

Contents

1	Introduction	1
1.1	Motivation	2
1.2	Problem Statement	3
1.3	General Objective	4
1.4	Specific Objectives	4
1.5	Hypotheses	5
1.6	Contributions	5
1.7	Thesis Organization and Papers Published	5
1.8	Other Publications	7
2	Dynamic Control of Beacon Transmission Rate and Power with Position Error Constraint in Cooperative Vehicular Networks	9
2.1	Introduction	9
2.2	Proposed Algorithm	11
2.2.1	Dynamic Control of Beacon Transmission Rate	12
2.2.2	Dynamic Control of Beacon Transmission Power	14
2.2.3	Joint Power/Rate Dynamic Control	16
2.3	Performance Evaluation	18
2.3.1	DC-BTR: Simulation Result	19
2.3.2	DC-BTP: Simulation Result	21
2.3.3	DC-BTR&P: Simulation Result	22

2.4	Conclusion	24
2.5	Acknowledgements	24
3	Dynamic Beaconing using Probability Density Functions in Cooperative Vehicular Networks	25
3.1	Introduction	25
3.2	Dynamic Beaconing using Probability Density Functions	26
3.3	Simulation Setup	28
3.3.1	Simulation Scenarios	28
3.3.2	Simulation Parameters	29
3.3.3	Performance Metrics	30
3.4	Results and Discussion	31
3.5	Conclusion	36
3.6	Acknowledgements	37
4	POSACC: Position-Accuracy based Adaptive Beaconing Algorithm for Cooperative Vehicular Safety Systems	38
4.1	Introduction	38
4.1.1	Challenges of Beaconing Approaches	40
4.2	Related Work	41
4.2.1	Limitations related to Road Safety	43
4.2.2	Approaches used as Benchmark	44
4.3	Proposed Algorithm	44
4.3.1	Beacon Rate Control Mechanism	45
4.3.2	Transmission Power Control Mechanism	49
4.3.3	Contention Window Control Mechanism	51
4.3.4	POSACC Algorithm	54
4.4	Simulation Setup	56

4.4.1	Scenarios and Basic Configuration	56
4.4.2	Configuration of the Algorithms	57
4.5	Evaluation	58
4.5.1	Performance of the Control Mechanisms	58
4.5.2	Performance of the POSACC Algorithm	63
4.6	Conclusion	68
4.7	Acknowledgements	68
5	Impact of Awareness Control on V2V-based Overtaking Application in Autonomous Driving	69
5.1	Introduction	69
5.2	System Model	70
5.2.1	Overtaking Time Estimation	70
5.2.2	Time Window	72
5.2.3	Encounter Time Estimation	73
5.2.4	Overtaking Maneuver Decision	74
5.3	V2V-based Overtaking Application	74
5.4	Awareness Control Approaches	75
5.5	Simulation Results and Discussion	76
5.6	Conclusion	79
5.7	Acknowledgements	79
6	Conclusions	80
6.1	General Conclusions	80
6.2	Future Work	81
A	Appendix	83
	Bibliography	85