Study of Vehicular and mobile internet

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ABSTRACT

The first DARPA experiment with wireless mobile internet–]the Packet Radio Network PRNET–was completely independent the infrastructure. This model was consistent with DARPA military goal sashes PRNET was design support ationsfar away From any wired infrastructure. Beside autonomy, them a in challenge wasmobilityand radioportability.Scarcity of spectrum was not an issue, in contrast with the ARPANET questtoutilize those 50kbps Telpaktrunks more efficiently. Today, the closest civilian descendants of the PRNET are vehicular networks and smartphone based Personal Area networks. In either case, the wired infrastructure. Moreover, Spectrum scarcity has now become the most important challenge (while, ironically, the Wired Internet has plenty of bandwidth). In this paper we examine this interplay between Wired and wireless and extract a message for the design of amore efficient Future Wireless Internet. We focus on the vehicular networks in ce this field is better establish eland com-Metrically more viable than that of personal, P2P communication among Smartphones. We areconfident however that many of our observations will transfer Smartphone infrastructure synergy. Specifically, in this paper we identify the infrastructure role in the support Of emerging vehicular applications and identify the Core Internet service smart chingtheser- Vices inthevehicleg. As the vehicular applications rangefrome -mail and voice over IPto Emergency operations (natural disaster, terrorism attack etc.), the type of assistance Requested from the infrastructure will vary. A shortlist includes: (a)addressing(eg. readdressing) ;(b)directory service, service discovery, mobility management;(c)resource and congestion management; (d) path redundancy;(e)delay tolerant operations; (f) mobile Sensor data accessandsear from the internet, and ;(g) anonymity, privacy and incentives. After the review of vehicular applications and properties, we will offer an Internet history Per spectate to help understand how the mobile wireless network fie ldhasevolvedfromthe Early ARPANET and PRNET days .This will revealer end that can helper edict the future of the Wireless Internet.

Keywords:

Vehicle communication, mobile internet, with wireless mobile, Ad-hoc Network.

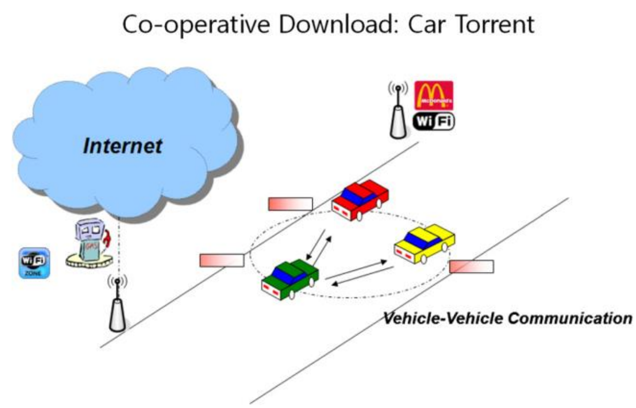
II. INTRODUCTION

Vehicle communication sire becoming increasingly popular, propelled by navigation safety requirement sand By the investments of car manufacturer sand Public Trans Port Authorities .The essential l vehicle grid components (radios ,Access Points ,spectrum ,standards ,etc.) are coming in to place finalizing the concept of VANET(Vehicular

1. Adhoc Network:- Adhoc Network and paving the way to unlimited opportune Nighties for car to car applications .Safe navigation has now Become an important priority for Car Manufacturers as Well as Municipal Transport action Authorities. Newstan-Dard reemerging (DSRC and more recently IEEE 802.11p) and sever all international Consortia and well pub-Licized test be ds were recently establish redtop remote Vehicular communications and demonstrate their feasibility and effectiveness. In this paper, we look at the likely A MANET is a self-forming network, which can function without the need of any centralized control. Each node in an ad hoc network acts as both a data terminal and a router. The nodes in the network then use the wireless medium to communicate with other nodes in their radio range. A VANET is effectively a subset of MANETs. The benefit of using ad hoc networks is it is possible to deploy these networks in areas where it isn't feasible to install the needed infrastructure. It would be expensive and unrealistic to install 802.11 access points to cover all of the roads in the United States. Another benefit of ad hoc networks is they can be quickly deployed with no administrator involvement. The administration of a large scale vehicular network would be a difficult task. These reasons contribute to the ad hoc networks being applied to vehicular environments. Traffic fatalities are one of the leading causes of death in the United States. The Federal Communications Commission (FCC), realizing the problem of traffic fatalities in the US dedicated 75 MHz of the frequency spectrum in the range 5.850 to 5.925 GHz to be used for vehicletovehicle and vehicletoroadside communication. The 5.9 GHz spectrum was termed Dedicated Short Range Communication (DSRC) and is based on a variant of 802.11a. Seven channels of 10 MHz each make up DSRC, with six of the channels being used for services and one channel for control. The goal of the project is to enable the driver of a vehicle to receive information about their surrounding environment. The control channel is used to broadcast safety messages e.g. to alert the driver of potentially hazardous road conditions. The control channel is also used to announce the services that are available. If vehicle finds a service of interest on the control channel, it then switches to one of the service channels to use the service. A number of additional value added features are to be provided by the service channels such as the announcement of places of interest in the driver's locations e.g. restaurants in the area or gas prices. The creation of Vehicular Ad Hoc Networks (VANET) has also spawn much interest in the rest of the world, in German there is the FleetNet project and in Japan the ITS project. Vehicular ad hoc networks are also known under a number of different terms such as intervehicle communication (IVC), Dedicated Short Range Communication (DSRC) or WAVE. The goal of most of these projects is to create new network algorithms or modify the existing for use in a vehicular environment. In the future vehicular ad hoc networks will assists the drivers of vehicles and help to create safer roads by reducing the number of automobile accidents.

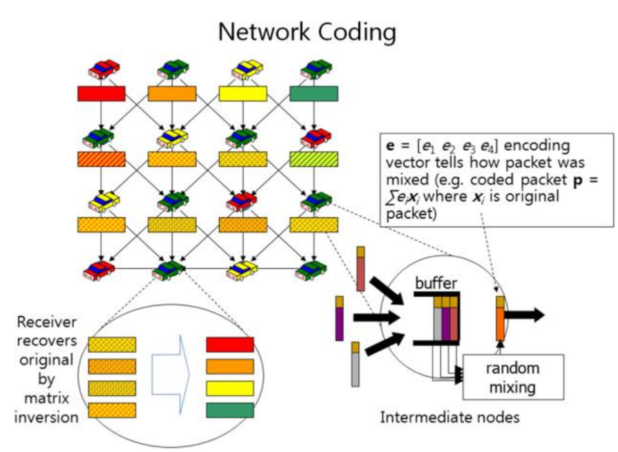
2. **Challenges creating Ad Hoc Networks-** There are many challenges that need to be addressed when creating a vehicular ad hoc network. One of the challenges facing ad hoc networks is the topology of the network changes rapidly. Vehicles in a VANET have a high degree of mobility. The average length of time that two vehicles are in direct communication range with each other is approximately one minute. Another obstacle restricting the wide spread adoption of ad hoc networks is many of the protocols used for 802.11 are centralized and new distributed algorithms must be developed. Many of the algorithms that were acceptable for 802.11 relied on the fact that there was a centralized controller, the AP. The 802.11 standard provides a limited ad hoc mode with the independent basic service set (IBSS) configuration, but it is not sufficient for vehicular ad hoc networks. Furthermore, wireless communication is unreliable. The error rate in wireless networks is much higher than on an Ethernet. All of these issues make implementing a VANET difficult. Media.

3. **Vehicular torrent –** car torrent is define all function and design system specific



4.**Network coding –** it is simple define to code and his benefits aculy system brief ness and Entirely in the vehicle grid .A good example is content And message s related tone vacation safety. Suppose that Critical traffic/safety situation occursonahigh way,e.g., Major traffic congestion, weather condition, natural or attack. Insuchcases, Multimedia content, say, video could be streamed from

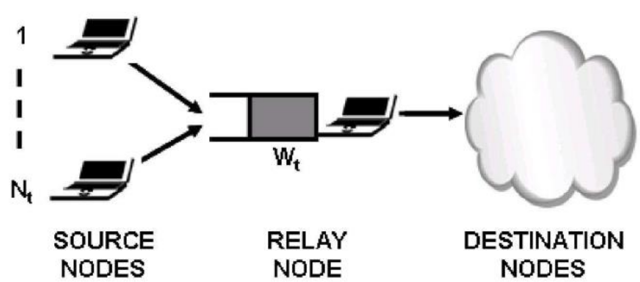
One orm ore lead cars to the vehicles following several Miles behind –to''visually''inform them of the problem. This will all to make a better informed decision (say, whether they should turn around) thanif they simply Gotana larmt ext message.Conventional adhoc broadcast (e.g.,via ODMR Por MAODV)mayintro video Reception .Intheint ermitt situation network coding Can greatly enhance stream reliability. adhoc Network Coded broadcast, Code Cast ,improves delivery atioa Compared to ODMR producing at the same time the overhead.



5.- Performance Modelling and Analysis of a Relay Node- Performance studies on multi-hop ad-hoc networks are mostly based on simulations. Analytical studies are rare and mostly focus on packet-level effects, i.e., packet loss and delays, for details see Section 1 of [Ber06, TD(06)003]. This subsection,

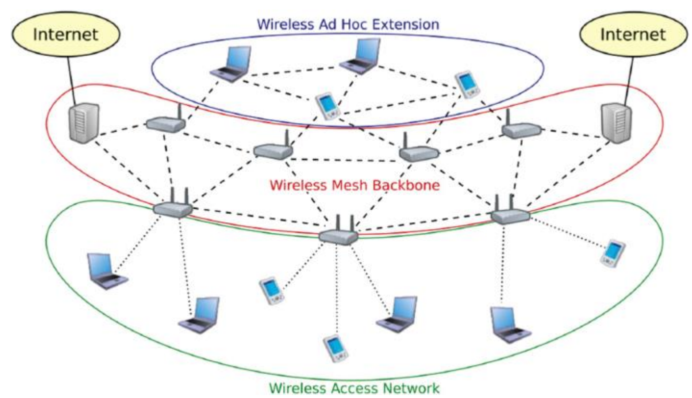
Based on [Ber06, TD(06)003] and [Roi07, TD(07)016], presents an analytical study investigating *flow-level* metrics, in particular end-to-end transfer times of flows sharing a common relay node. In [Ber06, TD(06)003] a simple, two-hop network consisting of a central node used as relay by a varying number of source nodes is analyzed via an idealized fluid-flow queuing model. Assuming equal sharing of the underlying radio transmission resources among source nodes and relay node, a closed-form expression is obtained for the transfer time of a flow from source to destination via the central relay node. In [Roi07, TD(07)016] the fluid model is extended to the case where the relay node may obtain a different (higher) share of the capacity than the source nodes. This so-called “unequal resource-sharing” yields considerably shorter end to-end flow transfer times. Unequal resource-sharing can be achieved in practical situations, e.g., by deploying the QoS differentiation capabilities of the IEEE 802.11e MAC protocol. In [Roi07, TD(07)016] it is shown how to map the IEEE 802.11e parameters on the parameters of the extended model. The modeling approach and parameter mapping is validated by extensive system simulations. Below, we will describe the set-up and results of the studies in [Ber06, TD(06)003] and [Roi07, TD(07)016] in some more detail.

6. Ad-hoc Network Scenario- We consider a two-hop network consisting of a number of source nodes that initiate flow transfers at random time instants, and a single relay node that forwards the traffic generated by the sources to the next-hop destination nodes, cf. The source and destination nodes that are within each other’s sensing range are all within the transmission range of the relay node. Hence, there are no hidden nodes.



6-mobile network- mobile network define all connection in mobile and all subtitles and form to be lite then work to possible in form of separately equal then some equisetic form be equal A number of challenges exist in providing reliable broadcasts. In vehicular ad hoc networks a majority of the messages that are transmitted will be periodic broadcast messages that announce the state of a to it neighbors. It is likely that there will be more broadcast messages than unicast messages in. Broadcast messages cannot use the

MobiMESH architecture that interconnect svehicu-larad hoc segment switch the infrastructure to support ex-tended vehicular applications and services. The mobiles architecture consists so remain building blocks asshownin. Mesh Backbone network of MobiMESH routers providing routing, mobile tymanag even stand Internet connection. Adhoc network extension, exporting MobiMESH functionalities to mobile nodes. Access network featuring standard WiF iconnectivity.theMesh Backbone and the Adhoc extension operate in Adhoc cmode, with modifications to account.



7.- Convenience Application:

• Theft Report; for a stolen vehicle, after the owner’s report to the police, a query will be sent from the traffic station to all RSS nodes to find out the vehicle. The receiver of the packet then, broadcast it to the vehicles along road, the wanted vehicle’s sensor will prepare a reply to the RSS, and the RSS adds the location and send back to the station.

• Electronic Penalty Bills; when a vehicle’s sensor node detect an offence, such as high velocity, it sends a report to the traffic station and after its confirmation, the sensor will save the record in its database, e.g. date, time, location, etc. this data can also be updated through online.

• Congested Road Notification; detects and notifies about road congestions which can be used for routing and trip planning.

• Traffic Information for dynamic route updates, depending on existing obstruction of traffic e.g. by constriction or traffic jams.

III. CONCLUSION

There are a lot of unexplored topics which need plenty of research work in VASNET, such as data fusion to reduce the number of transmissions and subsequently save the energy, localization, to find out the location of a vehicle on the highway, spectrum access, due to spectrum scarcity, security and many more other aspects. In this section, we describe data fusion and localization.

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