehensive driver and vehicle monitoring: an alcohol sensor for blood alcohol level detection, an eye-blink sensor for real-time drowsiness assessment, a vibration sensor for accident and road anomaly detection, and a GPS module for continuous vehicle location tracking. Upon detection of any hazardous condition, the ESP-32 processes the sensor inputs and activates appropriate alert and intervention mechanisms, including an LCD display for visual notifications, a buzzer for audible alerts, a DC motor interface for engine control, and an IoT cloud platform for remote monitoring and emergency reporting. A regulated power supply (RPS) ensures stable operation of all system components. The proposed system provides a cost-effective, multi-modal, and real-time safety solution capable of significantly reducing road accidents through proactive intervention and continuous cloud-based fleet monitoring.

Keywords: Advanced Driver Assistance System, IoT, Alcohol Sensor, Eye-Blink Sensor, Drowsiness Detection, GPS Tracking, ESP-32, Vibration Sensor, DC Motor, LCD Display, Buzzer, IoT Cloud, Road Safety, Driver Monitoring System.

1. INTRODUCTION

Road safety is a global public health crisis of enormous magnitude. According to the World Health Organization, approximately 1.35 million people die in road traffic accidents each year, with millions more sustaining life-altering injuries. The economic burden of road accidents on nations, particularly developing countries, is staggering, consuming a significant fraction of their gross domestic product in medical costs, infrastructure damage, and lost productivity. Among the primary causative factors of road accidents, drunk driving, driver drowsiness, and sudden vehicle collisions stand out as the most preventable, yet most persistently occurring. Despite widespread enforcement of drunk driving laws and public awareness campaigns, drivers continue to operate vehicles under the influence of alcohol or in states of severe fatigue, endangering not only themselves but also passengers, pedestrians, and other road users. The advent of embedded systems, IoT platforms, and low-cost sensor technologies has created a transformative opportunity to deploy intelligent, onboard driver assistance systems capable of detecting these conditions in real time and taking corrective action before an accident occurs.

The concept of Advanced Driver Assistance Systems (ADAS) has gained significant traction in the automotive industry over the past decade, with high-end vehicles incorporating camera-based lane departure warnings, radar-based adaptive cruise control, and LiDAR-enabled collision avoidance systems. However, these commercially available ADAS solutions are prohibitively expensive and are predominantly found in premium automobiles, leaving the vast majority of the global vehicle fleet, particularly in developing nations, without any intelligent safety assistance. There is therefore a pressing need for affordable, IoT-enabled ADAS solutions that can be retrofitted into existing vehicles using low-cost microcontrollers and sensors. The ESP-32, with its dual-core processing capability, integrated

Wi-Fi and Bluetooth connectivity, and extensive GPIO interfacing, provides an ideal platform for developing such systems. By leveraging the ESP-32's computational power and connectivity features alongside readily available sensors, it becomes feasible to build a comprehensive driver monitoring system at a fraction of the cost of commercial ADAS solutions.

2. LITERATURE SURVEY

Saini et al. [1] proposed an alcohol detection and vehicle engine locking system using an MQ-3 sensor interfaced with Arduino. The system disables vehicle ignition when alcohol levels exceed a predefined threshold and sends alerts via GSM, demonstrating an effective real-time intervention mechanism. Sharma and Tiwari [2] developed a real-time driver drowsiness detection system using an infrared eye-blink sensor with Raspberry Pi. The system monitors blink frequency and generates alerts when abnormal patterns indicating fatigue are detected. Patel and Mehta [3] presented a combined alcohol and drowsiness detection system using Arduino and camera-based eye tracking. While the system improves accuracy, it significantly increases cost and computational complexity compared to sensor-based approaches.

Reddy et al. [4] designed an IoT-based accident detection and emergency reporting system using a vibration sensor, GPS module, and GSM communication. The system sends location coordinates to emergency contacts upon detecting abnormal vibrations. Kumar and Singh [5] implemented a smart driver monitoring system using ESP-32, MQ-3 alcohol sensor, and MQTT-based cloud integration. The system logs real-time data to an IoT platform and generates alerts upon threshold violations. Gupta et al. [6] developed a multi-parameter driver safety system integrating alcohol detection, heart rate monitoring, and GPS tracking using NodeMCU. Their work highlights the effectiveness of multi-sensor fusion in reducing false alarms. Narayanan and Krishnan [7] reviewed IoT-based fleet management systems and emphasized the importance of real-time GPS tracking and cloud-based monitoring dashboards for improving road safety.

Jain et al. [8] introduced a PERCLOS-based drowsiness detection system using a camera module and Raspberry Pi. The method achieves high accuracy under varying lighting conditions by analyzing eye closure duration. Das and Roy [9] proposed a real-time vehicle speed control system based on alcohol detection using Arduino and a DC motor interface. Instead of stopping the engine abruptly, the system gradually reduces speed, improving safety. Mishra et al. [10] developed a vibration sensor-based system for road quality monitoring and accident detection using ESP-32 and IoT cloud integration. The system distinguishes between normal and abnormal vibrations. Chandra and Verma [11] presented an IoT-based vehicle black box system that continuously logs driving data for post-accident analysis, enhancing forensic investigation capabilities.

Rao et al. [12] designed a lane departure warning system using ultrasonic sensors and ESP-32. The system alerts the driver through feedback mechanisms when unintended lane deviation is detected. Bhatt and Shah [13] developed a low-cost alcohol ignition interlock system and emphasized the need for environmental calibration of MQ-3 sensors due to sensitivity to temperature and humidity variations. Agarwal et al. [14] proposed an ESP-32-based fleet monitoring system with GPS tracking, harsh driving detection, and MQTT-based cloud reporting, achieving low-latency communication for real-time monitoring. Soni and Kulkarni [15] conducted a comparative review of eye-blink based drowsiness detection methods and concluded that infrared sensor-based approaches offer the best balance between cost, accuracy, and implementation complexity.

3. PROPOSED SYSTEM

The proposed IoT-enabled Advanced Driver Assistance System is built around the ESP-32 microcontroller as the central processing and communication hub, integrating four sensing modalities for comprehensive real-time driver and vehicle monitoring. The alcohol sensor continuously measures

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ambient alcohol concentration within the vehicle cabin as a proxy for driver blood alcohol content; when readings exceed the predefined safety threshold, the system classifies the driver as intoxicated. The eye-blink sensor uses infrared detection to monitor the driver's blink frequency in real time; a blink rate falling below the established drowsiness threshold triggers a fatigue alert. The vibration sensor detects road shocks and physical impacts on the vehicle body; readings exceeding the accident-level threshold trigger an emergency response protocol. The GPS module continuously tracks vehicle latitude, longitude, and speed, providing location context for all sensor events. Upon detecting any hazardous condition, the ESP-32 software simultaneously activates four output subsystems: the LCD display presents a detailed alert message identifying the detected condition and current GPS coordinates; the buzzer generates a continuous audible warning tone to alert the driver; the DC motor interface reduces engine speed or engages an electronic speed governor to enforce safe driving conditions autonomously; and the IoT cloud platform receives all sensor readings and GPS data, logs them to a cloud dashboard, and triggers automated emergency notifications to designated contacts or fleet management authorities. A regulated power supply provides clean, stable voltage to all system components, ensuring consistent and reliable operation across varying load conditions.

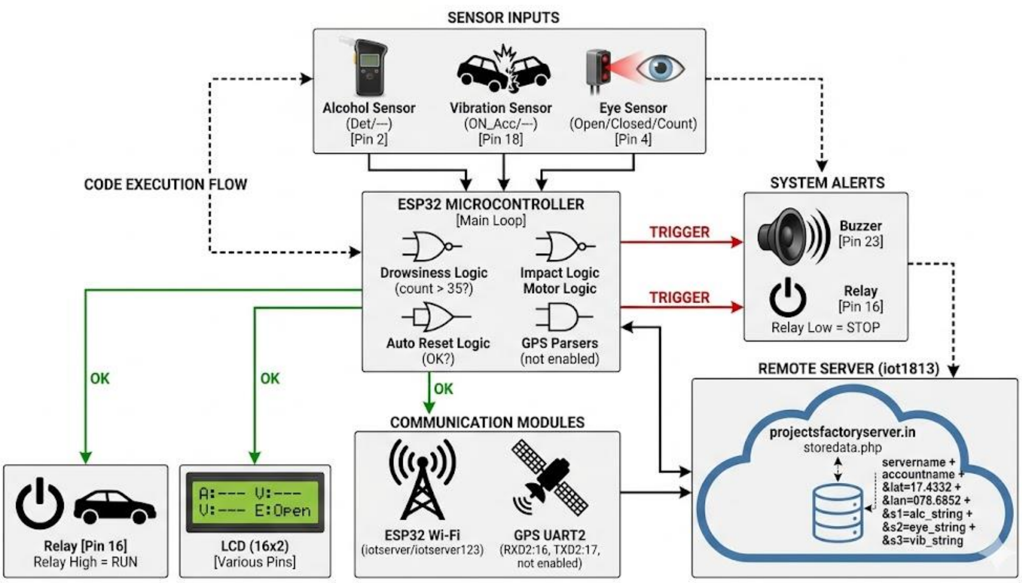

Fig. 1: Block Diagram – IoT-Enabled Advanced Driver Assistance System

The block diagram illustrates the complete hardware architecture of the IoT-enabled Advanced Driver Assistance System. At the core of the system is the ESP-32 microcontroller, which serves as the central processing, decision-making, and communication node for the entire platform. A regulated power supply (RPS) provides stable, filtered DC voltage to the ESP-32 and all peripheral modules, ensuring consistent electrical performance across all operating conditions. Four sensor modules are connected as inputs to the ESP-32: the alcohol sensor feeds analog voltage levels proportional to detected alcohol gas concentration directly to an ADC-enabled GPIO pin; the eye-blink sensor provides a digital output that transitions on each detected blink event, allowing the ESP-32 to compute blink frequency through interrupt-based counting; the vibration sensor outputs a digital or analog signal reflecting the magnitude of physical shocks and vibrations detected on the vehicle chassis; and the GPS module communicates parsed NMEA sentence data containing latitude, longitude, altitude, and speed to the ESP-32 via a hardware UART interface. The ESP-32 continuously reads all four input streams, applies threshold-based decision logic, and drives four output subsystems: the LCD display is driven over I2C or parallel interface to present real-time status messages and sensor readings; the buzzer is controlled via a GPIO

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pin through a transistor driver circuit to generate audible alerts; the DC motor is interfaced through a motor driver IC to enable speed control or engine locking in response to drunk driving detection; and the IoT cloud platform is accessed over the ESP-32's built-in Wi-Fi module using MQTT or HTTP protocols to upload sensor data, GPS coordinates, and alert events for remote monitoring and emergency notification.

5. RESULTS

Fig. 2: Demonstration of ADAS Prototype in Lab Environment

This image shows two individuals demonstrating the ADAS project in a laboratory setting. One person is actively operating the prototype, while the other observes the system's behavior on a nearby workstation. The complete setup, including sensors and display, is placed on a desk, indicating a practical demonstration scenario. The environment reflects academic or project-based testing and validation of the system.

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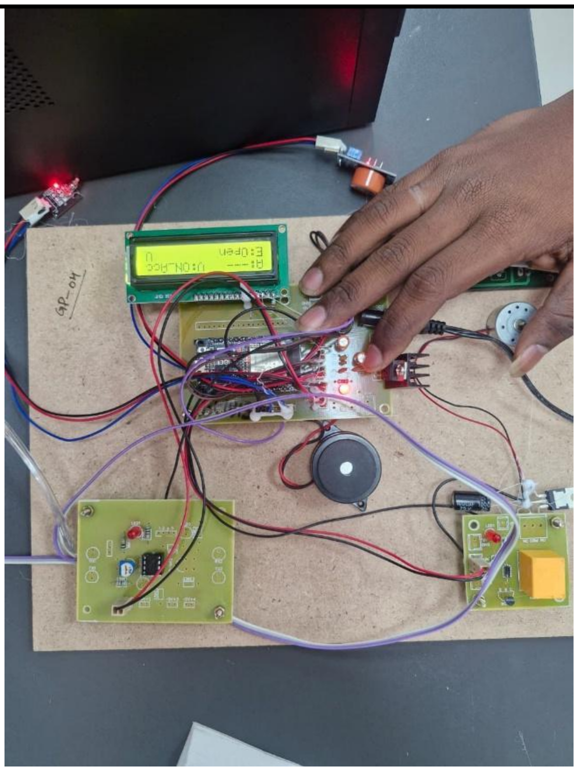

Fig. 3: Real-Time System Testing and Sensor Activation

This image captures the system during active testing, with indicator LEDs glowing to show sensor activity. Various modules such as the vibration sensor, alcohol sensor, and control circuits are connected and functioning simultaneously. The LCD display presents status messages, while the user interacts with the circuit to simulate real-world conditions. The setup highlights real-time monitoring and alert mechanisms of the ADAS prototype.

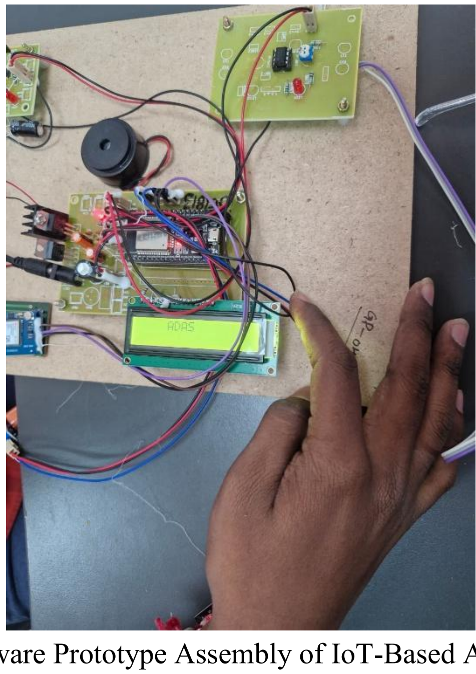

Fig. 4: Hardware Prototype Assembly of IoT-Based ADAS System

This image shows a close-up view of the assembled hardware prototype mounted on a wooden base. The ESP32 microcontroller is connected with multiple components including an LCD display, buzzer, and sensor modules through a network of wires. The LCD screen displays system output, indicating real-time operation. A user's hand is visible interacting with the setup, demonstrating live testing of the system.

5. CONCLUSION

This project has successfully presented the design and conceptual implementation of a comprehensive IoT-enabled Advanced Driver Assistance System that addresses the critical road safety challenges posed by drunk driving, driver drowsiness, and vehicle accidents. By integrating four complementary sensing modalities, specifically an alcohol sensor, an eye-blink sensor, a vibration sensor, and a GPS module, into a single ESP-32-based processing platform, the proposed system delivers a holistic, multi-parameter driver monitoring solution that transcends the capabilities of existing single-function safety devices. The system's four-channel output architecture, combining LCD display alerts, audible buzzer warnings, DC motor-based engine intervention, and IoT cloud-based remote reporting, ensures that hazardous conditions are addressed simultaneously at the driver, vehicle, and remote monitoring levels, creating a layered safety response that significantly reduces the probability of accident occurrence and improves emergency response efficiency. The inclusion of real-time GPS tracking and cloud connectivity transforms the system from a simple local alert device into a comprehensive connected safety ecosystem capable of supporting fleet management, post-incident analysis, and driver behavior monitoring at scale. The use of the affordable, capable ESP-32 microcontroller ensures that the proposed system can be manufactured and deployed at a cost accessible to the mass market, particularly in developing nations where road accident rates are highest and affordable safety technology is most urgently needed. Future work will focus on incorporating machine learning algorithms for improved drowsiness classification, adding GSM-based backup communication for areas without Wi-Fi coverage, developing a dedicated mobile application for real-time driver monitoring, and conducting extensive road trials to validate the system's performance under realistic driving conditions.

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