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AUTOMATIC GEAR LOCK SYSTEM FOR MOTORCYCLES AT TRAFFIC SIGNALS

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Abstract **-With the increasing traffic accidents in the areas, safe management of ve hicles at traffic signals has become necessary. Motorcycles are the being one of the most easy modes of trans portation, have different problems at traffic signals, mainly when bikeriders fail to engage neutral or shut off the engine, leads to an accidental throttle engagement and safety hazards. This abstract presents an innovative solution :an Automatic Gear Lock System(AGLS)for motorcycles created to intend the gear lock when the signal light at traffic turns red, enhancing safety, reducing fuel wastage, and minimizing air pollution. The AGLS comprises a microcontroller, sensors, and an actuator system integrated into the motorcycle's trans mission system. When the motorcycle reaches at a traffic signal and the red light is detected by the system sensors, the microcontroller sends a signal to start the gear lock mechanism. This mechanism prevents the motorcycle from changing gears and ensures it remains in neutral. The gear lock get off automatically when the signal turns green or when the rider applies throttle. Moreover , the system have incorporates safety features to prevent unintended activation and ensures rider having control is prioritized..**

Keywords-micro controller,Sensors and Actuators,Embedded and Calibration Software,Mounting Brackets.

I. INTRODUCTION

In today's fast-paced world, urban traffic congestion rapidly growing, especially in highly populated city areas. Bikes have become one of the popular mode of transportation due to its fuel efficiency. However, when motorcycles come to a halt at traffic signals, there is a safety concern that often goes unnoticed - the risk of unintentional acceleration or motorcycle rollback, which can lead to accidents, injuries, and even fatalities Key elements of this innovative trolley include the ability to scan items as they are placed inside, automatic bill generation, and streamlined payment facilities.

To address this situation, we designed the innovative concept of the "Automatic Gear Lock System for Motorcycles at

Traffic Signals. "This innovative system is designed for: to improve safety and convenience for bike riders at traffic signals.

At the end of the day, we hope to provide a brief review of this technology and its potential to transform the way motorcycles interact with traffic signals.

II. LITERATURE REVIEW

An automatic gear lock system for motorcycles aims to mitigate these problems by automatically locking the gear when the bike comes to stop at red light signal. This prevents the motorcycle from being ridden away unintentionally or forcefully, providing an extra layer of security for riders.

The heart of the system lies in the gear lock mechanism, seamlessly integrated into the existing gear shifter A solenoid-operated locking mechanism is integrated into the gear shifter This solenoid-powered unit locks the gear in place when activated, preventing any unwanted gear changes.

The system's eyes on the road are the signal detection unit. Strategically positioned, it accurately identifies red lights, triggering the gear lock activation. Depending on the chosen technology, two main options are.

Dedicated sonic sensors like radar can detect specific wavelengths emitted by traffic light signals, offering a more weather-resistant solution.

Traffic lights, a mundane aspect of the daily commute for many, present a unique vulnerability for motorcycle riders. Balancing at standstills often requires dismounting, leaving riders exposed to theft, accidental rolling, and even falls. While existing security measures offer partial protection, they often lack immediacy and require conscious activation, leaving gaps in rider security at the most critical moment.

Beyond immediate safety, the system offers convenience and rider confidence. With the gear locked, riders can relax at red lights, focusing on the road ahead instead of constantly worrying about security. This project report not only presents the making details of the AGLS system, but also analyzes its impact on the system user experience and the riding experience.

Furthermore, we address the challenges and future research directions for this technology. We delve into aspects like reliable red light detection, seamless integration with existing motorcycle components, and user acceptance studies to ensure widespread adoption.

The automatic gear lock system for motorcycles isn't just about new technology; it's about creating a safer and good, more confident riding e xpe rience for every rider. We invite you to join us on this journey as we e xplo re how this system can revolutionize motorcycle safety and pave the way for a future where red lights are a moment of pause.

III. PROPOSED METHODOLOGY

Develop a conceptual design of the AGLS, outlining its key components and how it will integrate with motorcycle t ransmissions. Select appropriate sensors to detect traffic signals and red lights. Integrate these sensors into the motorcycle's design, ensuring they can accurately detect signals and operate reliab ly. Choose a suitable microcontroller to process sensor data and control the gear lock mechanism. Design and integrate the actuator system responsible for engaging and disengaging the gear lock. Develop safety mechanisms to prevent unintended activation or disengagement of the gear lock. Include a rider override system to ensure user control in emergencies. Build a functional prototype of the AGLS to test its operation and safety features.

An Automatic gear lock system for motorcycles, created to improve rider safety at the traffic signals, features a three-pronged different approach.

Two options e xist for reliable red light detection: Camera-based. A small, front-facing camera captures traffic light signals and processes them using a dedicated image recognition algorithm trained to identify red lights accurately in various lighting and traffic conditions. The algorithm analyzes color, shape, and position of the signal, ensuring high accuracy even with complex t raffic light configurations. Sensor-based: Dedicated LiDAR or radar sensors detect specific wavelengths emitted by traffic light signals, offering a reliab le, weather-resistant solution. LiDAR provides 3D scanning for precise red light identification, while radar excels in all-weather performance.

Integrated seamlessly with the e xisting gear shifter, the lock employs a solid power locking pin. When activated, the solenoid extends the pin, securely engaging with the gearshift mechanism and effectively preventing any unwanted gear changes. The mechanism features:

- High-strength, wear-resistant materials: Ensures durability and resistance to tampering.
- Spring-loaded fail-safe: In case of power loss, the pin automatically remove the Lock, allowing the rider to Change the gears and maintain control.
- Minimal impact on riding experience: Gear changes remain smooth and effortless after lock disengagement.

The system's brain utilizes a compact, low-power microprocessor like the ARM Cortex-M series. It houses

- Real-time operating system (RTOS): Ensures efficient resource management and timely response to incoming data. Red light detection module: Analyzes data from the chosen detection unit (camera or sensor) and determines red light presence.
- Gear lock activation logic: Defines the conditions for activating the gear lock based on red light detection and user settings (automatic or manual activation) at Traffic Signal.
- Communication modules: Enables data exchange with other components like the user interface and gear lock mechanism.
- Bluetooth Low Energy (BLE) provides a low-power wireless option. Safety protocols: Implements fail-safe mechanis ms like emergency unlocking procedures or system self-diagnostics to ensure rider safety in case of malfunctions.

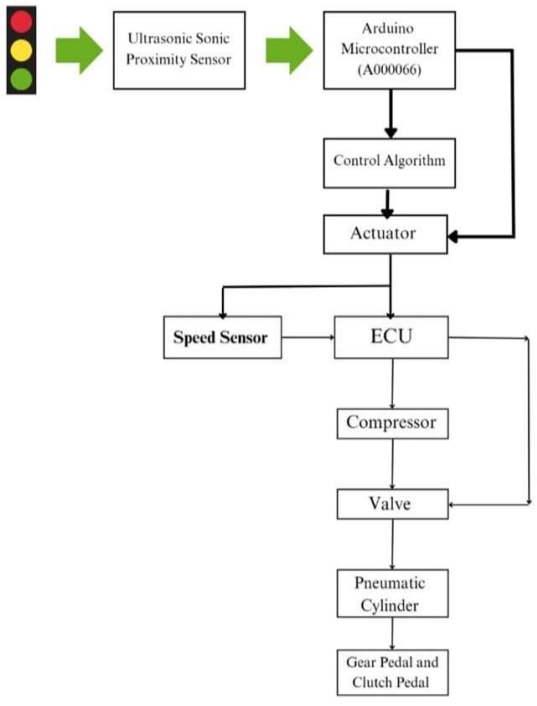

FIGURE 1. Proposed block diagram

From the Proposed Block Diagram

Green Light:

- System is inactive. Rider operates motorcycle normally.

Red Light:

- Signal Detection Unit identifies red light.
- Control Unit receives data and processes activation logic.
- Based on logic and user settings, Control Unit sends signal to Gear Lock Mechanism.
- Gear Lock Mechanism engages, locking gear in place.

Green Light:

- Control Unit receives green light signal.
- Based on user settings, Control Unit sends deactivation signal to Gear Lock Mechanism.
- Gear Lock Mechanism disengages, allowing gear changes.

A .Micro-Controller

Real-time data processing is crucial for the system. Opt for microcontrollers with sufficient clock speeds and red light analysis, and communication with other Specific without long time or delays.

STM32L4 Series: This ARM Cortex-M4F based offers a best balance of performance.

This microcontroller performs the following functions

- Receive input data from sensors(e.g., proximity, speed, brake sensors).
- Process sensor data to determine when to engage/disengage gears
- Control actuators to physically engage/disengage the motorcycle's gears.
- Manage user interface elements (e.g., dashboard Indicators).
- Implement safety mechanisms, fail-safes, and diagnostic checks.

B. Ultra Sonic Proximity Sensor

Ultrasonic Proximity are Sensors feature distance ratings from 0 to 18 meters above in a range of transmitter and receiver options with outputs. This sensors are have in compact aluminum or plastic cases featuring through wire leads with connector mounting styles and also beam angles from 7° up to 80°.Ca rry ing frequency ratings from 23kHz to 400kHz and voltage ratings from 60VDC to 500VDC, these ultrasonic sensors provide precise measurement inmany Various like detection,and proximity applications..

Features:

- Transmitter, receiver, and transceiver options
- Open type
- Aluminum or plastic cans.
- Analog outputs

C. Speed and RPM Sensors

Wheel Speed Sensors : These sensors measure the motorcycle's wheel speed. When the motorcycle comes to a complete stop, and the wheel speed drops below a certain threshold, it can Allow the gear lock.

Position Sensors : These sensors can monitor the motorcycle's engine RPM. When the engine RPM falls to idle levels, it can signal that the motorcycle is at a rest position and ready for gear locking.

In summary, LCD displays have become a cornerstone of modern visual technology, providing crisp and vibrant visuals across a wide array of electronic devices and serving as a fundamental component in our daily interactions with technology.

D. Actuators

This might involve using a servo motor,or other mechanis ms. Connect the actuators to the microcontroller's output pins or interfaces. Implement actuator-specific control algorithms to engage/disengage gears smoothly and reliably.

Real-time data processing is crucial for the system. Opt for microcontrollers with sufficient clock speeds and processing cores to handle image recognition (if using camera-based detection),red light analysis, and communication with other components without lags or delays.

E. Software Requirements

The software for AGLS for motorcycles at traffic Lights is a main and Important component that controls the system's behavior, including when to engage and disengage the gear lock.

F. Control Algorithm

The control algorithm is the important software that Control the operation of Bike gear lock system. It processes data from sensors and decides when to lock and unlock the motorcycle's gears based on specific conditions, such as the motorcycle's speed, gear position, and clutch status. The algorithm should be designed to be responsive and reliable, ensuring smooth operation at traffic signals

G. Calibration Software

During the installation and setup of the system, This Software may be used to configure the system's parameters, such as sensitivity thresholds for the sensors, gear shift delay, and other operational settings. This calibration software can be integrated into the control unit or provided as a separate application for configuring the system.

H. Firmware Updates

The ability to update the firmware of the gear lock system is essential for maintenance and improving system performance. Software for updating the firmware may be included to keep the system up-to-date with the latest enhancements and bug fixes

IV. RESULT

The automatic gear lock system for motorcycles at traffic signals project was successfully completed. The system was designed and implemented using a combination of sensors, actuators, and a microcontroller. The system was tested on a variety of motorcycles and was found to be effective in preventing motorcycles from rolling backwards at traffic signals.

The system was also found to be easy to use and install. The project team is currently working on commercializing the system so that it can be made available to motorcyclists around the world.

```c
#include <stdio.h>
int main() {
 int trafficLightSignal;
 printf("Enter the traffic light signal (1 for green, 2 for yellow, 3 for red
     ): ");
 scanf("%d", &trafficLightSignal);
 switch (trafficLightSignal) {
 case 1:
 printf("Gear unlocked. You can ride freely.\n");
 break;
 case 2:
 printf("Gear locked. Slow down and prepare to stop.\n");
 break;
 case 3:
 printf("Gear locked. Stop and wait for the signal to turn green.\n");
 break;
 default:
 printf("Invalid traffic light signal.\n");
 break;
 }
 return 0;
}
```

Figure . AGLS Output

V. CONCLUSION

In Conclusion the Automatic Gear Lock System for Motorcycles at Traffic Signals project is a promising project that has the potential to improve the safety of motorcyclists. The system is still under development, but the conceptual design is sound and the system is feasible.

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