IARJSET
ISSN (Online) 2393-8021
ISSN (Print) 2394-1588
International Advanced Research Journal in Science, Engineering and Technology
ISO 3297:2007 Certified
Vol. 4, Issue 10, October 2017

A Review on Reliable Dynamic System for Reducing Collision in Vehicular Networks

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Abstract: Inter-vehicle safety communication is a method to improve road safety. In this work, it will provide a review on a reliable system for reducing collision in vehicle networks. In this, it presents a WSN application to avoid obstacles and vehicle accidents. This system will contain a sensor set, a managing unit and a monitoring platform. The collected data will be transmitted wirelessly to monitoring platform for data processing. The main part of the work was to carry out a feasibility study on vehicle collision avoidance system using wireless sensor networks. In this work, it uses the concept of fuzzy logic for controlling the movement of vehicles. The problem has major requirements: safety, i.e. vehicular collisions must be avoided; i.e., vehicles should not deadlock and must reach their final destinations, which in this case means they must completely cross the intersection.

Keywords: VANET, Wireless Communication, Vehicle Collision Avoidance, Fuzzy Controller etc.

I. INTRODUCTION

A Vehicular Ad-Hoc Network is a technology that uses moving vehicles as nodes in a network to create a mobile network. VANET turns every participating vehicle into a wireless router or node, allowing vehicles approximately 100 to 300 meters of each other to connect and, in turn, create a network with a wide range. VANET is a subgroup of MANET where the nodes refer to vehicles. The primary goal of VANET is to provide road safety measures where information about vehicle's current speed, location coordinates are passed with or without the deployment of Infrastructure.

Wireless communication involves the transmission of information over a distance without help of wires, cables or any other forms of electrical conductors. An electromagnetic signal is created, modulated, amplified, and broadcast to one or more receivers that can be fixed or mobile. The transmitted distance can be anywhere between a few meters (for example, a television's remote control) and thousands of kilo-meters (for example, radio communication).Some of the devices used for wireless communication are cordless telephones, mobiles, GPS units, wireless computer parts, and satellite television.

Road crashes causing losses in lives, health and property have been occurring for many years. Studies have shown that most road accidents happen because of human error and could be avoided if drivers would be informed about the accident ahead at least several seconds before. With the development of communication technology, how to take advantage of advanced wireless communications network to improve road safety has been a focus. A Vehicular Ad-Hoc Network is a technology that uses moving vehicles as nodes in a network to create a mobile network. VANET is a sub-group of MANET where the nodes refer to vehicles.

The role of wireless communication in the intelligent transportation systems (ITS) has increased significantly in recent years. The Vehicular Ad hoc Network (VANET) is a wireless technology for communication of vehicles using the mobile ad hoc protocols in which each vehicle is modelled as a node in the network. The main goal of VANET systems is to make roads safer and more efficient by providing information to the drivers and managing authorities. Such information may consist of traffic density, accidents, weather conditions and location of vehicles at blind points.

Vehicle to Vehicle communication approach is most suited for short range vehicular networks. It is fast and Reliable and provides real time safety. It does not need any roadside Infrastructure.V2V does not have the problem of Vehicle Shadowing in which a smaller vehicle is shadowed by a larger vehicle preventing it to communicate with the Roadside infrastructure. Vehicle to Infrastructure provides solution to longer-range vehicular networks. It makes use of pre-existing network infrastructure such as wireless access points (Road-Side Units, RSUs). Communications between vehicles and RSUs are supported by Vehicle-to-Infrastructure (V2I) protocol and Vehicle-to-Roadside (V2R) protocol. The Roadside infrastructure involves additional installation cost. The V2I infrastructure needs to leverage on its large area coverage and needs more feature enhancements for Vehicle Applications

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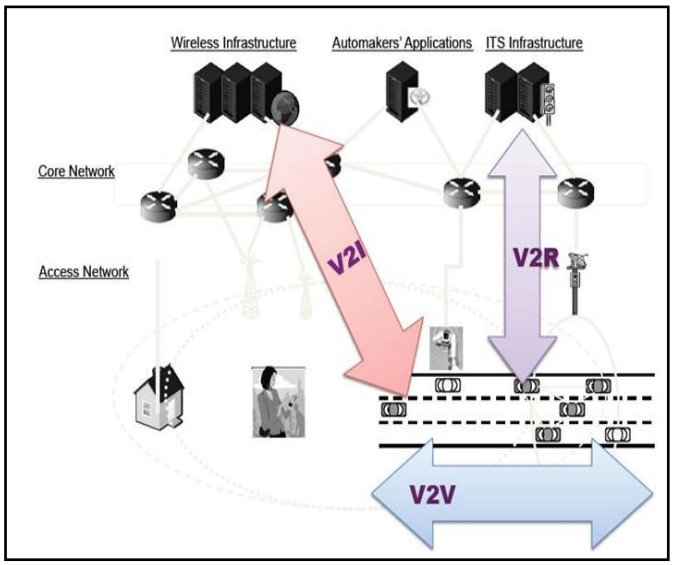

Figure 1: Communication Types in VANET [1]

In these networks, vehicles communicate with each other and possibly with a roadside infrastructure to provide a long list of applications varying from transit safety to driver assistance and Internet access. In these networks, knowledge of the real-time position of nodes is an assumption made by most protocols, algorithms, and applications. This is a very reasonable assumption, since GPS receivers can be installed easily in vehicles, a number of which already comes with this technology. In this paper, it studies the concept of vehicle collision avoidance system using wireless communication. Further, in section II, it provides the related work of various researchers. In Section III, It defines basics of vehicle collision avoidance technique. Finally, conclusion is explained in Section IV.

II. LITERATURE SURVEY

This section provides literature survey related to vehicle collision avoidance system and provides various approaches related to them. Some authors [1] described the chance of smart video security system implementation. It was tuned for detecting unwanted situations that was induced by users in level crossing. This system was started for separating and tracking moving objects in level crossing. Then, it used a markov model concept for estimating trajectories. It allowed some detected targets for discarding some dangerous situations. After that dempster-shafer theory was used for finding level of risk.

Authors [2] developed a system for collision warning for detecting vehicles ahead and also used to identify safety distance for assisting a distracted driver prior to crash. It involved global haar like features for finding virtual symmetry and detection of vehicles etc. It also used the useful single sensor multi feature fusion method for improving accuracy of system. It was also used for detecting vehicles at both day and night and also for long distances.

Researchers [3] presented a real time system for collision avoidance. It was based on characterizing with B-Spline curves. This problem was formulated in output space rather than input. It was feasible because of flatness of system. It used a B-spline method for flat output trajectory. For reducing the computation time of optimal problem, it provided an aircraft and obstacle constraints in cost function.

Authors [4] presented a Wireless based system that was capable of detecting vehicle collisions with motorways guardrail. It was based on service oriented architecture with updated web services where different applications and wireless system were connected. It presented a model that was based on simulating finite element technique for enhancing reliability of detection. For better detection, a finite element model in ANSYS was developed for finding propagation waves. A sample frequency of 588 Hz was used in this system. It was enough for detection of signals.

Researchers [5] proposed a resolution algorithm using contention window. As the contention resolution system in IEEE 802.11, binary exponential back-off (BEB) has long been criticized because of its high collision probability in diffusion situation. The reason of poor performance of system was recognized as back-off interval and restoration of contention window to small value. Therefore two new concepts, namely back-off interval isolation (BII) and improved slow decrease (ISD), were proposed in enhanced collision avoidance algorithm. BII introduces an extra back-off interval selection process and stations at diverse stages have separated back-off intervals.

Authors [6] considered the collision avoidance problem at vehicular intersections for different types of vehicles in controlled and uncontrolled manner. It was linked by wireless communication. Each vehicle was modelled by a first order system. It used a disturbance for bounded model. It constructed a discrete event system and formulated the problem under supervisory control for discrete systems. This allowed us to mitigate computational limitations

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related to the presence of continuous dynamics and infinite state spaces. For solving the resulting supervisory control problem at the discrete event level, they developed an algorithm that exploited the structure of the transition map to compute the supremal controllable sublanguage more efficiently than standard algorithms.

Researchers [7] proposed real-time connection collision avoidance (ICA) system that was based solely on infrastructure communiqué. Nearly one third of all documented vehicle collisions were reported at urban and rural intersections, and this figure continues to rise in spite of technological innovations for vehicle safety. Most collision avoidance systems currently under investigation are based on road vehicle or inter-vehicle communication. However, reliability remains an issue, as high mobility often leads to message collisions and link breakage.

Researchers [8] proposed a wireless sensor network (WSN) application to stay away from obstacles and vehicle accidents. The system was composed of sensor sets, a managing unit, a wireless communication card and a monitoring platform. The composed data was transmitted wirelessly to monitoring unit for data storage, processing and adjusting. Main objective was to incorporate the robust observers and decisions to build a fully autonomous vehicle, build intelligent driver assistances and embedded diagnosis system. A specific validation test to avoid wall crash through a smart algorithm was proposed.

Some [9] examined the performance made possible using WAVE/DSRC standard when including pedestrians or two wheels. First, proposed a specific message format to encapsulate pedestrian and two-wheel position-data information. Second, it proposed a complete system for collision avoidance at intersection level. Afterwards, tests were performed to analyze the performance of system in terms of packets reception rate and transmission delay using specified standard with two modes of operation. Namely, comparison was made between using only the control channel to announce and forward messages as a safety service, and using one of the dedicated channels 172 or 184 after announcing the service on the control channel.

Table 1: Inferences from Survey

S. N.	Author's Name	Title	Journal	Conclusions
1.	Houssam Salmane, Louahdi Khoudour	A Video-Analysis-Based Railway–Road Safety System for Detecting Hazard Situations at Level Crossings	IEEE 2015	• It evaluated the different level crossing accident scenarios. • Presence of obstacles, zigzag between barriers etc. were evaluated. • The process started by detecting and tracking objects by video camera.
2.	Mahdi Rezaei, Mutsuhiro Terauchi	Robust Vehicle Detection and Distance Estimation Under Challenging Lighting Conditions	IEEE 2015	• Proposed the real time vehicle detection and inter-vehicle distance estimation. • Proposed concept was able to detect vehicles at both day and night and also for short distances.
3.	Hamid Alturbeh, James F. Whidborne	Real-time Obstacle Collision Avoidance for Fixed Wing Aircraft Using B-splines	IEEE 2014	• Proposed a real time collision avoidance system using B-spline. • Different scenarios were tested like online avoidance, tracking of global trajectory using MATLAB/SIMULINK.
4.	J. Miranda, T. Gomes, R.Abrishambaf, F. Loureiro	A Wireless Sensor Network for Collision Detection on Guardrails	IEEE 2014	• Presented a real time collision detection system using WSN. • Developed a simulation based mathematical model using finite element method. • Results were validated using real time data.

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III. VEHICLE COLLISION AVOIDANCE SYSTEM

Driving safety is an important issue. There are several factors like human error, mechanical failure of vehicle, inclement weather conditions and roadway limitations that present a real challenge to the safety of the driver by causing road accidents. We consider the problem of collision avoidance at vehicular intersections for a set of controlled and uncontrolled vehicles that are linked by wireless communication. The collision avoidance method is used in various networks and communications for handling contention problem. This method is used to remove situation in which multiple nodes wants to access same resource. This ensures that any node in a network can transmit a signal without colliding with other traffic on the network. Vehicle and Road coupling model must be built in order to ensure vehicle natural operating on the road. When the vehicle is operating on the road, the tire is only part that bring correlation between vehicle and road surface. The vehicle operating capability is affected directly by tire. So the precision of tire model is very importance to veracity of solution for vehicle dynamics and kinematics.

Challenges & Requirements in Inter Vehicle Communication

Inter-vehicle communication networks are challenged by several issues and requirements, which exist either due to the inherent characteristics of the considered scenario, or due to the fact that a communication technology has been selected which has not been designed for the usage in such an environment in the first place. Within the research community and standardization bodies, there is a common agreement that the following requirements have to be met by an inter-vehicle communication network that aims to increase the safety level on the road:

- The network has to support two types of safety messages: periodic awareness Messages which are broadcasted by any vehicle to inform neighbouring vehicles about the own presence and status, as well as event-driven alert messages which are sent out in case of an emergency situation that requires an immediate notification of possibly affected neighbours. Whereas periodic messages are envisioned to be only one-hop broadcasted and termed either Cooperative Awareness Message (CAM) or simply “beacon”, event-driven messages may be disseminated over more than one hop.
- Although periodic beacon messages are the building block for a communication based active safety system, the importance of their content is typically lower compared to the content of an event-driven message. Consequently, the communication system should be able to differentiate between both types and assign higher priorities to emergency messages whenever they need to be disseminated.
- Due to the wide range of scenarios in which inter-vehicle communication networks will be deployed, the underlying communication system has to cope with a wide range of environmental conditions while providing optimal performance, hence it needs to be adaptive and robust.
- The network has to support scenarios in which only a small number or up to several hundreds of vehicles have to communicate, hence it has to be elastic and scalable.
- Apart from the requirements described above, several challenges have to be faced, in particular by the physical layer and the medium access control layer:
- Due to the lack of a central coordination entity, communication will be performed in a distributed manner. This implies that resource and bandwidth allocations have to be determined in a self-organized fashion. However, since every vehicle acts out of its own perspective, message (or packet) transmissions by multiple vehicles will be difficult to synchronize, multiple access interference (or packet collisions) will not be an exception, and suboptimal medium access coordination among vehicles has to be expected.

IV. SIMULATION PARAMETERS

Driving safety is an important issue. There are several factors like human error, mechanical failure of vehicle, inclement weather conditions and roadway limitations that present a real challenge to the safety of the driver by causing road accidents. There are more than 1,700 fatalities and 840,000 injuries yearly due to vehicle crashes off public highways. Car crashes are the number one killer of children 1 to 12 years old in the United States. Passenger vans handle very differently from smaller passenger vehicles because they are typically longer, higher, and wider. They have a higher risk of crashes and rollovers if not properly driven and maintained.

For this, it considers the problem of collision avoidance at vehicular intersections for a set of controlled and uncontrolled vehicles that are linked by wireless communication. This describes the general simulation parameters that will be used for simulation purpose. It will help for providing the performance of system. These parameters will used to estimate the collision probability of vehicle. The main parameters are velocity of vehicle, angle of orientation, distance from wall and time of simulation etc.

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V. CONCLUSIONS

In this work, it reviews on collision avoidance approach based on integrated sensors. It will use the concept of fuzzy controller for controlling the movement of vehicles in roadside area. The performance of collision avoidance depends upon roadmap area. In this, we need to deal with high dimensions for parameters and challenges for obtaining robust result. It will work on different scenarios for collision avoidance. In this work, the main focus will be on vehicle collision avoidance using fuzzy controller by controlling the speeds of vehicle under different lane conditions. It will also use for distance and velocity estimation of vehicle.

The future work includes collision avoidance system under hilly areas under heavy traffic. Also implement this system with hardware configuration.

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