

Integration Of Latest Car Alarm System

Summary: Car alarms have integrated the latest technology into the car alarm system. So, how does it work? Car alarm is an everyday occurrence; you just get to see it everyday. When an approximate of one car gets carnapped every 20 seconds, it is common occurrence indeed. Car alarms, in an effort to get ahead of car burglars, have integrated the latest affordable technology into the car alarm system. So, how does it work?

The first documented case of car theft was as early as 1896, only a decade after the Otto gasoline powered automobile was patented by Karl Benz of Germany. To combat this situation, car alarm systems are installed on automobile doors. So the first ever car alarm system was typically a car door alarm. But with today's cars, it's much more sophisticated. Car alarm systems have sensors that go off every time a panel is opened the panels can be the doors, the hood or the trunk. These sensors are actually voltage that travels around the vehicle including doors, trunk and hood. If this circuit is broken by forced opening of a panel or a voltage dropped due to interference with the electrical system, the alarm goes off.

Car windows are also one focal entry point for thieves. Most occasions they just bust the windows and hot rod the car; quite effective, too. New glass technology made it possible for glasses to withstand an amount of bashing. Glass reinforced with plastic is commonly used. One common window sensor is a breaking sound detector. The sound of breaking glass has its unique sound frequency that the system detects, and if triggered releases a full alarm siren.

Another car alarm feature is the shock sensor. The early models are two horizontal charged rods of metal which if the car is disturbed, will sway and touch each other completing the circuit and setting the car to alarm. There are difficulties with this though. Every time the car is disturbed, the alarm goes off no matter the cause. Slight disturbances like a slight weight shift from an individual leaning on the hood can cause full car alarm. Recent models are released, like Randall Woods shock sensor which, by its construction, is more falsealarm proof.

So concisely most modern car alarm systems include a range of pressure sensors that are electrical conduits all around the chassis that goes off when the circuit is severed. By opening a door or a trunk, the electricity is severed and full alarm goes off. Car glasses are made more resistant to bashing. Also, the system includes a glassbreaking detector that goes off to the frequency of breaking glass.

Since 1896, car thievery was second to none most rampant thievery cases every year. Getaway vehicle, easy to break in, always in demand, and with a little bit of repainting can attract any interested buyer. But with the present state of the art technology, car alarm systems can stay up ahead with thievery.

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About the Author

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