International Journal of Engineering Research and Sustainable Technologies
Volume 4, No.1, Mar 2026, P 1 - 6
ISSN: 2584-1394 (Online version)

SMART DRIVER SAFETY AND EMERGENCY RESPONSE SYSTEM FOR ROAD ACCIDENT PREVENTION

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DOI: htpps://doi.org/10.63458/ijerst.v4i1.145 | ARK: https://n2t.net/ark:/61909/IJERST.v4i1.145

Abstract

Road accidents caused by driver fatigue and sudden medical emergencies remain a critical challenge in intelligent transportation systems. Conventional vehicle safety mechanisms such as airbags and seat belts operate only after a collision has occurred and do not provide proactive accident prevention. To address this limitation, this paper proposes an AI-Powered Driver Health Monitoring and Autonomous Rescue Vehicle System designed to detect driver drowsiness in real time and automatically initiate safety actions. The system employs computer vision techniques using OpenCV and facial landmark detection to compute the Eye Aspect Ratio (EAR) for continuous monitoring of eye closure patterns. When the EAR value falls below a predefined threshold for a sustained duration, the system identifies a drowsy state and triggers automated control signals to a simulated embedded platform. The vehicle motor is stopped, alert messages are displayed, and rescue mechanisms are activated to ensure safety. The proposed architecture integrates artificial intelligence with embedded system control, providing a cost-effective, non-intrusive, and real-time solution for accident prevention. Experimental validation demonstrates reliable fatigue detection with minimal response delay, confirming the feasibility of deploying AI-driven proactive safety systems in next-generation smart vehicles.

Keywords: Driver Drowsiness Detection, Eye Aspect Ratio, Computer Vision, Embedded Systems, Vehicle Safety

1. Introduction

Road traffic accidents remain a critical global safety concern, with a large percentage of incidents caused by human factors such as driver fatigue, drowsiness, distraction, and sudden medical emergencies. During long-distance or night driving, reduced alertness can significantly impair reaction time and decision-making ability, increasing the likelihood of severe accidents. Although modern vehicles incorporate safety features such as airbags, anti- lock braking systems, and collision warning mechanisms, most of these technologies are reactive and operate only after a hazardous situation has already developed. Therefore, there is a growing need for proactive intelligent systems capable of continuously monitoring the driver's condition and intervening at an early stage to prevent accidents and improve overall road safety.

Recent advancements in Artificial Intelligence (AI), computer vision, and embedded systems have enabled the development of smart driver monitoring solutions that are both accurate and cost-effective. Vision-based techniques using cameras and OpenCV can analyze facial landmarks, eye-blink patterns, and head movements in real time without requiring intrusive wearable sensors. Compared to traditional physiological monitoring methods, computer vision approaches are non-contact, comfortable for the driver, and easier to deploy in real vehicles. Furthermore, the availability of low-cost embedded platforms such as ESP32 and Raspberry Pi, along with wireless communication technologies like GSM and GPS, makes it possible to build integrated systems that not only detect unsafe driver conditions but also automatically trigger alerts and safety responses. These technological advancements are gradually transforming conventional vehicles into intelligent transportation systems focused on predictive and preventive safety.

1.1 Driver Fatigue and Road Safety

Driver fatigue is one of the most dangerous conditions during driving. Long driving hours, lack of sleep, and medical conditions can reduce the driver's ability to concentrate. Many accidents occur because the driver becomes sleepy or loses attention for a few seconds. To overcome this problem, intelligent monitoring systems are required. Computer vision and artificial intelligence technologies can be used to monitor driver behavior and detect signs of fatigue. These systems can help prevent accidents by generating early warnings and activating safety mechanisms.

2. Related Work

Intelligent driver monitoring and accident prevention systems have gained significant research attention due to the increasing number of road accidents caused by fatigue, inattention, and sudden medical conditions. Advanced vehicle safety frameworks have evolved from simple alert-based mechanisms to integrated Artificial Intelligence (AI) driven monitoring and automated control systems. J. Kim et al. [1] proposed an AI-integrated autonomous driver monitoring framework combining facial landmark detection with adaptive vehicle control mechanisms for proactive road safety enhancement. The system employed convolutional neural networks to extract facial features and detect prolonged eye closure patterns indicating fatigue. Experimental results showed improved detection accuracy under different driving conditions, although the system required high-performance hardware for real-time operation.

L. Zhang et al. [2] introduced a transformer-based driver attention recognition model that captures long-term facial movement patterns and blinking behavior. The system demonstrated high classification accuracy but required significant computational resources, which limited real-time deployment on embedded platforms.

A. Kumar and P. Sharma [3] developed a hybrid CNN-LSTM architecture for driver fatigue detection by analyzing eye and mouth states over sequential frames. The system improved detection reliability; however, training complexity and high processing requirements reduced its suitability for low-power automotive hardware. R. Mehra and S. Kulkarni [4] proposed a Raspberry Pi-based fatigue detection system using OpenCV facial landmark detection and blink frequency monitoring. The system achieved low-cost deployment and acceptable real-time performance, though it lacked automated vehicle response mechanisms. S. Lee et al. [5] developed an intelligent driver monitoring system using infrared imaging sensors and deep learning techniques to improve detection under low-light conditions. While the infrared system enhanced detection reliability, the additional hardware increased system complexity and implementation cost.

Table 1. Related Work

Method	**Technology Used**	**Advantages**	**Limitations**	**Year**
CNN Model	Deep Learning	High Accuracy	High computation	2025
Transformer Model	Attention Networks	Better temporal analysis	Large Model Size	2025
CNN-LSTM	Hybrid ML	Good sequential detection	Training Complexity	2024
Raspberry-Pi System	OpenCV	Low cost	Limited automation	2024
Infrared Vision	IR Camera + DNN	Works in low light	Expensive Hardware	2024

In the Eye Aspect Ratio (EAR) formula, p1 to p6 represent the six landmark points detected around the eye region using facial landmark detection techniques such as OpenCV and MediaPipe. These points correspond to specific positions on the eye: p1 and p4 indicate the left and right corners of the eye, p2 and p3 represent the upper eyelid points, and p5 and p6 represent the lower eyelid points. The EAR value is calculated by measuring the vertical distances between the eyelid landmarks and dividing them by the horizontal distance between the eye corners. This geometric relationship helps determine whether the eye is open or closed. When the driver's eyes remain closed for a longer duration, the vertical distances decrease, resulting in a lower EAR value. By continuously monitoring this value, the system can detect driver drowsiness and trigger safety alerts.

$$EAR = (|p2 - p6| + |p3 - p5|) / (2|p1 - p4|) \tag{1}$$

What happens

- Eyes open → EAR value high (≈0.25–0.30)
- Eyes closed → EAR value low (≈0.15 or less)

If the EAR stays low for many frames, the system detects driver drowsiness.

3. System Methods

The proposed system combines artificial intelligence, computer vision, and embedded systems to detect driver fatigue and respond automatically. The system architecture consists of three main components: image processing, fatigue detection, and embedded system response. A laptop camera continuously captures images of the driver's face. The captured frames are processed using a Python program developed with OpenCV and Media Pipe. The Media Pipe Face Mesh model identifies facial landmarks around the eyes and calculates the Eye Aspect Ratio (EAR) to measure eye openness.

When the driver is alert, the EAR value remains above a predefined threshold. However, when the driver becomes drowsy and the eyes remain closed for a certain number of frames, the EAR value falls below the threshold. The system then classifies the driver as drowsy.Once drowsiness is detected, the Python program sends a signal to an ESP32 microcontroller through serial communication. The microcontroller activates a buzzer alert and stops the servo motor representing vehicle movement. Additionally, the system displays warning messages on an LCD screen to inform the driver about the detected condition.

This integration of software detection and hardware response creates an intelligent safety system capable of preventing accidents caused by driver fatigue.

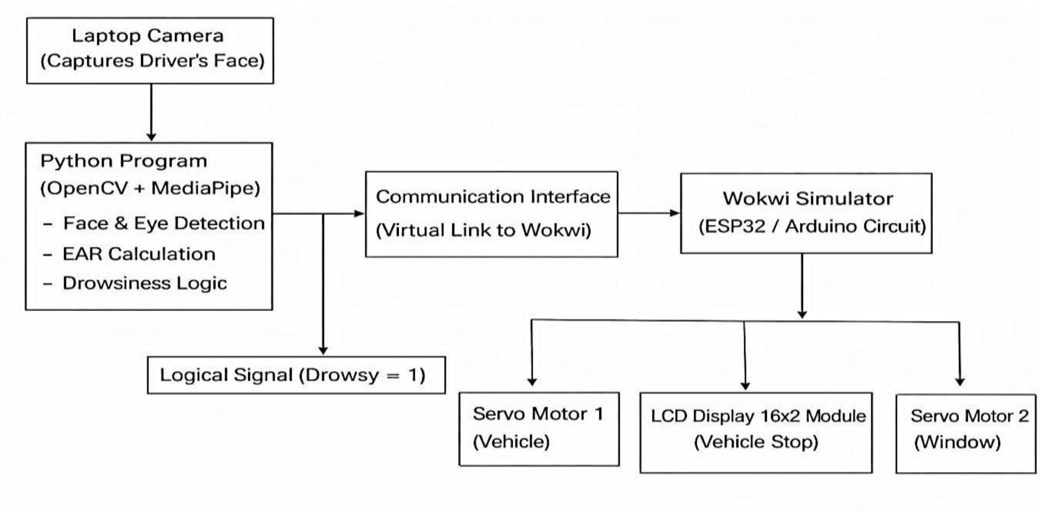

Fig 1. Block Diagram of the Driver Drowsiness Detection System

The proposed system begins with a laptop camera, which continuously captures the driver's face in real time. The captured video frames are processed by a Python program using OpenCV and MediaPipe libraries, where face detection and eye detection are performed. From the detected eye landmarks, the Eye Aspect Ratio (EAR) is calculated to determine whether the driver's eyes are open or closed. A drowsiness detection logic analyzes the EAR values over time, and if the eyes remain closed beyond a threshold, the system identifies the driver as drowsy. Once drowsiness is detected, a logical signal (Drowsy= 1) is generated and transmitted through a communication interface that links the Python program with the Wokwi simulator, which represents the ESP32/Arduino circuit. The simulated microcontroller then activates multiple outputs such as Servo Motor 1 to control the vehicle movement, Servo Motor 2 to simulate window opening, and an LCD 16×2 display to show warning messages such as "Vehicle Stop." This integrated system helps improve driver safety by detecting fatigue and automatically triggering preventive actions.

Algorithm: Driver Drowsiness Detection Using EAR
1. Start the system.
2. Initialize camera and required libraries (OpenCV, MediaPipe).
3. Capture real-time video frames from the camera.
4. Detect the driver's face in the frame.

5. Identify eye landmark points p1,p2,p3,p4,p5,p6, p_1, p_2, p_3, p_4, p_5, p_6p1,p2,p3,p4,p5,p6.
6. Calculate the **Eye Aspect Ratio (EAR)**.
7. Compare the EAR value with the predefined threshold.
8. If EAR < threshold for several consecutive frames:
9. Generate logical signal **(Drowsy = 1)**.
10. Send signal to ESP32/Arduino through communication interface.
11. Decision Making
12. Threshold Algorithm

3.1 Activate system responses

- Stop vehicle (Servo Motor 1).
- Display warning on LCD.
- Open window (Servo Motor 2).
- Continue monitoring driver state.
- Stop the system when program ends.

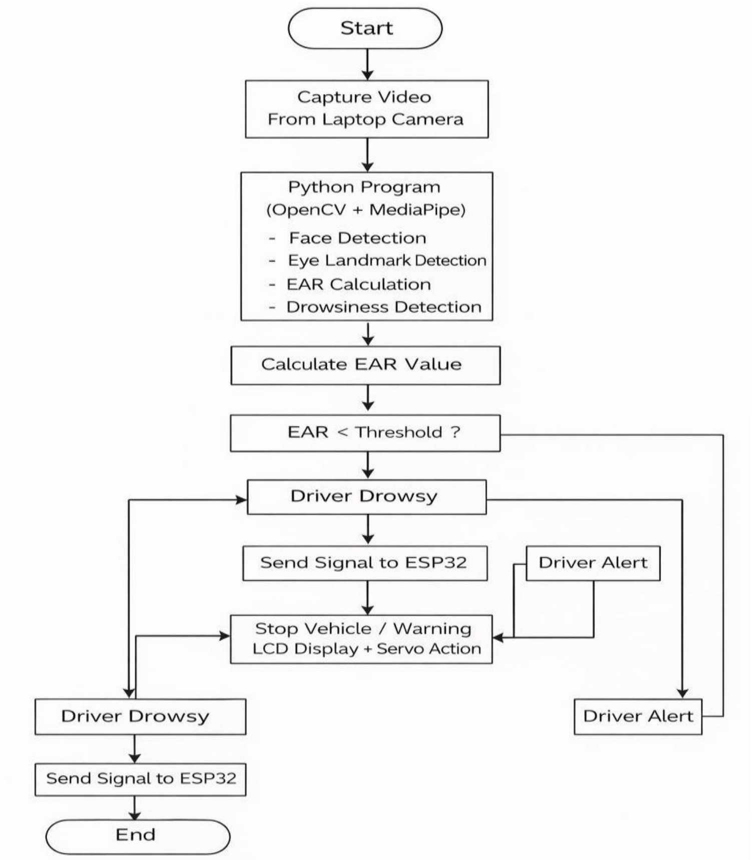

Fig 2. Flowchart for Eye Aspect Ratio (EAR) Based Drowsiness Detection

4. Result and Discussions

The proposed AI-based driver monitoring system was evaluated under multiple test scenarios to assess its effectiveness in detecting drowsiness and initiating safety responses. The system continuously monitored the driver's eye movements using real-time video captured through a laptop camera. Under normal driving conditions, the monitoring module correctly identified the driver as alert and did not trigger any warning signals, When the driver exhibited prolonged eye closure beyond the predefined threshold, the system successfully detected fatigue using the Eye Aspect Ratio (EAR) technique. The detection of drowsiness is illustrated in Fig. 5.2, where the system recognizes unsafe driving conditions based on eye behavior analysis.

Following detection, the system generated a logical control signal that was transmitted to the Wokwi-simulated ESP32/Arduino control module.The hardware response is presented in where Servo Motor 1 simulated vehicle control actions, Servo Motor 2 represented window operation, and the LCD displayed warning messages such as "Vehicle Stop". The system responded promptly without noticeable delay, demonstrating its capability for real-time operation.

The experimental outcomes confirm that the proposed system can effectively differentiate between normal and fatigued driver states using non-intrusive vision-based monitoring. The EAR-based detection method proved reliable in identifying prolonged eye closure while minimizing false detection caused by natural blinking.The seamless communication between the AI monitoring module and the embedded control simulation highlights the system's capability to perform automated safety intervention. The activation of servo motors and warning display demonstrates how real-time monitoring can be translated into preventive vehicle control actions.

These results emphasize the feashas the potential to reduce fatigue-related accidents and improve overall driving safety. By providing timely detection and simulated intervention, the proposed system can be integrated into future autonomous or semi- autonomous driving systems to ensure continuous driver monitoring in mixed-control environments.

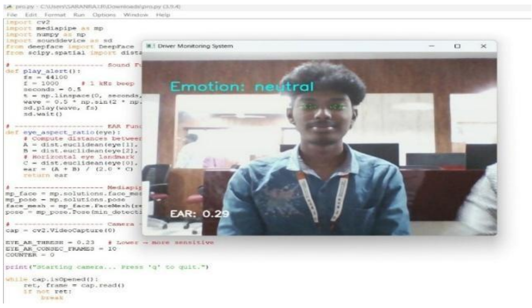

Fig 3.Driver Monitoring System – Normal State

Fig 4. Driver Monitoring System – Drowsiness State

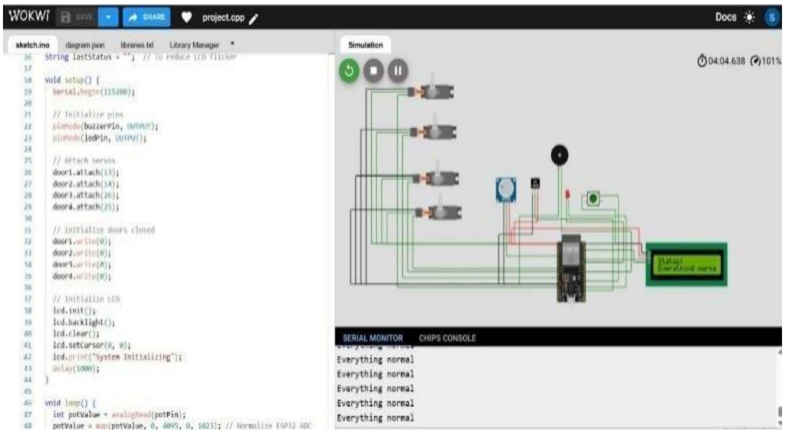

Fig 5. Wokwi Hardware Simulation Output

5. Conclusions

The project titled "Driver Drowsiness Detection and Vehicle Safety Simulation System" successfully demonstrates the integration of computer vision technology and embedded system simulation to improve road safety. The system's primary objective to identify driver drowsiness and trigger preventive actions has been achieved using two complementary simulation environments: Python OpenCV for software-based detection and Wokwi for hardware-based vehicle response simulation. The software module, developed using Python, OpenCV, Mediapipe, and DeepFace, analyzes the driver's facial landmarks through the laptop camera. By calculating the Eye Aspect Ratio (EAR) and tracking facial expressions, the system reliably distinguishes between alert and drowsy states. When the EAR value falls below the threshold (0.23) for a sustained period, the system concludes that the driver is experiencing fatigue or drowsiness. The real-time detection is further supported by emotion analysis, ensuring that false triggers caused by momentary blinks or facial movements are minimized.

On the hardware side, the ESP32 microcontroller was simulated in Wokwi to represent the embedded control unit of a vehicle. When the detection module identifies drowsiness, it sends an alert signal to the simulated ESP32 system. This triggers multiple safety actions: the servo motor (representing the engine control system) stops the vehicle, another servo (representing window actuation) opens slightly for air circulation, the buzzer sounds an audible alarm, and the LCD display updates to show “Vehicle Stopped – Driver Drowsy.”

These steps replicate real-world emergency safety responses, ensuring both driver and passenger protection. Through extensive testing in both environments, the system has proven to be reliable and accurate under varying conditions. The integration of OpenCV’s image processing power with embedded system simulation provides a cost-effective and scalable approach for research and educational projects. This model offers a clear pathway for future implementation in real vehicles using Raspberry Pi, ESP32, or similar microcontrollers connected to real sensors and actuators.

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