



iJRASET

International Journal For Research in
Applied Science and Engineering Technology



INTERNATIONAL JOURNAL FOR RESEARCH

IN APPLIED SCIENCE & ENGINEERING TECHNOLOGY

Volume: 8

Issue: IV

Month of publication: April 2020

DOI:

www.ijraset.com

Call:  08813907089

E-mail ID: ijraset@gmail.com

Driver Drowsiness Detection and Accident Prevention using Eye Blinking Sensor

Shivangani Raj¹, Ranu Chaurasia², Shivam Pandey³, Mohd. Mohtashim Ansari⁴, Shovana Khan Yusufzai⁵

^{1, 2, 3, 4}Department of Electronics & Communication Engineering, Buddha Institute of Technology, Gida Gorakhpur, UP (India)

⁵Assistant Professor, Department of Electronics & Communication, Buddha Institute of Technology, Gida Gorakhpur, UP (India)

Abstract: Vehicle mishaps are generally normal if driving is insufficient. These occur on most factors if the driver is lazy or on the off chance that he is a heavy drinker. Driver's laziness is perceived as a significant factor in vehicle mishaps. It was shown that driving execution break down with expanded sluggishness with coming about accidents comprises over 20% of all vehicle mishaps. This task includes measuring and controls the Eye-blink utilizing an IR sensor. The IR transmitter is utilized to transmit the infrared beams to our eyes. The IR recipient is utilized to get the reflected infrared beams from the eye. In the event that the eye is shut methods the yield of the IR collector is high in any other case the IR beneficiary yield is low. This yield is given to the rationale circuit to demonstrate the caution. This project includes controlling mishaps because of the oblivious through Eye flicker. Here Eye squint sensor is utilized to on the off chance that anyone loses cognizance and demonstrates through the caution.

Keywords: Vehicle, Eye Squint Sensor, Infra-Red Sensor.

I. INTRODUCTION

Street mishaps are a significant issue that the cutting edge time is confronting. Despite the fact that there is a well - kept up traffic framework in our country, the degree of mishaps is less tending to diminish. The quantity of destructive auto collisions is expanding each year with the expansion in the quantity of vehicles, the harm in properties. One of the primary driver of these ever-expanding mishaps is driver tiredness and liquor utilization. As per the worldwide status report on street wellbeing given by WHO which reflects data from around 180 nations has shown that worldwide the absolute number of street traffic demise has levelled at 1.25 million every year. India with 1.21 billion populace stands second behind China. India's populace is 1/sixth of the total populace. The advancement of a nation relies upon its childhood populace, in this section India is on top yet at the same time not totally created. We are confronting a great deal of issues which limit the advancement of the nation. One of the issues is street mishaps. As per a report introduced by the Service of Street Transport and Interstates Legislature of India in 2011 nation saw 4.97 lac street mishaps which are 1 mishap for every moment. Bringing about 1,42,485 passing's in the year 2011. In India, right around 5 lakh street mishaps occurred in the year 2015. India positions first in the quantity of street mishap passing's over the 199 nations revealed On the planet Street Insights, 2018 followed by China and the US. According to the WHO Worldwide Report on Street Wellbeing 2018, India represents practically 11% of the mishap related passing's On the planet ^[1].

Most of mishaps (78.4%) are caused because of the driver's shortcoming. This incorporates over speeding, driving affected by liquor or medications, and attempt at manslaughter cases. Different reasons for street mishaps incorporate issue of others (7.1%, for example, deficiency of cyclists, people on foot or drivers of different vehicles. Less mishaps are caused because of disregard of urban bodies (2.8%), deformity in the engine vehicle (2.3%), and poor climate conditions (1.7%). ^[2]

II. LITERATURE SURVEY:

- A. Driver weakness is a critical factor in an enormous number of vehicle mishaps. Creating innovations to identify or forestall languor in the wheel is a significant test in the field of mishap anticipation frameworks. Due to the danger that languor presents out and about, strategies must be created to neutralize its belongings. The point of this venture is the advancement of a model for sluggishness discovery. The attention is on the plan of a framework that will intently screen the open or shut condition of the driver's eyes continuously. In any case, presently a day, because of driver tiredness mishaps are rising step by step. Driver sleepiness and afterward they are not jerking driving as of that they are not in charge of themselves. A framework was created to recognize the tiredness of the driver. ^[3] When sleepiness is identified, the ringer is turned on and the vehicle start is turned off. At that point the vehicle will stop right away. This task includes a controlled mishap through oblivious eye flickering. An eye-squint sensor is introduced in the vehicle, where the driver loses awareness and presentations a ringer.

- B. Yong-Kul Ki et al recommended a car crash identification model and introduced a framework for naturally recognizing, recording, and detailing auto collisions at convergences. A framework with these properties would be advantageous in deciding the reason for mishaps and the highlights of the convergence that sway wellbeing. Furthermore, they have proposed and structured the metadata vault for the framework to improve the interoperability. The far of the proposed model is $0.34 \times 10^{-6} \%$, and the proposed calculation is better than the California. It has altogether improved the mishap recognition effectiveness at crossing points. ^[4]
- C. Proposed a driver sharpness discovery framework relying upon exhaustion identification at the given moment. They utilized picture handling calculations to distinguish the situation of eyes. They acquired viewable signals by watching eye flicker rate utilizing a camera which describes the sharpness level of a driver. ^[5]
- D. Outlined the way toward finding the eyes of an individual to choose whether they are open or not. The framework used the information which is in the twofold structure acquired for the picture to find the driver's face and eyes. They built up an unconstructive driver tiredness location framework to focus on the eyes of the driver. ^[6]
- E. Proposed a calculation to screen eye squint which uses eye include focuses to decide the condition of driver's eyes and actuate a caution if the driver is sleepy. This system gives right outcomes when the camera utilized is of high goals. They proposed a calculation that is less mind boggling than the Flares et al calculation and gives a similar precision. ^[7]
- F. They proposed another strategy for examining the outward appearance of the driver through Shrouded Markov Model - based powerful displaying to distinguish sluggishness. They have actualized the calculation utilizing a re-enacted driving arrangement. Trial results checked the adequacy of the proposed strategy. ^[8]
- G. Continuous following and observing of a driver to distinguish the driver's languor dependent on yawning identification. As driver exhaustion and tiredness is a significant reason behind an enormous number of street mishaps, the assistive frameworks that screen a driver's degree of laziness and caution the driver if there should be an occurrence of cautiousness can assume a significant job in the counteraction of such mishaps. ^[9]

III. METHODOLOGY

As of late there has been a tremendous increment in street mishaps because of lack of sleep bringing about driver exhaustion. The driver loses control of the vehicle when he nods off which prompts loss of numerous lives.

The primary point of this paper is "To Forestall the Mishap" by constantly checking his eye flickering. This task includes proportions of the eye squint utilizing an IR sensor.

The IR transmitter is utilized to transmit the infrared beams in our eyes. The IR collector is utilized to get the reflected infrared beams of the eye. On the off chance that the eye is shut methods the yield of the IR beneficiary is high in any case the IR recipient yield is low.

This is to realize the eye is shutting or opening position. This yield is given to the rationale circuit to demonstrate the alert and that shows the Sluggishness of Driver.

This task includes controlling mishaps because of the oblivious through Eye squint. Here eye flicker sensor is fixed in a vehicle where in the event that anyone loses cognizance and demonstrates through a caution. The goal of this venture is to build up a framework to keep the vehicle make sure about and ensure it by the control of the interlopers.

IV. DESIGN CONCEPT

The structure centres around the estimation and control of the eye squint utilizing the IR sensor to forestall vehicular mishaps at whatever point the driver gets tired during the time spent driving.

The eye flicker sensor fills in as the location unit which decides if the driver is either sleepy or not during the driving time frame and furthermore the contribution to the control unit. The IR transmitter is utilized to transmit the infrared beams into the eyes. The IR collector is utilized to get the reflected infrared beams of the eye.

On the off chance that the eye is shut, it infers that the yield of the IR beneficiary is high in any case the yield is low. In this way the high or low of the yield of the IR collector decides if sluggishness is recognized or not.

The Arduino Uno microcontroller is the key part of the plan, a force supply keeps up the yield voltage at a steady estimation of 5 V required by the microcontroller, a transfer which utilizes a low voltage circuit for changing to control the condition of the vehicle engine, slowing down engine, and the bell. A bell which gives an admonition sign to incite the driver when laziness is recognized, traffic pointers to alarm close by vehicle drivers, programmed stopping mechanism in this way, forestall the mishap.

V.PROPOSED FRAMEWORK

The main drivers of the considerable number of mishaps are intoxicated drive, laziness and over speeding which bring about loss of a few lives. The fundamental goal of this undertaking is to build up a framework that can be utilized for forestalling mishaps because of driver's tiredness or obviousness by initiating an alert, show unit, lastly controlling the vehicle. The proposed framework cautions the driver about the above circumstance and aides in forestalling the mishap. In this paper, sensors and controllers are utilized to build up a framework and perform various functionalities.

A. Block Diagram of the Accident Prevention System using Eye Blink Sensor

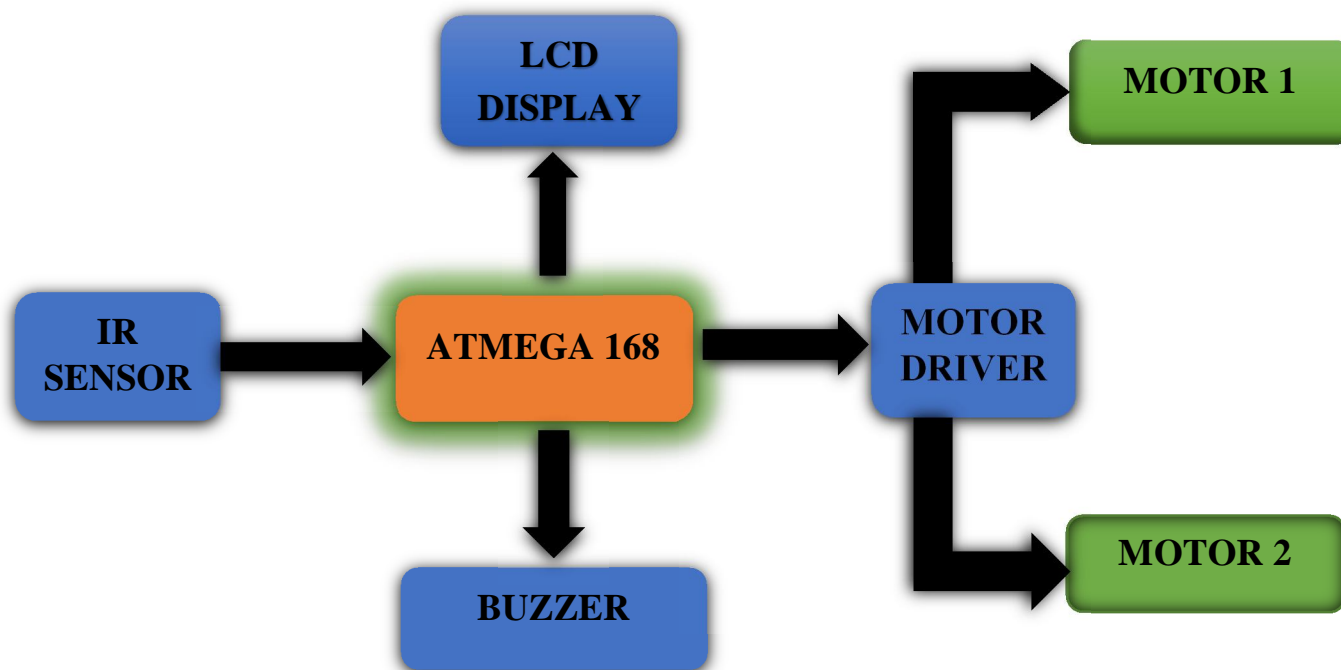


Fig. 1 Block diagram of Accident Prevention Using Eye Blink Sensor

The essential square chart shows the whole set-in the mood for distinguishing the eye squint rate and alarming the driver when the flicker rate is more than the characterized edge esteem, demonstrating that the driver is languid. On the off chance that the driver is oblivious, at that point the ringer shows and the vehicle won't touch off and afterward the framework will give a caution and the speed of the vehicle is diminished utilizing the slowing mechanism. The fundamental segments of the framework comprise of an eye squint sensor for driver flicker securing and a versatile speed controller planned utilizing a stepper engine for giving exact situating of the throttle valve to control the speed of the vehicle.

B. Blocks in Brief

1) Input Area

a) *IR Based Detecting Unit:* This unit is equipped for distinguishing open and shut eyes through a legitimate circuit interface.

2) Preparing Area

a) *Microcontroller:* Customized by the client to screen the info and create appropriate yield for the yield unit. All in all, this is the mind of the framework.

3) Yield Area

a) *16x2 LCD:* Utilized as a showcase gadget for the necessary information.

b) *Motor Driver:* IC L293D will be utilized which can drive the engine for alter of course just as give the best possible voltage.

c) *DC Engine:* 2 engines to plan a model of vehicle control.

d) *Buzzer Framework:* This will create the caution if there should arise an occurrence of obviousness.

VI. WORKING IN BRIEF

There is an IR based detecting unit that comprises of a transmitter and recipient. The transmitter transmits the IR beams and if the eyes are open the beams will be reflected and the high sum will be reflected beneficiary else whenever shut nearly lesser. This variety can be changed over to voltage utilizing the best possible interface. The controller can detect the voltage contrast and characterize the condition that if eyes are open the vehicle will move and the alert won't blow else the caution will be actuated and the vehicle stops gradually naturally. The typical squinting pace of the eye is 20 terminations for each moment. It won't have any impact on the exhibition of the framework. At the point when the driver nods off, his/her eyes will be shut; consequently, less light will be reflected from the skin some portion of the eye (as it is misty). This creates a most extreme yield of the IR sensor. The IR sensor yield is given to a smaller scale controller, which regards it as rationale 1. The miniaturized scale controller will sit tight for 3 seconds. At that point on the off chance that it finds that the eyes are as yet shut, smaller scale controller sounds the ringer. The status of the activity will be indicated utilizing a fluid precious stone presentation (LCD).

A. Components Detail

1) Hardware Components

- a) IR based sensing Unit
- b) Microcontroller
- c) Buzzer
- d) LCD
- e) Motor Driver Motor Power supply block
- i) **IR SENSOR:** This sensor is fit for distinguishing the item on the best possible affectability alignment. This dependent on the reflectivity standard. Utilizing this idea, we can recognize the opened and shut eyes. One of the downsides of this sensor is that it identifies the IR of the sun moreover. So applications with this sensor must be utilized overlooking daylight. To expel this downside, we can utilize TSOP1738, MOC3041 however they get the IR power at a specific recurrence as it were. So the transmitter ought to transmit at that specific recurrence.

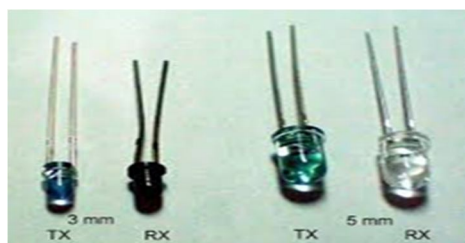


Fig. 2 IR Sensor

- ii) **ATMEGA 168:** The Atmel AVR centre consolidates a rich guidance set with 32 universally useful working registers. All the 32 registers are straightforwardly associated with the Number juggling Rationale Unit (ALU), permitting two free registers to be gotten to in one single guidance executed in one clock cycle. The subsequent engineering is more code productive while accomplishing throughputs up to multiple times quicker than regular CISC microcontrollers. The Atmega168 gives the accompanying highlights: 16 Kbytes of In-Framework Programmable Blaze with Read-While-Compose abilities, 512 bytes of EEPROM, 1 Kbyte of SRAM, 23 broadly useful I/O lines, 32 universally useful working registers, three adaptable Clock/Counters with think about modes, inward and outer intrudes on, a sequential programmable USART, a byte-situated Two-Wire Sequential Interface, a 6-channel ADC with 10-piece exactness, a programmable Guard dog Clock with Interior Oscillator, a SPI sequential port, and five programming selectable force sparing modes. The Inert mode stops the CPU while permitting the SRAM; Clock/Counters, SPI port, and intrude on framework to keep working. The Shutdown mode spares the register substance however freezes the Oscillator, crippling all other chip capacities until the following Hinder or Equipment Reset. In Force spare mode, the offbeat clock keeps on running, permitting the client to keep up a clock base while the remainder of the gadget is resting. The ADC Clamor Decrease mode stops the CPU and all I/O modules aside from no concurrent clock and ADC, to limit exchanging commotion during ADC changes. In Backup mode, the precious stone/resonator Oscillator is running while the remainder of the gadget is resting. This permits an extremely quick beginning up joined with low-power utilization.



Fig. 3 ATMEGA 168

- iii) *Liquid Crystal Display:* This is 16x2 B/W LCD for the showcase of the information.



Fig.4 LCD

- iv) *Motor Driver:* Used to drive the DC engines as coordinated by the microcontroller. This is the Yield square. Here we utilized L293D to drive the engines. whatever signals it gets from the microcontroller dependent on that it will drive the engines. An H-connect is an electronic circuit that empowers a voltage to be applied over a heap in either bearing. These circuits are regularly utilized in mechanical technology and different applications to permit DC engines to run advances and in reverse. H-spans are accessible as coordinated circuits or can be worked from discrete segments.
- v) *Buzzer Framework:* This comprises of 5V piezo-ringer which changes over the voltage into sound. It will be utilized as a caution model.
- vi) *Motor:* For vehicle control, we will utilize an engine. The control of this engine will show opening and shutting vehicle activity. An immediate flow (DC) engine is a genuinely straightforward electric engine that utilizes power and an attractive field to deliver torque, which turns the engine. At its generally basic, a DC engine requires two magnets of inverse extremity and an electric loop, which goes about as an electromagnet. The anti-agents and appealing electromagnetic powers of the magnets give the torque that causes the DC engine to turn.
- vii) *Power Supply Square:* The force supply comprises of a stage down transformer 230/12V, which steps down the voltage to 12V Air conditioning. This is changed over to DC utilizing an Extension rectifier. The waves are evacuated utilizing a capacitive channel and it is then directed to +5V utilizing a voltage controller.

B. Programming Part

- 1) *Arduino Compiler:* The Arduino IDE is a cross-stage application written in Java and is gotten from the IDE for the Handling programming language and the Wiring venture. It is intended to acquaint programming with specialists and different newcomers new to programming improvement. It incorporates a code proof-reader with highlights, for example, sentence structure featuring, support coordinating, and programmed space, and is likewise equipped for arranging and transferring projects to the board with a solitary snap. Despite the fact that expanding on order line is conceivable whenever required with some outsider instruments, for example, Ino. The Arduino IDE accompanies a C/C++ library called "Wiring"

VII. RESULT

This exceptional gadget gives many propelled offices in now daily's life as it very well may be effectively actualized in vehicles.

- A. When the circuit is turned on, the accompanying message shows up on the LCD screen – "EYE Squint Checking Framework"
- B. The ordinary eye flicker rate won't influence the yield of the framework.
- C. When the client nods off, at that point following a postponement of 3 seconds, the accompanying message will be shown "JAGO JAGO JAGO" and the bell sound a caution.
- D. Hearing this bell, the client awakens and the signal quits sounding. Again the past message will be shown – "EYE Flicker Observing Framework"

VIII. CONCLUSION

These days the quantity of mishaps is expanding ceaselessly. Human elements are a significant part of the reasons for street mishaps. A driver can't control his vehicle when he is snoozing and when he understands it, there is a mishap. So as a designer, we need to take care of business and give the ideal arrangement. Computerization is made for the wellbeing of man. The reason for such a model is to drive a framework to distinguish the sluggishness of the drivers and to control the speed of the vehicle to stay away from mishaps. Cutting edge innovation gives some expectation that keeps away from this to a limited degree to forestalling street auto collisions.

REFERENCES

- [1] https://economictimes.indiatimes.com/news/politics-and-nation/road-accidents-claimed-over-1-5-lakh-lives-in-2018-over-speeding-major-killer/articleshow/72127418.cms?utm_source=contentofinterest&utm_medium=text&utm_campaign
- [2] <https://www.prsindia.org/policy/vital-stats/overview-road-accidents-india>
- [3] Real-Time Non-intrusive Monitoring and Prediction of Driver Fatigue by Qiang Ji, Zhiwei Zhu, and Peilin Lan, IEEE TRANSACTIONS ON VEHICULAR TECHNOLOGY, VOL. 53, NO. 4, JULY 2004 Weirville, W.W. (1994). "Overview of Research on Driver Drowsiness Definition and Driver Drowsiness Detection," 14th International Technical Conference on Enhanced Safety of Vehicles, pp23-26.
- [4] Yong-Kul Ki, Jin-Woo Kim, Doo-Kwon Baik., "A Traffic Accident Detection Model using Metadata Registry," Proceedings of the Fourth International Conference on Software Engineering Research, Management and Applications (SERA'06), 2006.
- [5] Anjali K U, Athiramol K Thampi, Athira Vijayaraman, Franiya Francis M, Jeffy James N, Bindhu K Rajan "Real-Time Nonintrusive Monitoring and Detection of Eye Blinking because of Accident Prevention Due to Drowsiness" 2016 International Conference on Circuit, Power and Computing Technologies[ICCPCT].
- [6] J. Ahmed, Jain-Ping Li, S. Ahmed Khan, R. Ahmed Shaikh "Eye Behavior-Based Drowsiness Detection System".
- [7] A. Rahman, M. Sirshar, A. Khan "Real-Time Drowsiness Detection Using Eye Blink Monitoring" 2015 National Software Engineering Conference (NSEC 2015).
- [8] Eyosiyas Tadesse, Weihua Sheng, Meiqin Liu, "Driver Drowsiness Detection through HMM-based Dynamic Modeling." 2014 IEEE International Conference on Robotics & Automation (ICRA) Hong Kong Convention and Exhibition Center May 31 - June 7, 2014. Hong Kong, China.
- [9] Demo: Vision-Based Smart In-Car Camera System for Driver Yawning Detection Behnoosh Hariri, Shabnam Abtahi, Shervin Shirmohammadi, Luc Martel.
- [10] www.google.com
- [11] www.wikipedia.com



10.22214/IJRASET



45.98



IMPACT FACTOR:
7.129



IMPACT FACTOR:
7.429



INTERNATIONAL JOURNAL FOR RESEARCH

IN APPLIED SCIENCE & ENGINEERING TECHNOLOGY

Call : 08813907089  (24*7 Support on Whatsapp)