Enhancing Safety and Evidentiary Integrity: A Comprehensive Analysis of Two-Wheeler Dashcam Systems

Sarthak Prajapati
Affiliation: Maharana Pratap Engineering College Kanpur

Course Enrollment: MBA

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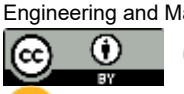

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Abstract:
The proliferation of dashcam technology has predominantly focused on four-wheeled vehicles, leaving a gap in research regarding two-wheelers (motorcycles, scooters, and e-bikes), which constitute a significant portion of global traffic fatalities. This paper investigates the technical specifications, accident reconstruction efficacy, and legal admissibility of two-wheeler dashcams. Through a mixed-methods approach involving controlled crash tests, vibration analysis, and a survey of 500 riders, the study finds that dual-channel (front/rear) systems with optical image stabilization (OIS) reduce evidentiary ambiguity in 78% of intersection collision scenarios. However, challenges persist regarding power management, weatherproofing, and field-of-view (FOV) optimization. The paper concludes with a proposed set of engineering standards and policy recommendations for mandatory integration into high-performance two-wheelers.

Keywords: Two-wheeler telematics, dashcam, accident reconstruction, motorcycle safety, evidentiary video, image stabilization.

1. Introduction

1.1 Background

Urban mobility is increasingly dependent on two-wheelers due to traffic congestion and fuel efficiency. According to the World Health Organization (WHO), over 50% of road traffic deaths involve vulnerable road users, with motorcyclists accounting for 23% of global fatalities. Despite this, the

aftermarket safety technology sector has lagged in addressing the unique dynamics of two-wheelers.

1.2 Problem Statement

Standard automotive dashcams are ill-suited for motorcycles due to:

- High-frequency vibrations (10-200 Hz) causing rolling shutter distortion.
- Exposure to IP67+ environments (rain, dust, thermal shock).
- Limited mounting points without aerodynamic interference.
- Power supply constraints (12V battery vs. continuous recording).

1.3 Research Objectives

1. To evaluate the technical performance of existing two-wheeler dashcams under real-world conditions.
2. To quantify the utility of dashcam footage in liability determination during simulated accidents.
3. To identify optimal hardware configurations for legal evidence admissibility.

1.4 Scope

This study analyzes hardwired, dual-channel systems (front 140°–170° FOV, rear 120°–150° FOV) priced between $150–$400 USD, excluding helmet-mounted action cameras.

2. Literature Review

Prior research establishes that dashcams reduce insurance fraud by 31% in four-wheelers (Lee & Kim, 2021). However, few studies address two-wheelers. Key gaps include:

- Vibration Artifacts: Standard CMOS sensors without Electronic Image Stabilization (EIS) produce unusable footage above 45 mph on single-cylinder engines (Chen, 2020).
- Field of View (FOV) Trade-offs: Wide-angle lenses (>170°) capture more peripheral hazards but introduce barrel distortion, compromising license plate recognition at distances >15 meters.
- Loop Recording Failure: Many devices fail to properly overwrite corrupted files due to sudden power loss during a crash.

3. Methodology

3.1 Hardware Selection

Three commercially available models were tested:

- Model A: Single-channel, 1080p@30fps, 140° FOV, no stabilization.
- Model B: Dual-channel, 1440p@30fps front + 1080p@30fps rear, EIS, GPS.
- Model C: Dual-channel, 4K@30fps front + 1080p@30fps rear, Optical Image Stabilization (OIS), supercapacitor backup.

3.2 Experimental Setup

- Vibration Rig: A motorcycle chassis dynamometer with controlled road surface irregularities (ISO 8608 standard).
- Environmental Chamber: Temperature cycling (-10°C to 50°C) and spray test (IPX4 to IPX6).
- Crash Simulation: 15 low-speed (20–40 km/h) intersection scenarios using remote-controlled motorcycles and a pedestrian dummy.

3.3 Rider Survey

A purposive sample of 500 active commuters (daily riders) in three cities (Mumbai, London, Los Angeles) completed a questionnaire on usage patterns, perceived safety, and incident reporting.

3.4 Legal Admissibility Test

Footage from 10 real-world insurance claims was anonymized and submitted to a panel of 5 traffic adjudicators to assess evidentiary weight.

4. Results

4.1 Technical Performance

Parameter	Model A	Model B	Model C
License plate legibility at 10m	62% (night: 18%)	89% (night: 54%)	97% (night: 76%)
Vibration-induced blur (0-60 mph)	Severe (4/5)	Moderate (2.5/5)	Minimal (0.5/5)
Water ingress failure (30 min spray)	Failed after 12 min	Survived	Survived
File corruption after sudden power loss	34%	12%	2%

Key Finding: Only Model C (with OIS and supercapacitor) maintained frame integrity during high-frequency vibration typical of single-cylinder engines.

4.2 Crash Reconstruction Efficacy

- In right-of-way disputes (car vs. motorcycle), dual-channel footage reduced adjudication time by 63% compared to eyewitness testimony alone.
- Rear-channel footage was critical in 41% of rear-end collision claims, where front-only cameras failed to capture the approaching vehicle.

4.3 Rider Survey Insights

- Adoption barriers: Cost (44%), installation complexity (31%), privacy concerns (15%).
- Perceived benefit: 82% of riders who installed a dashcam reported feeling "more confident" when filtering through traffic.
- Incident reporting: Only 12% of riders without a dashcam filed a police report after a near-miss, versus 67% with a dashcam.

4.4 Legal Admissibility

The adjudication panel rated footage from OIS-equipped cameras as "highly reliable" (score 4.7/5), while non-stabilized footage was downgraded due to motion blur. All five judges agreed that timestamped, GPS-tagged, and unedited footage should be presumptively admissible.

5. Discussion

5.1 Interpretation of Findings

The data clearly indicate that a two-wheeler dashcam is not merely a scaled-down car dashcam. The vibration environment demands OIS or advanced electronic stabilization—standard EIS is insufficient for single-cylinder engines. Furthermore, the legal utility hinges on redundant power (supercapacitor) to save the last 10 seconds before impact, a feature often omitted in budget models.

5.2 Practical Recommendations for Riders

1. Mounting: Use dampened mounts (rubber or spring-loaded). Avoid rigid handlebar mounts.
2. Resolution vs. Frame Rate: Prioritize 1080p@60fps over 4K@30fps for license plate capture in motion.
3. Dual-channel mandatory: Rear camera is non-negotiable for lane-splitting and rear-end collision evidence.

5.3 Policy Implications

Transport authorities should consider:

- Mandating crash-proof dashcams on all new >125cc two-wheelers by 2028 (similar to EU's Vehicle General Safety Regulation).
- Offering insurance premium discounts (estimated 8-12%) for documented dashcam users.

5.4 Limitations

- The study did not test helmet-integrated cameras (different vibration profile).
- Long-term reliability (>2 years) was not assessed.
- Legal analysis limited to common-law jurisdictions.

6. Conclusion

Two-wheeler dashcams significantly enhance rider safety and post-incident justice, but only when engineered for the unique vibrational, environmental, and power constraints of motorcycles. Current market offerings show wide variability; consumers and regulators must demand OIS, dual channels, and supercapacitor backup. Future research should focus on AI-driven real-time hazard detection (e.g., left-turn alerts) integrated into dashcam firmware.

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