

Internet of Things for Smart Vehicles

Prof. Avinash Devare¹, Archana Hande², Anandmohan Jha³, Sandhya Sanap⁴, Shweta Gawade⁵

Professor, Department of Computer Science and Engineering, JSPM'S JSCOE, Pune, Maharashtra, India¹

Student, Department of Computer Science and Engineering, JSPM'S JSCOE, Pune, Maharashtra, India²

Student, Department of Computer Science and Engineering, JSPM'S JSCOE, Pune, Maharashtra, India³

Student, Department of Computer Science and Engineering, JSPM'S JSCOE, Pune, Maharashtra, India⁴

Student, Department of Computer Science and Engineering, JSPM'S JSCOE, Pune, Maharashtra, India⁵

ABSTRACT: In a Smart City, all objects need to be smart hence would have embedded processors and capability to communicate with each other through wired or wireless connections. These increasingly intelligent objects would provide safe and convenient environment through growing interconnection and interoperability, which is also termed as Internet of Things (IoT). Within the objectives of IoT also lies the vehicle to smart object communications, vehicles play an important role for safe and convenient travel. The main vision of the Internet of Things (IoT) is to equip real-life physical objects with computing and communication abilities so that they can interact with each other for the social good. As one of the important members of IoT, Internet of Vehicles (IoV) has seen rapid development in communication technologies. Now, vehicles can easily exchange safety, efficiency, comfort-related information with other vehicles and infrastructures using vehicular ad hoc networks (VANETs). Where vehicles are the key social entities in the machine-to-machine vehicular social networks. The near real time applications offer safe and efficient travel of the vehicle users, and the offline data ensures smart behaviour of the vehicles and data analysis for the transport authorities. We have identified the social structures of IoV components, their relationships, and the interaction types. We have mapped VANETs components into IoT architecture reference model to offer better integration of IoV with other IoT domains. Finally, we provide the implementation details and the experimental study to demonstrate the efficiency of the proposed system as well as include different application scenarios for various user groups, practical deployment of the proposed system and using it to collect real life IoV related multi-modal sensory information in city or urban areas can be another interesting direction. We envision that the IoV would be an integral part of intelligent transport systems in the future smart cities.

KEYWORDS: VANET, DSRC, IoV, IOT.

I. INTRODUCTION

The internet of things is a network of physical object or things that are embedded with electronics, software and sensors having the ability to collect data from the world around us and share data across the internet. The concept of internet of things was introduced by the members of the radio frequency identification development community in 1999. It is very popular because of growth of mobile devices, embedded and real time communication, cloud computing and data analytics. Here are three C's of IOT i.e. Communication, Control and Automation, Cost Saving. The phrase internet of things refers to the general idea of things, especially everyday object, that are readable, recognizable, locatable, addressable, controllable via the internet, irrespective of the communication means such as wired and wireless LAN, WAN, etc. The things or object of the real world can be

1. People
2. Location(object)
3. Time of information(object)
4. Condition

International Journal of Innovative Research in Science, Engineering and Technology

(An ISO 3297: 2007 Certified Organization)

Vol. 5, Issue 5, May 2016

Nowadays, wireless communication technologies are applied in different areas of daily life. Vehicles are being equipped with wireless communication devices, enabling them to communicate with other cars, and with centralized systems by using road-side infrastructure nodes. These communications offer new opportunities for developing new applications for vehicles. By using this technology, the automotive industry is able to improve transportation systems efficiently. In vehicular environments, wireless technologies enable peer-to-peer mobile communications among vehicles (V2V), as well as communications between vehicles and infrastructures (V2I). For this reason, vehicular networks are considerably used in ITS.

In order to allow V2I communications, vehicular networks are commonly equipped with Road Side Units (RSUs) consisting on static nodes that behave like the rest of mobile nodes, but, they usually have internet connection through cable.



Fig.1 Intelligent Transportation

II. RELATED WORK

As shown in fig.1, this section presents the most relevant work to VSNs. As will be evidenced throughout this paper, our work provides analytical and experimental evaluation of the proposed system's performance, whereas most of the works discussed in the literature only suggest VSN designs without supplying performance results. Moreover, compared to other similar systems, our system is more complete in that it describes and analyses the overall system and its interactions. In[8] a novel framework for vehicle social networks with a dynamic trust capability that aims to minimize the impact of malicious behaviours in the social network. In[3]proposed a framework, *VeDi*, for vehicular crowd sourced video social network over VANETs. In the proposed work, vehicles share metadata based description of videos that are captured by the occupants of the vehicle and are accessible to surrounding vehicles. In[4]It defines important components, their interactions, and interrelations, which are inspired from the structure of SIoT. A structure of interaction message is provided which adopts DSRC standards that can

International Journal of Innovative Research in Science, Engineering and Technology

(An ISO 3297: 2007 Certified Organization)

Vol. 5, Issue 5, May 2016

support various applications such as safety, efficiency, and infotainment. The novel concept of Social Internet of Things (SIoT), based on a sort of social relationship among objects, analogously to what happens for human beings[5]. Using RoadSpeak framework different people traveling along the same roadways at the same time can form virtual mobile communities. They present the design of Road Speak, an inter vehicle voice chat system that allows users to automatically join Voice Chat Groups along these roadways [11].

III. ALGORITHM

- A* is like Dijkstra's algorithm in that it can be used to find a shortest path. A* is like Greedy Best-First-Search in that it can use a heuristic to guide itself. In the simple case, it is as fast as Greedy Best-First-Search.
- In A* $g(n)$ represents the exact cost of the path from the starting point to any vertex n , and $h(n)$ represents the heuristic estimated cost from vertex n to the goal .
 $f(n)=g(n)+h(n)$.
- A* uses an heuristic to limit the distance calculations and thus results in a much faster routing compared with Dijkstra
- So, In our project we used A* Algorithm to find the shortest path for vehicles to choose the correct path and for avoid the traffic.

IV. IMPLEMENTATION AND WORKING

Nowadays DSRC based on the Wi-Fi standard is widely used in VANETs for connecting the infrastructure to vehicles and vehicles to- vehicles with a two way short range radios which is cheaper compared to other wireless standards that are available. The DSRC/WAVE systems fill a niche in wireless infrastructure by facilitating low latency, geographically local, high data rate, and high mobility communications.



Fig.2: Vehicular Ad hoc Network Scenario

Fig.2 represents the concept of VANET. In VANETs there are two types of links: vehicular-to-vehicular communication (V2V), based on an Ad hoc architecture, vehicles share messages without a central coordinator; and vehicle-to-infrastructure or infrastructure-to-vehicle (V2I or I2V), where the messages are exchanged between the vehicles and the RSUs. VANETs are designed for a huge range of cooperative applications, that are services that provide information to the drivers thanks to the data shared between vehicles over the net. These can be safety and non safety applications, which allow several added services as infotainment, traffic management, Auto toll collection, Emergency Run and geographical based services and so on.

International Journal of Innovative Research in Science, Engineering and Technology

(An ISO 3297: 2007 Certified Organization)

Vol. 5, Issue 5, May 2016

The proposed introduces a Intelligent Vehicular network, where each vehicle is a sender, a receiver and a router at the same time, which is the main reason that it can broadcast the information to the VANET, which uses this information to provide these instruction to the drivers. The OBU is the hardware in charge of processing these data and it also enables these short range wireless ad hoc networks (Range is around 200 meters) but it also must dispose other systems that allow to report position information such as Global Positioning System (GPS) receiver for more accurate position information if required. This information is quite important because most of the services that are available in a VANET depend on the geographical position of the source and the destination.

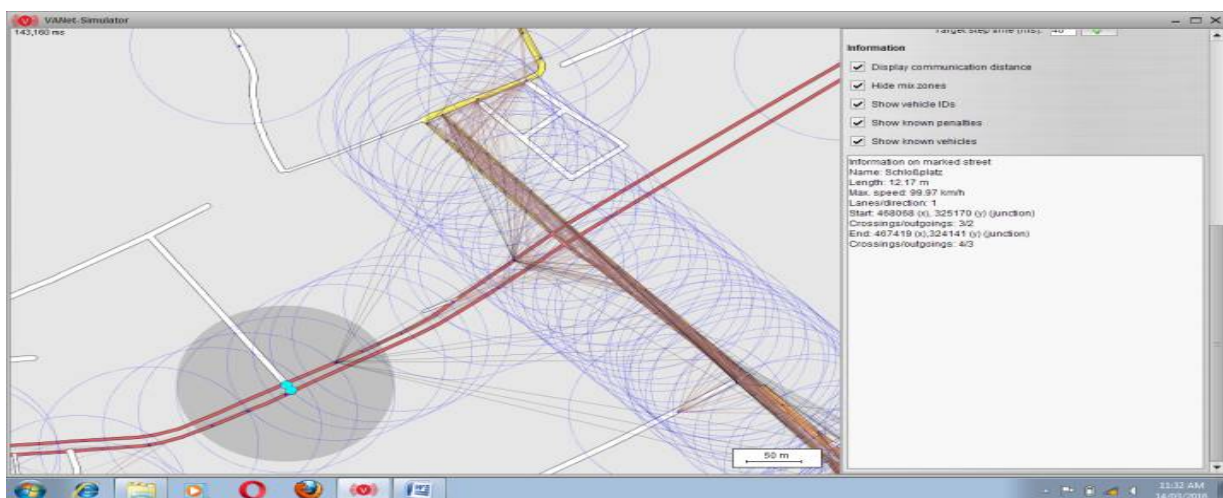


Fig.3 Vehicle to Vehicle Communication using Simulator.

For implement the VANET we used Java Simulator to show the concept of our project. In this we have to run the main project and start the simulator and load the map. Then load the map scenario, for map we used OSM(Open Street Map).After loading map and scenario we can see the dot means vehicle and range of vehicles as well as RSU(Road side units) fig.3 represents the actual implementation of project.

We used A* Algorithm for find the optimal path for vehicle. Wi-Fi used for connect the vehicle or to start the communication between vehicles/VANET. When vehicles come in the range of wireless network i.e range of 100 meters, we can see the line between or connection between Known Vehicles that mean communication between VANET. Here we used DSRC(Dedicated Short Range Communication) for establish the connection between vehicles.

V. FEATURES OF VEHICULAR NETWORKS

Vehicular networks are composed of vehicle-to-vehicle communications (V2V) and vehicle-to-infrastructure communications (V2I). For this reason, vehicles and RSUs are necessary to form a vehicular network. Figure 2.1 shows an example of a vehicular network. As shown, there are communications among vehicles, and between vehicles and the infrastructure. In addition, using the infrastructure, vehicles are able to access to Internet. V2V communications have the following advantages:

- Allow short and medium range communications,
- Present lower deployment costs,
- Support short messages delivery,
- Minimize latency in the communication link.

International Journal of Innovative Research in Science, Engineering and Technology

(An ISO 3297: 2007 Certified Organization)

Vol. 5, Issue 5, May 2016

VI. APPLICATION USING VEHICULAR NETWORK

The specific characteristics of Vehicular networks favour the development of attractive and challenging services and applications. Fig.4 shows the various applications of vehicular network.

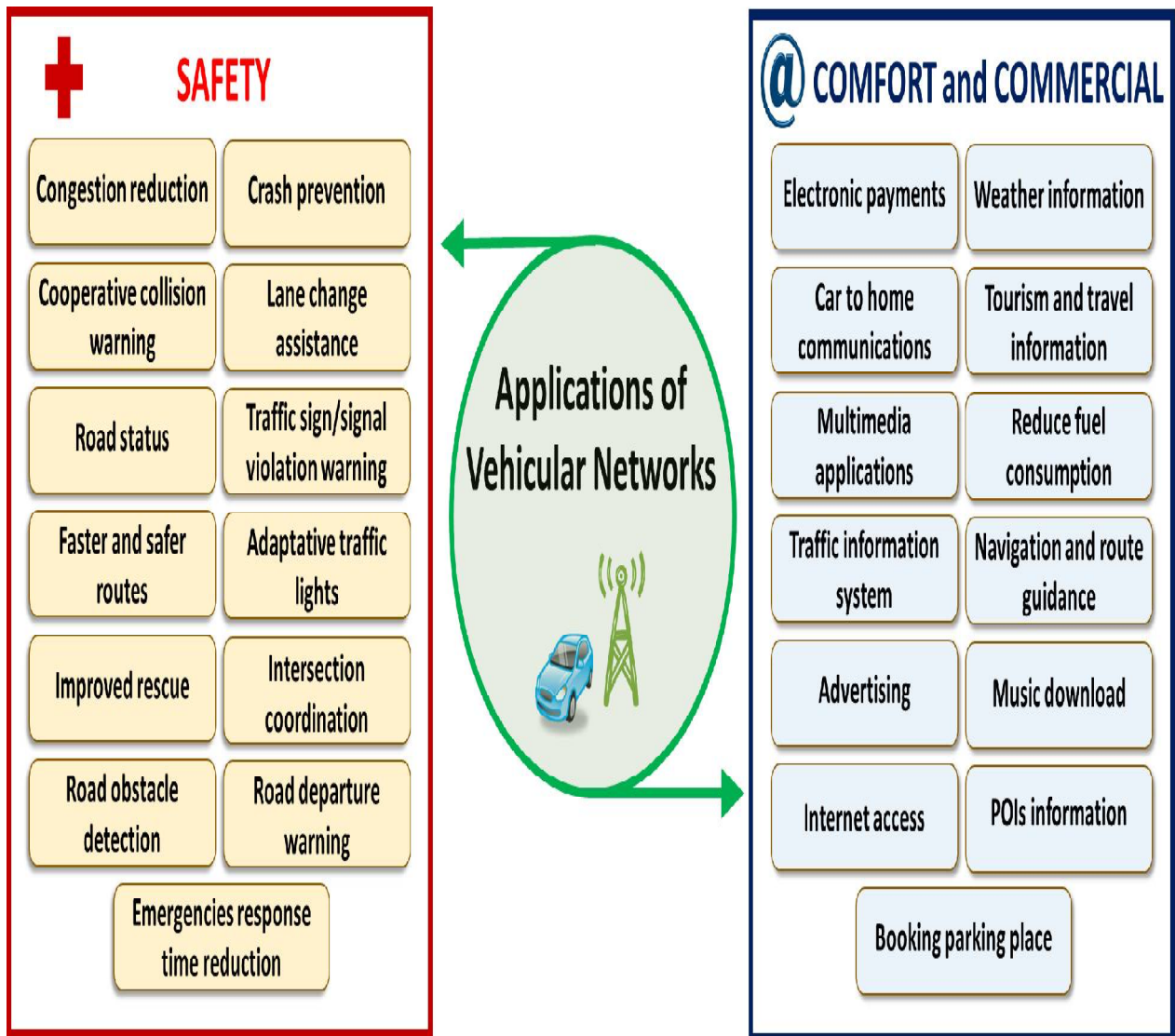


Fig.4 Application Using Vehicular Network

VII. EXPERIMENTAL RESULT

As explain implementation and working of project in section VII, we used Wi-Fi to create connection between VANET. Wi-Fi is known to work at 2.4GHz, 5GHz, though there have been recent developments where Wi-Fi is working at 60GHz frequency. Zigbee, works at 900-928 MHz and 2.4GHz. Zigbee protocol based communications have a channel bandwidth of 1MHz while Wi-Fi channels have a bandwidth of 0.3, 0.6 or 2MHz. Zigbee is restricted to Wireless

International Journal of Innovative Research in Science, Engineering and Technology

(An ISO 3297: 2007 Certified Organization)

Vol. 5, Issue 5, May 2016

Personal Area Networks (WPAN), reaching 10-30meter in usual applications. Recently, there have been some applications which tend to reach 100m in terms of range. Wi-Fi serves up for PAN and WLAN area networks with an average range between 30 to 100 meters. So, we used WI-Fi instead of Zigbee.

Result Graph:

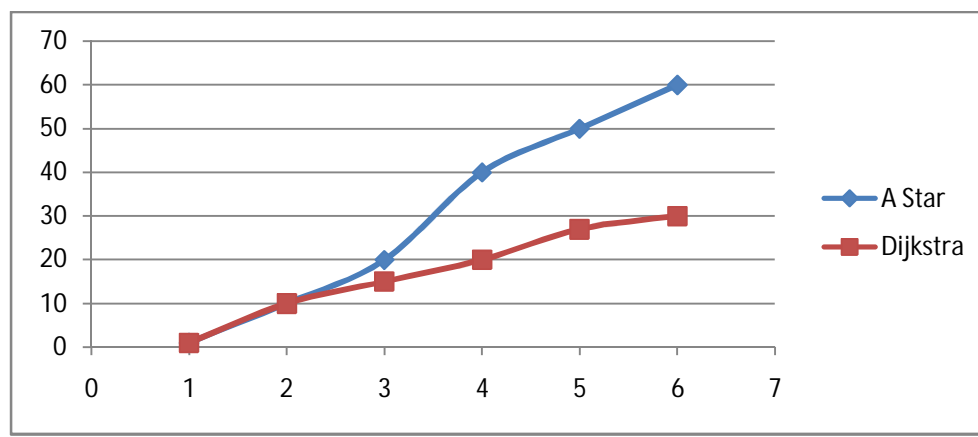


Fig.5: Comparison between Path-finding Algorithms.

As shown in fig.5, the Graph gives a comparison between the A* and Dijkstra Algorithm with respect to the time and the number of paths and nodes.

VIII. CONCLUSION AND FUTURE WORK

Using different approaches we can reduce the emergency services arrival time when an accident occurs, trying to avoid traffic jams that could result from this particular situation. Moreover, we can conclude that traffic density is a key factor to distribute traffic in an efficient manner. Proposal of a method that allows estimating the vehicular density in urban environments at any given time by using the communication capabilities between vehicles and RSUs. Our vehicular density estimation algorithm takes into account not only the number of signals received by the RSUs, but also the topology of the map where the vehicles are located.

In a scenario where vehicles are moving fast and the topology of the network is changing continuously, the big challenge is to keep connected all the nodes and give all of the them resources to transmit and receive information in real time. In future we have to work on Smart Devices that can use for access the data or information about vehicles, traffic updates from anywhere, anytime.

REFERENCES

- [1] A. Serbanati, C. M. Medaglia, and U. B. Ceipidor, "Building blocks of the Internet of Things: State of the art and beyond," in Deploying RFID - Challenges, Solutions, and Open Issues, C. Turcu, Ed. Rijeka, Croatia: InTech, 2011.
- [2] J. Barrachina et al., "CAOVA: A car accident ontology for VANETs," in Proc. IEEE Wireless Commun. Netw. Conf., Apr. 2012, pp. 1864_1869.
- [3] K. M. Alam, M. Saini, D. T. Ahmed, and A. El Saddik, "VeDi: A vehicular crowd-sourced video social network for VANETs," in Proc. IEEE 39th Conf. Local Comput. Netw. (LCN), Sep. 2014, pp. 738_745.
- [4] K. M. Alam, M. Saini, and A. El Saddik, "tNote: A social network of vehicles under Internet of Things," in Internet of Vehicles_Technologies and Services. Berlin, Germany: Springer-Verlag, 2014, pp. 227_236.
- [5] L. Atzori, A. Iera, and G. Morabito, "SIoT: Giving a social structure to the Internet of Things," IEEE Commun. Lett., vol. 15, no. 11, pp. 1193_1195, Nov. 2011.

International Journal of Innovative Research in Science, Engineering and Technology

(An ISO 3297: 2007 Certified Organization)

Vol. 5, Issue 5, May 2016

- [6] L. Atzori, A. Iera, G. Morabito, and M. Nitti, "The social Internet of Things (SIoT)_When social networks meet the Internet of Things: Concept, architecture and network characterization," *Comput. Netw.*, vol. 56, no. 16, pp. 3594_3608, Nov. 2012.
- [7] M. Al-Hader, A. Rodzi, A. R. Sharif, and N. Ahmad, "Smart city components architecture," in *Proc. Int. Conf. Comput. Intell.,Modelling Simulation*, Sep. 2009, pp. 93_97.
- [8] N. Abbani, M. Jomaa, T. Tarhini, H. Artail, and W. El-Hajj, "Managing social networks in vehicular networks using trust rules," in *Proc. IEEE Symp. Wireless Technol. Appl.*, Sep. 2011, pp. 168_173.
- [9] R. Fei, K. Yang, and X. Cheng, "A cooperative social and vehicular network and its dynamic bandwidth allocation algorithms," in *Proc. IEEE Conf. Comput. Commun. Workshops*, Apr. 2011, pp. 63_67.
- [10] S. Haller, "The things in the Internet of Things," in *Proc. Internet Things Conf.*, 2010, pp. 1-3.
- [11] S. Smaldone, L. Han, P. Shankar, and L. Iftode, "RoadSpeak: Enabling voice chat on roadways using vehicular social networks," in *Proc. 1st Workshop Social Netw. Syst.*, 2008, pp. 43-48.
- [12] S.Yousefi, E. Altman, R. El-Azouzi, and M. Fathy, "Analytical model for connectivity in vehicular ad hoc networks," *IEEE Trans. Veh. Technol.*, vol. 57, no. 6, pp. 3341_3356, Nov. 2008.