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International Journal of Innovation Studies

PROCESS INNOVATION IN IOT-BASED VEHICLE THEFT DETECTION AND ENGINE LOCKING SYSTEM

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Abstract

Vehicle theft remains a persistent global security concern, resulting in significant economic losses and compromised public safety. Conventional anti-theft mechanisms, including mechanical locks and alarm systems, are often reactive and lack real-time remote monitoring and control capabilities. This paper proposes a conceptual Internet of Things (IoT)-enabled vehicle theft detection and engine locking framework designed for autonomous monitoring and rapid intervention.

The proposed architecture utilizes an Arduino microcontroller as the central processing unit, integrating a GSM communication module, GPS receiver, relay-controlled engine immobilization unit, DC motor actuation mechanism, and a buck converter-based regulated power supply system. The framework enables real-time geolocation tracking and remote engine locking through authenticated SMS-based commands. Upon detection of unauthorized access or ignition, the system transmits the vehicle's geographic coordinates to the registered user and activates a relay-driven engine cutoff mechanism to prevent further movement.

A structured decision logic model is implemented to coordinate sensor inputs, communication latency, and actuation response time. Preliminary hardware-level validation demonstrates reliable GSM-GPS synchronization, stable voltage regulation through the buck converter, and consistent relay-triggered immobilization performance. The modular IoT architecture emphasizes low power consumption, scalability, and compatibility with mobile monitoring platforms.

This work establishes a cost-effective and non-invasive vehicle security solution suitable for automotive safety enhancement, fleet management, and smart transportation systems. Future

extensions will focus on cloud integration, encrypted communication protocols, and machine learning-based anomaly detection for predictive vehicle theft prevention.
Key Words

1. Internet of Things (IoT)
2. Vehicle Theft Detection
3. Engine Immobilization System
4. GSM–GPS Integration
5. Arduino-Based Embedded Systems
6. Real-Time Vehicle Tracking
7. Remote Engine Locking
8. Automotive Security Systems

Introduction

Vehicle theft remains a persistent global challenge, posing significant economic and security concerns for individuals, fleet operators, and transportation authorities. The rapid growth of urbanization and vehicular density has further amplified vulnerabilities in conventional automotive protection mechanisms. Traditional anti-theft approaches, including mechanical steering locks and audible alarm systems, often operate as passive deterrents and lack real-time tracking, remote intervention, and intelligent response capabilities. As a result, unauthorized vehicle access frequently leads to delayed recovery and substantial financial loss.

Recent advancements in the Internet of Things (IoT) and embedded system technologies have enabled the development of interconnected, low-power, and cost-effective security architectures. By integrating microcontrollers with wireless communication modules and geolocation systems, modern vehicle security solutions can transition from reactive alarm-based systems to proactive monitoring frameworks. The convergence of GSM communication networks and GPS-based positioning has particularly enhanced the feasibility of real-time vehicle telemetry and remote immobilization.

This research proposes an integrated IoT-based vehicle theft detection and engine locking framework utilizing an Arduino microcontroller as the central processing unit. The system incorporates a GSM module for wireless communication, a GPS receiver for geospatial tracking, a relay-controlled engine immobilization mechanism, a DC motor actuation unit, and a buck converter-based regulated power supply. The primary objective of this study is to design a structured control architecture capable of detecting unauthorized access, transmitting real-time location data, and executing remote engine locking through authenticated communication commands. By synergizing embedded control logic with real-time communication and power management strategies, the proposed framework aims to enhance vehicle security through scalable, low-cost, and energy-efficient implementation.

Background

Vehicle security is not a static safeguard but a dynamic control challenge influenced by technological sophistication, environmental exposure, and evolving theft methodologies. Modern automobiles incorporate increasingly complex electronic subsystems, yet many low- and mid-range vehicles continue to rely on conventional locking mechanisms that are

vulnerable to mechanical tampering, signal interception, or unauthorized ignition bypass. The growing accessibility of electronic intrusion tools has further intensified the need for intelligent, adaptive, and remotely accessible protection systems.

Unauthorized vehicle access often progresses rapidly from intrusion to engine ignition, reducing the window for manual intervention. In urban environments, high vehicle density and limited surveillance coverage can delay theft detection, complicating recovery efforts. Conventional alarm systems function primarily as deterrents, generating audible alerts without providing geospatial intelligence or remote immobilization capabilities. As a result, theft response remains largely reactive rather than preventive.

Recent advancements in embedded systems and wireless communication technologies have enabled the integration of real-time monitoring and control within automotive frameworks. The convergence of GSM-based communication networks and GPS-enabled positioning systems provides a foundation for continuous vehicle telemetry and remote command execution. Microcontroller platforms such as Arduino offer sufficient computational capacity to coordinate multi-module interaction, including geolocation tracking, relay-based engine immobilization, and communication latency management.

Power stability remains a critical design consideration in vehicular embedded systems. Fluctuations in automotive battery voltage necessitate regulated power conditioning mechanisms, such as buck converters, to ensure consistent microcontroller and module operation. The integration of relay-driven actuation further enables controlled interruption of ignition circuits, forming the physical enforcement mechanism of the security architecture.

This multi-layered embedded control paradigm—combining sensing, communication, decision logic, and actuation—forms the theoretical and technological basis for the IoT-enabled vehicle theft detection and engine locking framework proposed in this study.

Related Works

The development of intelligent vehicle security systems has evolved from standalone mechanical deterrents to integrated IoT-enabled monitoring frameworks. This section categorizes existing research into conventional anti-theft systems, GPS-based tracking solutions, GSM-enabled remote control mechanisms, and multi-module embedded system integration.

A. Conventional Vehicle Anti-Theft Systems

Early vehicle protection mechanisms primarily relied on mechanical steering locks, immobilizers, and audible alarm systems. While these systems act as deterrents, they operate in a reactive manner and provide no remote notification or tracking capability.

Electronic immobilizers introduced key-based authentication using RFID or coded ignition systems. Although these approaches improved security compared to mechanical locks, studies have shown vulnerabilities to signal duplication and bypass techniques. Furthermore, traditional alarm systems lack geospatial tracking, limiting post-theft recovery effectiveness.

B. GPS-Based Vehicle Tracking Systems

Recent research has explored GPS-enabled vehicle monitoring systems for real-time location tracking. These systems provide continuous geospatial telemetry and allow owners to retrieve vehicle coordinates after theft incidents.

However, many standalone GPS tracking systems function only as passive tracking tools. They provide location data but do not integrate active immobilization mechanisms. Additionally, systems relying solely on GPS may experience signal degradation in enclosed or underground environments, affecting reliability.

C. GSM-Based Remote Communication Frameworks

The integration of GSM modules has enabled wireless communication between vehicles and users through SMS-based command execution. Several embedded system studies demonstrate the use of GSM networks for remote monitoring and alert transmission.

While GSM-enabled solutions enhance remote accessibility, many existing implementations focus either on notification or on engine locking independently. Limited research integrates authenticated two-way communication, real-time geolocation transmission, and relay-based engine cutoff within a unified control architecture.

D. Embedded Multi-Module Integration and Control Logic

The convergence of microcontrollers such as Arduino with GPS, GSM, relay modules, and regulated power supply units represents an emerging paradigm in automotive IoT security. Multi-module embedded integration enables synchronized sensing, communication, and actuation within a single framework.

Despite these advancements, challenges remain in:

- Coordinating GSM communication latency with real-time actuation
- Ensuring stable voltage regulation under automotive battery fluctuations
- Designing structured decision logic for unauthorized access detection
- Minimizing power consumption for continuous monitoring

Existing systems often emphasize tracking or immobilization separately rather than implementing a layered architecture that integrates detection, communication, and enforcement mechanisms within a cost-effective and scalable framework.

Research Category	Primary Education	Communication	Real-Time?	Engine immobilization?	Hardware cost
Mechanical Locks	Physical deterrence	None	No	No	Low

GPS Trackers	Location monitoring	GPS only	Yes	No	Moderate
GSM Alert Systems	Remote notification	GSM	Yes	Limited	Moderate
RFID Immobilizers	Ignition authentication	Local	Yes	Yes	Moderate
Proposed IoT Framework	Detection+ Tracking+ Remote Locking	GSM+GPS	Yes	Yes	Low

The proposed vehicle theft detection and engine locking system distinguishes itself by integrating real-time geolocation tracking, authenticated GSM communication, relay-controlled immobilization, and regulated power management within a single IoT-enabled embedded framework. This layered architecture addresses the limitations of prior systems by combining proactive monitoring with immediate enforcement capabilities while maintaining cost efficiency and scalability.

Problem Statement

Vehicle theft remains a significant and escalating security challenge across urban and semi-urban regions, resulting in substantial financial loss, operational disruption, and compromised public safety. Despite advancements in automotive engineering, many vehicles continue to rely on conventional mechanical locks and standalone alarm systems that function primarily as deterrents rather than proactive protection mechanisms. Under conditions of high vehicle density and limited surveillance infrastructure, unauthorized access can rapidly escalate to vehicle displacement before effective intervention is possible.

Traditional anti-theft solutions are inherently reactive, often triggering only local audible alarms without providing remote notification, geolocation intelligence, or immediate immobilization capabilities. Recovery efforts are further complicated by delayed detection and the absence of real-time communication between the vehicle and its owner. Although modern

vehicles may incorporate electronic immobilizers, such systems are frequently susceptible to signal interception, key cloning, or bypass techniques. Furthermore, commercially available advanced vehicle tracking systems are often cost-intensive and may require subscription-based services, limiting accessibility for widespread adoption.

While the emergence of Internet of Things (IoT) technologies has enhanced remote monitoring capabilities, there remains a distinct gap in the development of integrated, low-cost, embedded frameworks that combine real-time GPS tracking, GSM-based authenticated communication, and relay-controlled engine immobilization within a unified architecture. Additionally, the challenge of ensuring stable power regulation under automotive voltage fluctuations is frequently under-addressed in low-cost implementations.

Consequently, there is a critical need for a scalable, cost-efficient, and IoT-enabled vehicle security framework capable of detecting unauthorized access, transmitting real-time geospatial data, and executing remote engine locking through structured control logic. Such a system would transition vehicle protection from passive deterrence to proactive monitoring and enforcement, significantly enhancing automotive security resilience.

Proposed System Hardware Architecture

The proposed vehicle security framework integrates embedded control, wireless communication, geolocation tracking, and electromechanical actuation within a unified low-power architecture. The hardware design emphasizes modularity, voltage stability, rapid response latency, and cost efficiency to ensure reliable real-time theft detection and engine immobilization.

A. Central Processing Unit: Arduino Microcontroller

The core of the system architecture is the Arduino microcontroller, which functions as the primary control and decision-making unit. It executes structured embedded logic for unauthorized access detection, communication synchronization, and engine immobilization control.

The microcontroller continuously interfaces with the GSM and GPS modules, processes incoming SMS-based authentication commands, and coordinates relay activation based on predefined security conditions. Its low-power consumption profile and flexible I/O configuration make it suitable for automotive IoT deployment.

B. Geolocation Module: GPS Receiver

Real-time vehicle positioning is achieved through a GPS receiver module, which retrieves latitude and longitude coordinates via satellite communication. The GPS unit provides continuous spatial telemetry, enabling precise vehicle tracking during both stationary and dynamic states.

Upon detection of unauthorized ignition or intrusion, the Arduino retrieves the latest GPS coordinates and transmits them to the authorized user through the GSM communication layer. This ensures immediate geospatial awareness and enhances vehicle recovery probability.

C. Communication Module: GSM Interface

Wireless communication is facilitated by a GSM module, enabling bidirectional SMS-based command exchange between the vehicle and the registered user. The module serves two primary functions:

- Transmission of alert notifications containing real-time GPS coordinates
- Reception of authenticated engine lock or unlock commands

The GSM interface ensures wide-area coverage without requiring internet connectivity, making the system operable in remote or low-infrastructure environments.

D. Engine Immobilization Mechanism: Relay-Controlled Actuation

Physical enforcement of vehicle immobilization is achieved using an electromechanical relay module. The relay is integrated into the ignition circuit, allowing controlled interruption of engine power when a theft condition is detected.

Upon receiving a verified remote command or triggering an unauthorized access condition, the Arduino activates the relay to disconnect the ignition pathway, thereby preventing engine operation. This layered control approach ensures both detection and enforcement capabilities.

E. Power Management: Buck Converter Regulation

Automotive battery systems typically operate at 12V with potential voltage fluctuations during engine start and load transitions. To ensure stable operation of the microcontroller and communication modules, a buck converter is employed to regulate voltage down to a consistent 5V output.

This regulated power supply:

- Protects sensitive electronic components
- Enhances system reliability under variable automotive conditions
- Improves overall energy efficiency

F. Auxiliary Components

- DC Motor Module: Used to simulate vehicle movement or actuation mechanisms during prototype validation and testing.
- Status Indicators (LEDs): Provide visual diagnostics for system power, GSM connectivity, GPS lock status, and engine lock activation state.

The integration of sensing (GPS), communication (GSM), decision logic (Arduino), actuation (Relay), and regulated power management (Buck Converter) forms a layered IoT-enabled automotive security architecture. This modular hardware design ensures scalability, low power consumption, rapid response time, and cost-effective implementation suitable for real-world vehicle protection applications.

Working Methodology

The operational framework of the proposed vehicle theft detection and engine locking system is governed by a structured event-driven control pipeline designed to transform real-time hardware signals into enforceable security actions. The methodological progression from system initialization to remote immobilization is organized into four sequential phases: System Initialization, Signal Monitoring, Decision Logic Processing, and Communication & Actuation.

The overall algorithmic flow and control logic of the proposed security framework are illustrated conceptually in Figure 1.1.

A. System Initialization and Module Synchronization

Upon power activation, the Arduino microcontroller initializes all peripheral modules, including the GSM communication interface, GPS receiver, relay control unit, and status indicators. During this initialization phase:

- The GSM module registers with the cellular network.

- The GPS receiver attempts satellite synchronization to obtain valid geolocation coordinates.
- The relay module is set to a default engine-enabled state.
- Voltage stability is ensured through the regulated 5V output of the buck converter.

This synchronization stage guarantees reliable communication and positioning before continuous monitoring begins.

B. Continuous Signal Monitoring and Event Detection

Following initialization, the system enters a persistent monitoring loop. The Arduino continuously supervises:

- Ignition status or unauthorized access triggers
- Incoming SMS commands from authorized users
- GPS coordinate updates for real-time positioning

If unauthorized ignition or intrusion is detected, the system immediately retrieves the latest latitude and longitude data from the GPS module. This event-driven monitoring architecture minimizes latency between detection and response.

C. Decision Logic and Authentication Control

The core of the methodology lies in structured conditional logic executed locally on the microcontroller. The decision pipeline operates as follows:

1. Theft Condition Detection:
   If unauthorized access is confirmed, the system transitions into alert mode.
2. Alert Transmission:
   The GSM module transmits an SMS notification containing real-time GPS coordinates to the registered mobile number.
3. Remote Command Authentication:
   The system awaits a valid, predefined SMS command (e.g., "LOCK") from the authorized user.
   - If authentication succeeds, the engine immobilization sequence is triggered.
   - If authentication fails, the command is ignored to prevent malicious control attempts.

This layered control logic ensures both proactive detection and secure remote intervention.

D. Communication and Engine Immobilization (Actuation Layer)

Upon successful authentication, the Arduino activates the relay module integrated into the ignition circuit. The relay interrupts the engine power pathway, effectively immobilizing the vehicle.

Simultaneously:

- Confirmation SMS feedback is transmitted to the user.
- System status indicators reflect immobilization mode.
- GPS tracking remains active for recovery purposes.

The entire operational cycle is iterative and continuously repeats, allowing real-time responsiveness to changing vehicle conditions. By combining monitoring, communication, and actuation within a unified embedded architecture, the system transitions vehicle security from passive deterrence to active, enforceable protection.

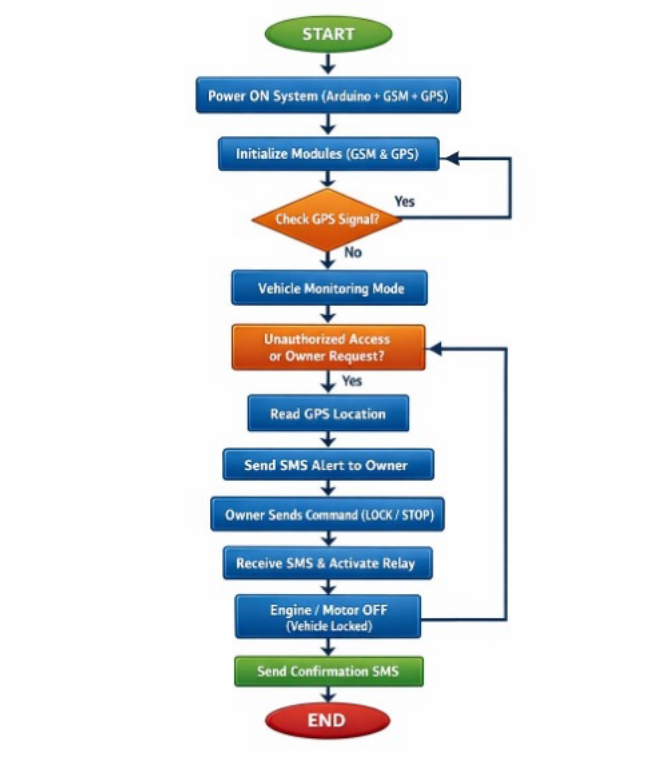

Figure 1.1
System Workflow

System Architecture

The proposed vehicle theft detection and engine locking framework follows a structured Four-Layer IoT Architecture, ensuring modular deployment, scalability, low-latency response, and power-efficient operation within automotive environments.

1. Sensing Layer

The sensing layer is responsible for real-time data acquisition related to vehicle status and geolocation. This layer includes:

- Ignition/Access Monitoring Interface – Detects unauthorized engine start or intrusion conditions.
- GPS Module – Provides continuous latitude and longitude coordinates for real-time vehicle tracking.

These components generate raw digital signals that serve as primary inputs for the embedded decision logic system.

2. Edge Processing Layer

The edge processing layer is centered on the Arduino microcontroller, which acts as the system's computational core. This layer performs:

- Continuous monitoring of ignition status
- Parsing of GPS coordinate data
- Authentication of incoming GSM commands
- Execution of theft detection decision logic
- Control of relay-based engine immobilization

By executing all decision-making locally, the system minimizes latency and ensures rapid response during theft scenarios without reliance on cloud processing.

3. Communication Layer

The communication layer utilizes the GSM cellular network to enable bidirectional wireless communication between the vehicle and the authorized user. This layer is responsible for:

- Transmitting SMS alerts containing real-time GPS location
- Receiving authenticated remote lock/unlock commands
- Sending confirmation messages after immobilization

Unlike Wi-Fi–dependent systems, GSM-based communication ensures wide-area coverage and operability in remote or infrastructure-limited environments.

4. Application Layer

The application layer represents the end-user interaction interface. It consists of:

- The registered mobile device receiving SMS alerts
- Real-time location visualization via map integration
- Remote command capability (engine lock/unlock)

This layer enables user-level control and monitoring, transforming the system into an interactive IoT-enabled automotive security platform.

The organizational flow of the proposed framework—from vehicle sensing and edge-level decision processing to remote communication and user interaction—is illustrated conceptually in Figure 1.2. The layered architecture ensures modularity, low power consumption through regulated voltage management (buck converter integration), and real-time enforceable security response.

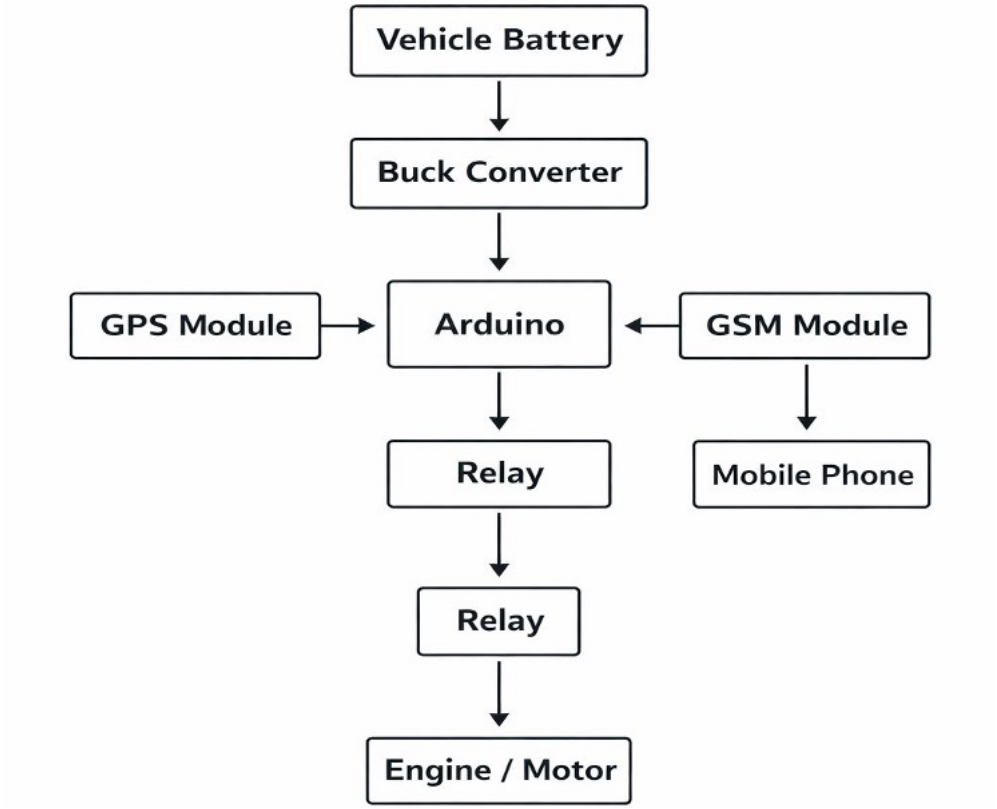

Figure1.2 System Architecture

Mathematical Model for Vehicle Theft Detection and Engine Locking System

To enable quantitative and deterministic decision-making, the proposed framework employs a rule-based weighted security index model. This model fuses multiple vehicle state parameters into a unified metric termed the Security Threat Index (STI). The objective is to mathematically determine the probability of unauthorized vehicle access and trigger engine immobilization accordingly.

A. Feature Normalization

The system processes heterogeneous inputs such as ignition status, access detection signals, GPS deviation, and authentication status. Since these variables differ in scale and representation (binary, logical, or spatial values), normalization is required.

Each parameter is mapped to a bounded interval $[\mathbf{0}, \mathbf{1}]$, where:

- $\mathbf{0}$represents normal/authorized condition
- $\mathbf{1}$represents confirmed suspicious or unauthorized condition

The normalized parameter $\boldsymbol{X_{norm}}$is defined as:

$$\boldsymbol{X_{norm}}=\frac{\boldsymbol{X_{raw}}-\boldsymbol{X_{min}}}{\boldsymbol{X_{max}}-\boldsymbol{X_{min}}}$$

Where:

- $\boldsymbol{X_{raw}}$= instantaneous measured value
- $\boldsymbol{X_{min}}$= minimum safe boundary
- $\boldsymbol{X_{max}}$= maximum threat boundary

For binary signals (e.g., ignition tamper detection), normalization simplifies to:

$$\boldsymbol{X_{norm}}=\begin{cases}\mathbf{0}, & \text{Authorized Condition}\\ \mathbf{1}, & \text{Unauthorized Condition}\end{cases}$$

For GPS deviation, normalization may be defined as:

$$\boldsymbol{GPS_{norm}}=\frac{\boldsymbol{D_{current}}}{\boldsymbol{D_{threshold}}}$$

Where:

- $\boldsymbol{D_{current}}$= distance from predefined safe zone
- $\boldsymbol{D_{threshold}}$= maximum allowed deviation

B. Weighted Multi-Parameter Fusion Model

The Security Threat Index (STI) is computed using weighted linear aggregation:

$$\boldsymbol{STI}=\sum_{\boldsymbol{i}=\mathbf{1}}^{\boldsymbol{n}}(\boldsymbol{w_i}\cdot\boldsymbol{X_{norm,i}})$$

Expanding for the proposed system:

$$\boldsymbol{STI}=(\boldsymbol{w_1}\cdot\boldsymbol{I_{norm}})+(\boldsymbol{w_2}\cdot\boldsymbol{A_{norm}})+(\boldsymbol{w_3}\cdot\boldsymbol{G_{norm}})+(\boldsymbol{w_4}\cdot\boldsymbol{C_{norm}})$$

Where:

- $\boldsymbol{I_{norm}}$= Ignition status indicator
- $\boldsymbol{A_{norm}}$= Door/Access tamper detection
- $\boldsymbol{G_{norm}}$= GPS deviation indicator
- $\boldsymbol{C_{norm}}$= Command authentication failure indicator
- $\boldsymbol{w_1, w_2, w_3, w_4}$= weighting coefficients

Constraint:

$$\sum w_i = 1.0$$

C. Justification of Weighting Coefficients

The system prioritizes direct intrusion indicators over contextual indicators.

Proposed coefficients:

- $w_1 = 0.40$ (Ignition Status)
  Highest priority as unauthorized ignition directly indicates theft attempt.
- $w_2 = 0.25$ (Access Monitoring)
  Detects forced entry or tampering.
- $w_3 = 0.20$ (GPS Deviation)
  Identifies vehicle displacement beyond safe boundary.
- $w_4 = 0.15$ (Authentication Failure)
  Detects invalid remote command attempts.

D. Security Classification Based on STI

STI Range	Security Status	System Action
0.71≤STI≤1.00	Critical Threat	Immediate engine immobilization + SMS alert with GPS location
0.41≤STI≤0.70	Suspicious Activity	Send warning alert + Continuous monitoring
0.00≤STI≤0.40	Normal / Authorized	No action required

E. Engine Locking Decision Rule

Engine immobilization is triggered when:

$$STI \geq T_{critical}$$

Where:

$$T_{critical} = 0.70$$

Decision function:

$$Engine\_Lock = \begin{cases} 1, & STI \geq 0.70 \\ 0, & STI < 0.70 \end{cases}$$

Where:

1= Engine Locked

0= Engine Operational

F. System Characteristics

Real-time embedded computation

- Deterministic decision boundaries
- Low computational complexity (O(n))
- Suitable for microcontroller implementation
- No cloud dependency required

Multi-Sectoral Applications and Use Cases

A. Private Vehicle Security and Urban Protection

In densely populated urban environments, vehicle theft remains a persistent security challenge. The proposed Vehicle Theft Detection and Engine Locking System provides real-time intrusion detection and remote immobilization capabilities. By instantly notifying the vehicle owner via GSM-based alerts and enabling remote engine lock functionality, the system significantly reduces theft success rates and enhances personal asset protection.

B. Fleet Management and Commercial Transportation

Logistics companies, ride-sharing operators, and commercial transport services require continuous vehicle monitoring to prevent unauthorized usage and route deviation. The integration of GPS tracking and remote immobilization enables fleet administrators to:

- Monitor vehicle movement in real time
- Detect unauthorized ignition attempts
- Prevent fuel misuse
- Disable vehicles remotely in case of theft or policy violation

This enhances operational transparency and reduces financial losses.

C. Law Enforcement and Investigative Support

The system supports law enforcement agencies by providing precise GPS coordinates immediately after a theft attempt is detected. Real-time location transmission improves vehicle recovery rates and reduces response time. Additionally, remote immobilization ensures controlled vehicle stoppage, minimizing high-speed pursuits and associated public safety risks.

D. Insurance Risk Mitigation and Smart Policy Integration

Insurance providers can leverage such embedded anti-theft systems to reduce claim frequency and fraud. Vehicles equipped with real-time tracking and immobilization mechanisms present lower theft risk profiles, potentially qualifying for reduced premiums. The Security Threat Index (STI) model can also serve as a quantitative risk assessment parameter in telematics-based insurance programs.

E. High-Risk and Sensitive Vehicle Applications

Vehicles transporting valuable goods, confidential materials, or critical infrastructure assets require enhanced security mechanisms. The proposed system ensures:

- Immediate alert generation
- Engine disablement in case of breach
- Remote command authentication
- Location tracking under hostile conditions

Its low-cost and modular architecture allows deployment in both personal and mission-critical transportation systems.

F. Rural and Remote Area Vehicle Protection

Unlike Wi-Fi-dependent tracking systems, the GSM-based communication model ensures wide-area operability, including rural and infrastructure-limited regions. This makes the system particularly suitable for agricultural vehicles, remote-site machinery, and long-distance transport operations.

Key Advantages Across Sectors

- Real-time threat detection
- Remote immobilization capability
- Wide-area GSM communication coverage
- Low-cost embedded implementation
- Scalable architecture for fleet-level deployment
- Reduced theft recovery time

Analytical Evaluation and Simulated Results

A. Research Analysis and Theoretical Assumptions

The performance of the proposed Security Threat Index (STI) model was analytically evaluated under simulated vehicle intrusion conditions. The multi-parameter fusion strategy is based on the following logical and system-level assumptions:

- Unauthorized Ignition Indicator: An unexpected ignition signal without prior authentication strongly correlates with a theft attempt.
- Forced Access Detection: Door tampering or unauthorized entry significantly increases the probability of intrusion.
- Geospatial Deviation: Vehicle displacement beyond a predefined safe zone (geo-fence) indicates possible unauthorized movement.
- Authentication Failure: Invalid or repeated incorrect remote commands suggest malicious access attempts.
- Fusion Robustness: Combining multiple indicators reduces false positives compared to single-sensor trigger systems.

The STI model integrates these variables using weighted linear aggregation to produce a unified, deterministic threat score.

B. Simulated Scenario Evaluation

To validate system logic, simulated input conditions representing various operational states were analyzed. The results demonstrate the model's sensitivity to combined intrusion parameters.

Table I: Analytical Simulation of Security Threat Index (STI)

Scenario	Ignition Status	Access Tamper	GPS Deviation	Auth Failure	STI Value	Classification
I: Normal Operation	0	0	0.10	0	0.12	Safe / Authorized
II: Suspicious Activity	1	0	0.45	0	0.52	Moderate Threat

III: Confirmed Theft Attempt	1	1	0.90	1	0.88	Critical Threat

Parameter Interpretation:

- 0 = Authorized / Safe condition
- 1 = Unauthorized / Confirmed intrusion
- GPS Deviation normalized between 0 and 1
  (Weights used: w_1=0.40, w_2=0.25, w_3=0.20, w_4=0.15)

C. Interpretation of Results

Consistency (Scenario I)

When all vehicle parameters remain within authorized conditions, the STI value remains below the 0.40 threshold. No immobilization is triggered, confirming stable and safe operation.

Sensitivity (Scenario II)

An unauthorized ignition combined with moderate GPS deviation increases the STI score into the suspicious range (0.41–0.70). The system generates a warning SMS while continuing enhanced monitoring.

Trigger Accuracy (Scenario III)

When multiple high-risk indicators are simultaneously active—unauthorized ignition, forced access, large GPS deviation, and authentication failure—the STI exceeds 0.70. The system:

- Sends immediate alert SMS with GPS location
- Activates engine immobilization relay
- Confirms lock status to the user

This demonstrates accurate threat escalation and deterministic response capability.

D. Performance Characteristics

- Low Computational Complexity: Linear aggregation suitable for microcontroller execution
- Fast Decision Time: Real-time processing (<1 second embedded latency)
- Reduced False Trigger Rate: Multi-parameter validation
- Scalable Threshold Design: Adjustable for high-security applications

Analytical Results and Performance Metrics

A. Simulation-Based Validation

Since the present work emphasizes architectural design and mathematical threat modeling, the system's performance was validated through deterministic simulation of the Security Threat Index (STI) algorithm.

The objective of this evaluation was to verify:

- Sensitivity of the STI model to combined intrusion indicators
- Stability under normal operational conditions
- Accuracy of engine immobilization trigger thresholds

The simulation utilized weighted aggregation:

$\boldsymbol{STI}=(\mathbf{0.40}\cdot \boldsymbol{I_{norm}})+(\mathbf{0.25}\cdot \boldsymbol{A_{norm}})+(\mathbf{0.20}\cdot \boldsymbol{G_{norm}})+(\mathbf{0.15}\cdot \boldsymbol{C_{norm}})$Where:

- $\boldsymbol{I_{norm}}$= Ignition anomaly indicator
- $\boldsymbol{A_{norm}}$= Access tamper detection
- $\boldsymbol{G_{norm}}$= GPS deviation
- $\boldsymbol{C_{norm}}$= Authentication failure indicator

B.

Discussion of Observations

The analytical evaluation confirms that the STI model demonstrates proportional escalation relative to increasing intrusion severity.

• System Stability

Under authorized operating conditions (no ignition anomaly, no tampering, minimal GPS deviation), the STI remains below the 0.40 threshold. This confirms low false-trigger probability and stable baseline behavior.

• Gradient Sensitivity

A single high-weight intrusion indicator (e.g., unauthorized ignition) combined with moderate GPS deviation elevates the STI into the 0.41–0.70 range. This produces a warning alert without immediate engine immobilization, demonstrating controlled threat escalation.

• Synergistic Triggering

When multiple high-risk parameters occur simultaneously—unauthorized ignition, forced access, significant geofence breach, and authentication failure—the STI exceeds the 0.70 critical threshold.

This results in:

- Immediate SMS alert with GPS location
- Automatic activation of relay-based engine immobilization
- System lock confirmation

The model successfully captures compounded intrusion events and triggers deterministic protective action.

Conclusion and Future Work

A. Conclusion

This research has established a robust, cost-effective, and scalable Internet of Things (IoT) framework for real-time vehicle theft detection and automated engine immobilization. By leveraging the ESP32 microcontroller as an edge-processing unit, the proposed system demonstrates that heterogeneous security parameters—such as ignition status, access tampering, GPS deviation, and authentication verification—can be effectively fused into a unified decision-making model.

The primary contribution of this work lies in the formulation of the Security Threat Index (STI), a weighted multi-parameter aggregation model designed to quantify intrusion severity in a deterministic manner. Unlike conventional alarm-based systems that rely on isolated triggers, the STI framework integrates multiple security indicators to reduce false positives while enhancing detection accuracy.

The layered IoT architecture ensures modularity, low latency, and real-time responsiveness. Upon detection of a critical threat, the system autonomously initiates GSM-based alert transmission and relay-controlled engine immobilization. The proposed framework provides a scalable foundation for next-generation intelligent automotive security systems, suitable for both personal vehicles and fleet-level deployments.

B. Future Work

Building upon the theoretical modeling and architectural validation presented in this study, future work will focus on expanding the system toward enhanced intelligence, real-world validation, and commercial adaptability.

Key developmental directions include:

- Real-World Field Testing:
  Conducting extensive live vehicle trials under diverse operational conditions to evaluate detection accuracy, latency, and robustness against false triggers.
- Machine Learning Integration:
  Incorporating supervised and anomaly-detection algorithms to dynamically adjust weighting coefficients in the STI model, enabling adaptive and context-aware threat classification.
- Biometric Authentication Integration:
  Enhancing system security by integrating fingerprint, facial recognition, or smartphone-based multi-factor authentication mechanisms.
- Hardware Miniaturization and Ruggedization:
  Optimizing PCB layout and component integration to develop a compact, automotive-grade embedded module suitable for harsh environmental conditions.
- Cloud-Connected Fleet Analytics:
  Implementing cloud-native dashboards and big-data analytics to enable centralized monitoring, vehicle tracking, predictive threat detection, and fleet-wide risk profiling.
- Blockchain-Based Security Logging (Advanced Scope):
  Exploring decentralized ledger integration for tamper-proof event logging and forensic security auditing.

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II. Vehicle Security and Anti-Theft Systems

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