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Performance Evaluation of an Active Signaling based Time-Slot Scheduling Scheme for connected vehicles

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Abstract—Latency is a very important metric to be taken into account in the design of the Connected and Automated Driving (CAD) technology. In fact, some studies have shown that a large number of accidents could be avoided if the drivers were warned at least 0.5s beforehand. This is why real time communication technologies are becoming a key factor to increase the safety of drivers and passengers. Today, connected vehicles have a dedicated technology named vehicle-to-everything (V2X). Many current research efforts and standardization activities aim to make the next generation of V2X technology able to offer new usages and services, with the main focus being on their support of safety applications. To satisfy the real-time constraints of safety applications, Time Division Multiple Access (TDMA) is a widely-used technique to control and share the channel. TDMA-based Medium Access Control (MAC) protocols have resolved many issues in VANETs and shown a good performance in literature by ensuring a bounded access delay to send an emergency message. However, latency can be further improved by eradicating some imperfections in the functionality of these protocols, such as the access collision problem which can occur when two or more vehicles in the same two-hop neighborhood set try to access the same slot at the same time. That is why we recently proposed an Active Signaling based TDMA MAC protocol, called AS-DTMAC, which operates above the existing DTMAC protocol. In this paper, we analytically study the performance of AS-DTMAC when we have an homogeneous arrival on each time slot with an error in the signaling process.

keywords - Connected vehicles, VANETs, MAC, TDMA, Active signaling, Low latency, Next-generation V2X, Analytical modeling.

1. Context and motivation

Vehicular mobility is increasingly facing a number of challenges. The rapid increase in traffic density, the number of road accidents (according to the world Health Organization (WHO), 1.35 million people die each year) and the lack of transportation services to make traveling more comfortable, have motivated researchers and industrialists to invest in Vehicular Ad hoc NETWORKS (VANETs) [1]. VANETs are especially being developed to meet the challenges mentioned above and to have the ability to support applications for road safety, traffic management and entertainment [2]. Different types of communications can be established in VANETs,

namely: Vehicle-to-Infrastructure and vice versa (V2I2V), Vehicle-to-Vehicle (V2V) and Infrastructure to Infrastructure (I2I)[2].

The coming of autonomous driving raises new challenges in vehicular networks. To guarantee an immediate reaction, such vehicles need to collect a lot of information from their environment through their sensors. But at the same time, this information needs to be completed by redundant information coming from V2X communication [3]. Thus, a vehicle will be able to react efficiently to events which may occur suddenly. These applications require better performances than the ones on existing networks: very low end-to-end latency, which can be less than 1ms, a high transmission rate for huge data exchange. In addition, some use cases require ultra-reliability of 99.99% [22].

In wireless communication, the radio channel is the most precious resource. The Medium Access Control (MAC) layer has the role to share this expensive resource by an efficient and reliable access to the channel for each node present in the network. In VANETs, the continuous and fast change of topology due to high node mobility, makes the design of the MAC more difficult to handle [4]. To meet these requirements, the design of a new MAC layer is essential. Recently, several MAC protocols for VANETs have been proposed in the literature [5] [6] [7] [8], each of them treating a particular problem in a specific mobility scenario. As in traditional ad hoc networks, protocols are classified according to the control scheme used to access the channel [9], namely: contention-based or contention-free. In contention-based, the carrier sensing scheme [10] is used to coordinate the access to the channel. Thus, the risk of collision is still possible in this category, as several vehicles may sense that the channel is free at the same time and then attempt to transmit their data simultaneously.

The current standard IEEE 802.11p [11] developed for vehicular networks is a contention-based MAC using a priority-based access scheme that employs both Enhanced Distributed Channel Access (EDCA) and Carrier Sense Multiple Access with Collision Avoidance (CSMA/CA) mechanisms [12]. Furthermore, the channel access time is uniformly divided into different synchronization intervals of 100 ms in length [13], and each of them includes two intervals: a Control Channel Interval (CCHI) and a Service Channel Interval (SCHI), each of 50 ms in length. Therefore, the lack of a dynamic interval in this configuration may penalize performance in terms of throughput and delay when

the traffic density is high, especially for the CCH interval which is not enough to transmit all the safety messages [14]. This feature makes this standard less suitable for real-time applications, while in the second category (i.e, contention free), only one vehicle in a two-hop neighborhood set is authorized to access the channel at a given time, which reduces the risk of collision. Hence, this category of protocols is more suitable to manage real-time applications in VANETs as it can provide a bounded access delay and reliable communication for safety applications. Over the last few years, contention-free MAC protocols have remained one of the emerging areas of research and represent the majority of MAC protocols proposed in this field.

This contention-free category includes several techniques: Frequency Division Multiple Access (FDMA), Code Division Multiple Access (CDMA), and Time Division Multiple Access (TDMA). To satisfy the real-time constraints of safety applications, Time Division Multiple Access (TDMA) is a very appreciated technique to coordinate access to the channel. In TDMA, the vehicles share the same channel frequency but at different time slots that are managed in a distributed or centralized way by updating the scheduling table. This kind of protocol gives a bounded access delay with a lower collision rate [7]. However, these schemes can suffer from access¹ and merging² collisions. Consequently, all the research activities in this field tend to focus on these problems, which can occur frequently in vehicular networks. For instance, the Medium Access Control (ADHOC MAC) protocol [15] has been proposed specially to overcome the hidden-exposed terminal problem. ADHOC MAC is a distributed contention-free scheme based on RALOHA (Reliable R-ALOHA [16]) in which each vehicle can access the channel at least once in each frame by randomly selecting a time slot as its Basic CHannel (BCH). Another well-known contention-free MAC protocol called VeMAC [5] has been proposed to solve the problem of merging collisions, VeMAC has the particularity of assigning disjoint sets of time slots to vehicles moving in opposite directions and to Road Side Units (RSUs). Although VEMAC supports multi-hop broadcast services on the control channel, it suffers from the access collision problem as its scheduling is fully distributed. Recently, several solutions such as in [17], [18], [19], and [20] have attempted to improve the performance of the VEMAC protocol by dynamically adjusting the size of the slot sets according to vehicle density in each direction.

In order to satisfy the requirements of the future technology in terms of latency, we recently proposed an Active Signaling based TDMA MAC protocol, called AS-DTMAC [7], which operates above the existing DTMAC (a fully distributed-based protocol [6]) that shows the advantages of TDMA in the sense that when a slot is acquired by a vehicle this slot can be re-used synchronously and the transmissions

1. An access collision problem occurs when two or more vehicles within the same two-hop neighborhood set attempt to access the same available time slot, a problem which is likely to happen when a distributed scheme is used [9].

2. A merging collision problem occurs when two vehicles in different two-hop sets accessing the same time slot become members of the same two-hop set due to changes in their position

do not suffer from the hidden-node problem as in IEEE 802.11p. By adding the active signaling mechanism, this new protocol reduces the rate of access collisions. Moreover, the simulation results show that AS-TDMAC can provide a low latency for urgent packets. Recently, we showed in another work [21], the high performances of AS-DTMAC with an analytical model based on the generating function and we have validated these results using simulations. The goal of the present paper is to complete this study by a more realistic model that includes the error that can occur during the signaling process: which means the case where a vehicle fails to detect a signal or detect a fake signal, and show the impact of these errors on the performance of AS-DTMAC.

The paper is organized as follows. Section 2 recalls the DTMAC protocol and the enhanced version AS-DTMAC, with their main features. In Section 3, we introduce our analytical model and 3 case studies: homogenous arrival, homogenous arrival with an error in the signaling process, burst of traffic for urgent packets. Section 4 concludes this paper and discusses future work.

2. Active signaling-based DTMAC (AS-DTMAC)

AS-DTMAC [7] is a fully distributed TDMA, which is mainly based on the DTMAC protocol [6]. Thanks to GPS technology, each vehicle is able to have information about its position and the exact time. This information is useful for the functionality of DTMAC. The main strategy of the DTMAC is to split the road into different zones ($x_i, i = 1, \dots, N$) according to the communication range of the vehicles, denoted R . In this way, we can impose a new concept of slot reuse, which consists to reusing the slot spatially. As described in [6], the vehicles in zone x_1 can use the same set of slots as the vehicles in x_4 . The only condition to this spatial reuse is that the distance between simultaneously transmitting vehicles must be greater than $2 \times R$. Furthermore, the slot scheduling table is updated each time a packet is sent by a vehicle. The packet sent contains a special field, named frame information, which specifies the status of slots. Thus, it will be easy for all vehicles to select the available slots in the next frame. DTMAC acts like a slotted Aloha protocol on the 'non-busy' slots of the frame. This protocol can be applied to high way scenarios and supports different parameters (vehicles moving in opposite directions, varied speed, varied traffic density).

The new version of the protocol (AS-DTMAC) aims to enhance the robustness of the background algorithm (DTMAC) against collisions by using the active signaling mechanism. Figure 1 illustrates the inclusion of this mechanism in the slot. During the signaling part of the packet, a selection process is carried out to obtain exactly one packet to be sent in the payload part of the slot.

The active signaling part of the slot consists of n mini-slots, each of which could be a transmission or a listening period. This succession is dictated by a randomly generated binary key. '1' means that the vehicle with a packet to send transmits during the signaling bursts. '0' means that the vehicle with a packet to send senses the channel during

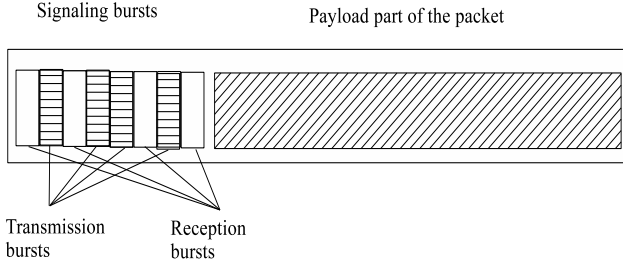


Figure 1. Slot structure of the Active Signaling mechanism

this mini-slot. When a vehicle selects a listening period and senses a transmission, the competition to get the slot is over. For instance, a vehicle that draws the key ‘01001110’ will listen during the first mini-slot and if no competing transmission is sensed during this mini-slot, it will transmit during the next mini-slot. The following two steps in the selection process will be two listening periods. The selection process continues using the same rule until the key is completely used up.

In the description above, we define the random standard access technique scheme for the active signaling. However, when a vehicle has an emergency message to transmit, the binary keys, which are initially completely random, will encompass a deterministic part represented by one bit. In this case, the vehicles that require immediate access will set the first bit to ‘1’. Thus, these vehicles will have a guaranteed priority access over the set of vehicles that are trying to get a slot using the standard scheme. These vehicles will keep the first bit set to ‘0’.

3. Analytical model and simulation results

In this section, we present an analytical model proposed for AS-DTMAC and we compare the protocol performance given by this model with the simulation results. As shown in Figure 2, we have used the same simulation tools and scenarios as those defined in [7]. We use MOVE and SUMO to generate vehicular traffic scenarios and to perform real vehicular mobility simulations, respectively. In our simulations we consider a digital map to build a VANET environment close to real highway configurations taking into account lane with different directions. This map was exported from OpenStreetMap (OSM) and adapted with the help of OpenStreetMap Editor (JOSM). The resulting roads are then populated with vehicles traveling in both directions. Each flow of vehicles is characterized by a set of parameters which consist of the starting and ending time of the flow, the initial point and the destination of the flow and the maximum number of vehicles. Table I summarizes the simulation parameters used in our experiments. As studied in [7], we have used 9 mini-slots for the signaling burst period, as it requires less computing and presents good performance.

In this section, we present the environment and the analytical model for the arrival process. Two cases of the arrival process can be distinguished in the AS-DTMAC

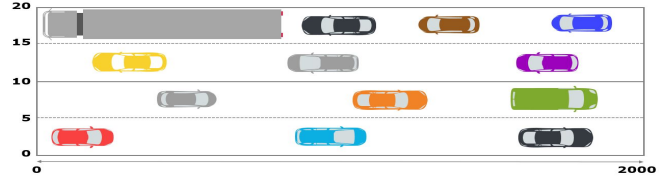


Figure 2. VANET network topology.

Table 1. Simulation parameters

Parameter	Value
Simulation time	100 (ms)
Speed	120 (km/h)
Speed standard deviation	30 (km/h)
Number of slots per frame (τ)	100
Slot duration	0.001 (s)
Mini slot duration	0.000025 (s)
Number of mini slots	9 [7]
Highway length	2.5 (km)
The number of lanes per direction	2
The radio range (R)	310 (m)

protocol: in the first case, the vehicles arrive in each time slot according to a homogeneous Poisson process, while in the second case there is an arriving burst that indicates the need for a transmission of very urgent messages. In the first case, the vehicles try to randomly select an available time slot for their transmissions; the active signaling mechanism is used to avoid the access collision problem when two or more vehicles try to select the same slot. This is the access for the transmission of low priority messages. In contrast, the second one covers the case where the vehicles need a low latency access to transmit their emergency warning messages. In this case, a special choice of the transmission key must be made in order to favor the urgent packets. This is the access for emergency vehicle communication.

3.1. Homogeneous arrival

In this section, we present an analytical model when the vehicles try to randomly select free time slots according to a homogeneous Poisson process in which the arrival of a transmission in each free slot is modeled as a Poisson process of rate λ . The vehicles use the FI information to determine the available set of free slots and randomly select one of them. The probability that there are k transmission attempts during a given time slot is:

$$\frac{\lambda^k}{k!} \exp(-\lambda).$$

We assume that we have a binary sequence of n bits generated randomly by a given vehicle as its selection key. In other words, the active signaling scheme encompasses n mini-slots. The goal of this study is to compute the probability that only one vehicle has been selected to transmit at the end of the selection process.

We will assume that the computation is being performed with the transmission key of a vehicle randomly generated between 0 and $2^n - 1$. A vehicle that is still in the selection process after a transmission in a mini-slot will transmit in the next mini-slot with probability $1/2$ and will listen with probability $1/2$.

Let us suppose that we have k vehicles at the beginning. Our aim is to compute the probability that j vehicles are still in the selection process after the mini-slot i ; we denote this probability by a_i^j . To perform this task, we use the generating function $A_i(x)$ of the remaining contenders after the i 'th selection mini-slot. By definition we have:

$$A_i(x) = \sum_{j=0}^{\infty} a_i^j x^j.$$

It is easy to establish that

$$A_0(x) = x^k.$$

And we can observe that

$$A_1(x) = A_0\left(\frac{x}{2} + \frac{1}{2}\right) + A_0\left(\frac{x}{2}\right) - A_0\left(\frac{1}{2}\right).$$

We have:

$$A_0\left(\frac{x}{2} + \frac{1}{2}\right) = \sum_{j=1}^k \binom{k}{j} \frac{1}{2^{k-j}} x^{k-j} \frac{1}{2^j}$$

$\binom{k}{j} \frac{1}{2^{k-j}} \frac{1}{2^j}$ gives the probability that $k-j$ contenders transmit a burst whereas j contenders are in the listening mode. With this probability, the generating function must be x^{k-j} which explains the transition formula³ except for the case where $j = k$ and we need a correction term to handle this. The correction term is $A_0\left(\frac{x}{2}\right) - A_0\left(\frac{1}{2}\right)$. It takes into account the fact that when the k vehicles select a listening period, none of them is rejected by the selection process and we still have k contenders after this step of the selection process.

Similarly, by linearity, we have the recursion for $i \in 0, \dots, n-1$:

$$A_{i+1}(x) = A_i\left(\frac{x}{2} + \frac{1}{2}\right) + A_i\left(\frac{x}{2}\right) - A_i\left(\frac{1}{2}\right)$$

Thus using this recursion formula, it is easy to compute $A_1(x)$, $A_2(x)$, ..., $A_n(x)$, using, for instance, Maple. To show one example, we can fix $k = 3$ and $n = 5$. We obtain the results shown in Table 2. After the 5'th round of mini-slot selection, the probability that there are still three contenders is $\frac{1}{1024}$, the probability that there are still two contenders is $\frac{93}{2048}$ and exactly one contender $\frac{1953}{2048}$. If the selection process stops after the 5'th round, the probability that the process is successful is :

$$\frac{1953}{2048} \simeq 0.954,$$

3. We have $k-j$ remaining contenders after this mini-slot

and the probability of collision is:

$$1 - \frac{1953}{2048} \simeq 0.0464.$$

i	a_k^i	a_0^i	a_1^i	a_2^i	a_3^i
$i = 0$	0	0	0	0	1
$i = 1$	0	0	$\frac{3}{8}$	$\frac{3}{8}$	$\frac{1}{4}$
$i = 2$	0	0	$\frac{21}{32}$	$\frac{9}{32}$	$\frac{1}{16}$
$i = 3$	0	0	$\frac{105}{128}$	$\frac{21}{128}$	$\frac{1}{64}$
$i = 4$	0	0	$\frac{465}{512}$	$\frac{45}{512}$	$\frac{1}{256}$
$i = 5$	0	0	$\frac{1953}{2048}$	$\frac{93}{2048}$	$\frac{1}{1024}$

Table 2. DIFFERENT PHASES OF THE SELECTION PROCESS

In the general case, the probability of collision after the end of the signaling period is

$$\sum_{j=2}^{\infty} a_j^n = 1 - a_0^n - a_1^n = 1 - A_n(0) - A_n'(0)$$

since $\sum_{j=0}^{\infty} a_j^n = 1$. We can note that $A_n(0) = a_0^n = 0$. Thus if we denote by $A_n^k(x)$ the generating functions obtained with the above recursive procedure starting with $A_0(x) = x^k$, we can obtain $P_n(\lambda)$, the probability of collision with a signaling burst of length n given that we have at least one vehicle attempting to transmit during a slot. Therefore, $P_n(\lambda)$ is given by the following expression:

$$P_n(\lambda) = \frac{1}{1 - \exp(-\lambda)} \sum_{k=0}^{\infty} \frac{\lambda^k}{k!} \exp(-\lambda) (1 - A_n^k(0) - A_n^{k'}(0)).$$

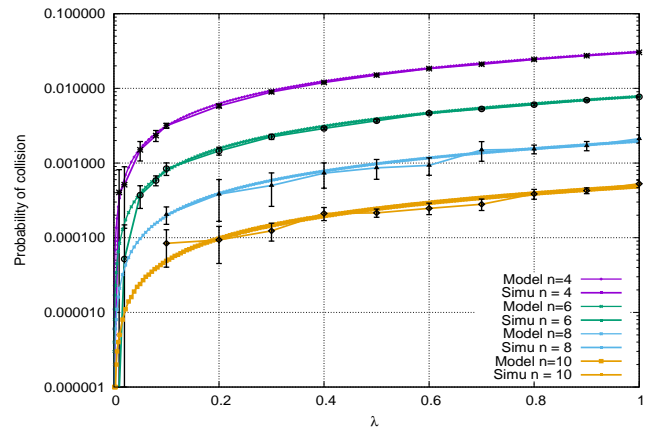


Figure 3. Collision probability versus channel load.

The analytical model presented above has been used to compute the collision probability according to the channel load. Figure 3 shows the collision probability when varying the channel load for $n = 4, 6, 8, 10$. The error bars in black

are for a 95% confidence interval. We can observe that the probability of collision (around 0.02) is already low for $\lambda = 1$ and for $n = 4$. Moreover, for $n = 10$ the probability of collision is extremely small (around 0.0005). This figure clearly shows a very good matching between the results of the analytical model and simulation.

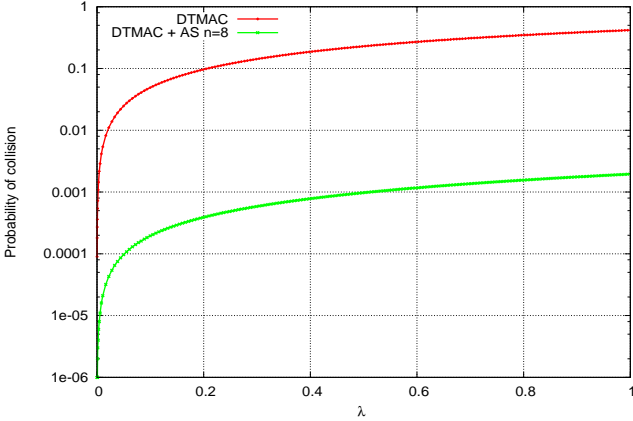


Figure 4. Collision probability vs channel load.

In Figure 4 we compare the collision probability when varying the channel load for the two protocols DTMAC and AS-DTMAC with $n = 8$ mini-slots. We can observe from this figure that the gain in the probability of collision is in the order of 10^3 . These results clearly show the interest of the active signaling mechanism.

3.2. Error in the signaling process

3.2.1. Homogeneous arrival with error in the signaling process. We assume again that the arrival in each slot is a Poisson process of rate λ . Thus the probability that there are k transmission attempts during this slot is still

$$\frac{\lambda^k}{k!} \exp(-\lambda).$$

We assume that we have a binary key of n bits or, in other words, the signaling scheme encompasses n mini-slot intervals. We want to compute the probability that at the end of the selection process only one vehicle has been selected to transmit. We will still assume that the transmission key of a node is randomly generated between 0 and 2^n , which means that after each transmission in a mini-slot a vehicle that is still in the selection process will transmit in the next mini-slot with probability $1/2$ and will listen with probability $1/2$.

But, here, we introduce error into the selection process. We assume that during a mini-slot selection a vehicle that is listening can miss the transmission of another vehicle with probability ϵ_1 , in other words the concurrent transmission in the mini-slot will be sensed with probability $1 - \epsilon_1$. Conversely, during a listening period, we assume that with probability ϵ_2 a vehicle in a listening period will sense a concurrent transmission during the mini-slot whereas there

is actually no transmission. We assume that the errors occur independently.

Let us suppose that we have k vehicles at the beginning. Our aim is to compute the probability that j vehicles are still in the selection process after mini-slot i . We denote this probability by b_i^j . To perform this task, we use the generating function $B_i(x)$ of the remaining contenders after the i 'th selection mini-slot. By definition we have:

$$B_i(x) = \sum_{j=0}^{\infty} b_i^j x^j$$

It is easy to establish that

$$B_0(x) = x^k$$

and we can observe that

$$B_1(x) = B_0\left(\frac{1}{2}x + \frac{1}{2}((1-\epsilon_1) + \epsilon_1x)\right) - B_0\left(\frac{1}{2}((1-\epsilon_1) + \epsilon_1x)\right) + B_0\left(\frac{1}{2}(\epsilon_2 + (1-\epsilon_2)x)\right).$$

We have:

$$B_1\left(\frac{x}{2} + \frac{1}{2}((1-\epsilon_1) + \epsilon_1x)\right) = \sum_{j=1}^k \binom{k}{j} \frac{1}{2^{k-j}} x^{k-j} \frac{1}{2^j} ((1-\epsilon_1) + \epsilon_1x)^j.$$

$\binom{k}{j} \frac{1}{2^{k-j}} \frac{1}{2^j}$ gives the probability that $k-j$ contenders transmit a burst whereas j contenders are in listening mode. With this probability, the generating function must be $x^{k-j}((1-\epsilon_1) + \epsilon_1x)^j$ for $j \neq k$. In fact, we have directly $k-j$ selected nodes but, among the j nodes which are in listening mode, with a probability ϵ_1 they remain selected, whereas, with probability $1 - \epsilon_1$, they are rejected. This explains the transition formula except for the case where $j = k$ and we need a correction term to handle this. The correction term is:

$$-B_0\left(\frac{1}{2}((1-\epsilon_1) + \epsilon_1x)\right) + B_0\left(\frac{1}{2}(\epsilon_2 + (1-\epsilon_2)x)\right) - B_0\left(\frac{1}{2}((1-\epsilon_1) + \epsilon_1x)\right)$$

is just to remove the case where $j = k$ in the development of $B_1\left(\frac{x}{2} + \frac{1}{2}((1-\epsilon_1) + \epsilon_1x)\right)$. The other term corresponds to the case where all the k contenders are in listening mode. Since we have assumed the probability of false alarms on burst detection, for the k remaining contenders, they are rejected with probability ϵ_2 and they remain in the selection process with probability $1 - \epsilon_2$. This explains the contribution $B_0\left(\frac{1}{2}(\epsilon_2 + (1-\epsilon_2)x)\right)$ in the transition formula.

Similarly, by linearity, we have the recursion for $i \in 0, \dots, n-1$:

$$B_{i+1}(x) = B_i\left(\frac{1}{2}x + \frac{1}{2}((1-\epsilon_1) + \epsilon_1x)\right) - B_i\left(\frac{1}{2}((1-\epsilon_1) + \epsilon_1x)\right)$$

$$+B_i\left(\frac{1}{2}(\epsilon_2 + (1 - \epsilon_2)x)\right).$$

Using this recursion formula, it is easy to compute $B_1(x)$, $B_2(x), \dots, B_n(x)$ using, for instance, Maple.

In Figure 5 we plot the collision probability versus the channel load for different values of the missed detection probability ϵ_1 for $n = 8$ and $\epsilon_2 = 0$. We observe a noticeable decrease in the collision probability when ϵ_1 increases, however the performance remains good even with $\epsilon_1 = 0.05$.

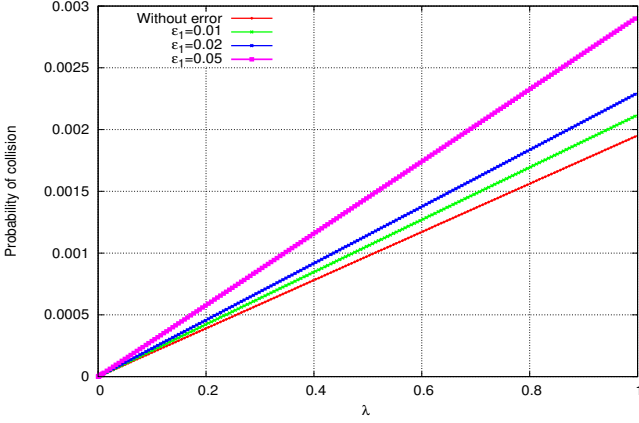


Figure 5. Collision probability with error in detecting the signaling burst $\epsilon_1 = 0.01, 0.02, 0.05$ (missed detection).

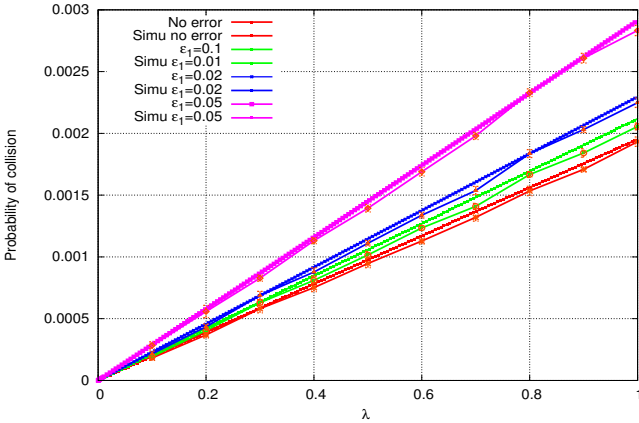


Figure 6. Collision probability with error in detecting the signaling burst $\epsilon_1 = 0.01, 0.02, 0.05$ (missed detection).

In Figure 6, we add the curves of the simulation results with the respective confidence interval of 95% and we keep the results of the analytical model for the comparison. For the clarity of this paper we keep Figure 5. We can observe that there is a very good matching between the simulation results and the analytical model. In Figure 7 we plot the collision probability versus the channel load for different values of the missed detection probability ϵ_2 and for $n = 8$ and $\epsilon_1 = 0$. We observe a noticeable improvement in the collision probability when ϵ_2 increases. This is strange since it seems that the performance improves when ϵ_2 increases.

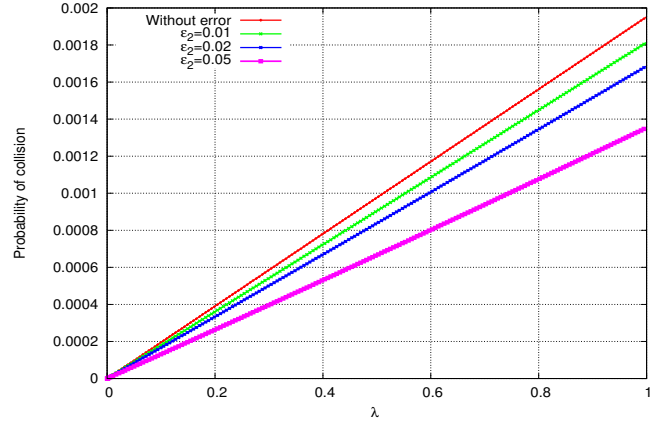


Figure 7. TBD. Collision probability with error in detecting the signaling burst $\epsilon_2 = 0.01, 0.02, 0.05$ ($\epsilon_1 = 0.0$).

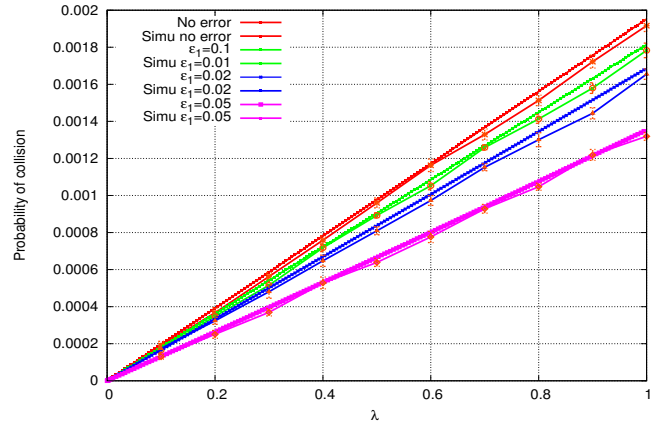


Figure 8. TBD. Collision probability with error in detecting the signaling burst $\epsilon_2 = 0.01, 0.02, 0.05$ ($\epsilon_1 = 0.0$).

But this can be explained by the fact that when $\epsilon_2 > 0$ there is a non-zero probability that the selection process leads to an empty slot and ends up with no transmission although there are pending packets for this slot. Figure 8 presents the comparison between the simulation results and the analytical model for the scenarios of Figure 7 and confirms the very good matching between the two approaches.

We can compute the probability that, for a given non-empty slot, the selection process ends up with a successful transmission.

$$Pr(\lambda) = \frac{1}{1 - \exp(-\lambda)} \sum_{k=0}^{\infty} \frac{\lambda^k}{k!} \exp(-\lambda) B'_k(0).$$

The results of this computation are given in Figure 9. We observe that the probability of a successful transmission is nearly 1 when there is no error in the detection of the signaling sequence or when $\epsilon_1 \leq 0.05$ and $\epsilon_2 = 0$, but, when $\epsilon_2 = 0.05$ the probability of a successful transmission falls to around 0.83. The reason for this large decrease is not the collision rate but the occurrence of empty slots where

the selection process ends with no transmission although there are pending packets for this slot. We observe that the error where phantom signaling bursts are detected is much more detrimental for the selection than the missed detection of a signaling burst. Figure 10 presents the comparison between the simulation results and the analytical model for the scenarios of Figure 9 and confirms the very good matching between the two approaches.

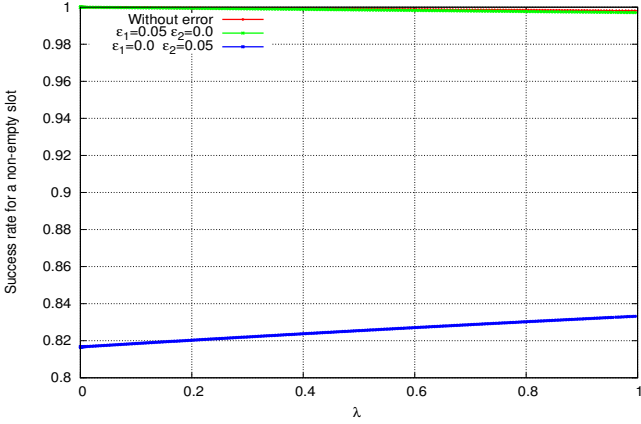


Figure 9. Probability that the selection process for a non-empty slot ends up with a successful transmission for different values of ϵ_1 and ϵ_2 .

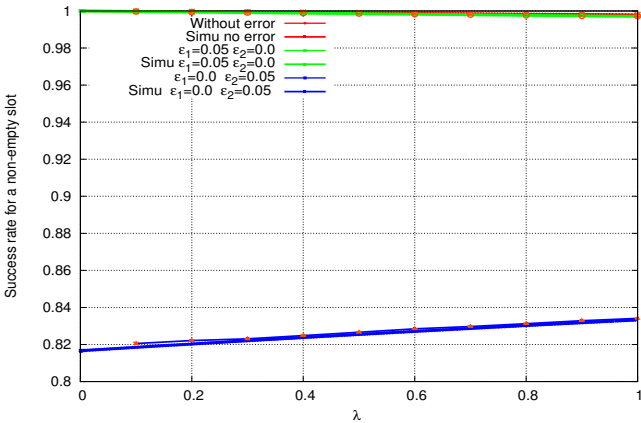


Figure 10. Probability that the selection process for a non-empty slot ends up with a successful transmission for different values of ϵ_1 and ϵ_2

3.3. Burst of traffic

In this study, we supposed that we have a burst of k arrivals of emergency messages (urgent packets) in a given slot and we assume that there are no other competitors. Such an effect can be obtained if we use a dedicated first bit in the transmission key. When a vehicle requires a priority access to the channel to transmit urgent packets, it sets the first bit in the transmission key to '1'. Otherwise, it sets it to '0' to transmit default packets. By doing so, after the first signaling interval, there will be competition between k

urgent packets. In this section we focus on the transmission of these k urgent packets. We use the simple persistent protocol to schedule these k pending packets in which each of them successively uses the coming slot until all of the packets have been successfully transmitted. According to the computations above, the probability of collision when there are k packets competing for a slot is:

$$\epsilon_k = 1 - A_k(0) - A'_k(0)$$

We call T_k the mean number of slots until the k packets have been successfully transmitted. We have the following recursion

$$T_k = 1 + (1 - \epsilon_k)T_{k-1} + \epsilon_k T_k$$

Thus we have the following expression:

$$T_k = T_{k-1} + \frac{1}{(1 - \epsilon_k)}.$$

Similarly for $2 \leq j \leq k$ we can obtain:

$$T_j = T_{j-1} + \frac{1}{(1 - \epsilon_j)}$$

and of course $T_1 = 1$. The resolution leads to

$$T_k = 1 + \sum_{j=2}^k \frac{1}{(1 - \epsilon_j)} = \sum_{j=1}^k \frac{1}{(1 - \epsilon_j)}.$$

Note that since $\epsilon_1 = 0$, $\frac{1}{(1 - \epsilon_1)} = 1$.

The exact distribution of T , the necessary number of slots until all the k transmissions are successful is given by the following expression:

$$Prob(T = k) = \prod_{j=1}^k (1 - \epsilon_j)$$

$$Prob(T = k + m) = \prod_{j=1}^k (1 - \epsilon_j) \sum_{m_1 + \dots + m_k = m} \epsilon_1^{m_1} \dots \epsilon_k^{m_k}$$

The proofs of these formulas are simple. For the first formula the probability is exactly the probability that during the k successive transmissions there is no collision. Since at each transmission the number of contending nodes decreases by 1, the result is straightforward. Note that $\epsilon_1 = 0$ is left for the symmetry of the formula.

For the second formula, the probability is exactly the probability that, to obtain k successful transmissions, we encounter exactly m collisions. We have to distribute these m collisions into m_1, \dots, m_k collisions such as $m_1 + \dots + m_k = m$ and some transmissions j can be without collision in which case $m_j = 0$. Note that $\epsilon_1 = 0$ and that necessarily $m_1 = 0$ the terms $(1 - \epsilon_1)$ and $\epsilon_1^{m_1} = 1$ are left for the symmetry of the formula.

In Figure 11, we show the cumulative distribution function of the number of slots required for a burst of 10 urgent packets for the AS-DTMAC protocol when $n = 6$ and

$n = 10$. We can note from Figure 11 that the AS-TDMAC protocol is very fast to successfully transmit all the packets even for $n = 6$.

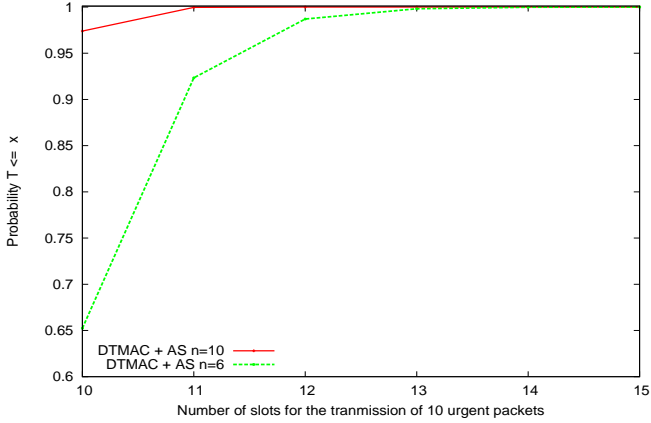


Figure 11. Cumulative distribution function of the number of slots required for the 10 urgent packets.

3.4. Signal detection and statistics

The aim of this part is to give some ideas on how the selection process can operate at the physical layer. During a listening period, the mini-slot selection process has to choose between two hypotheses: either the signal detected contains only noise (H_0), or there is a signal hidden in this noise (H_1), see [23]. This process may fail; it can fail to detect an existing signal (miss-detection) or it can detect a signal whereas there is actually only noise (false alarm).

In order to evaluate these two kinds of error, we need statistical knowledge about the distribution of the observation. Figure 12 gives an example of statistical hypothesis testing for Orthogonal Frequency Division Multiplexing (OFDM) symbol under H_0 and H_1 . In the decision process, it is not uncommon that we erroneously reject these two hypotheses. In a communication system, each detector can be characterized by the couple of P_{fa} and P_d ⁴ which are respectively the probability of false alarm and the probability of detection. In practice, the probability of a false alarm is always low (less than 10^{-2})[24] while the probability of detection is much greater (generally near 1) and is sensitive to the condition of the channel. According to the theory of Neyman-Pearson [23], the optimal detection is a Likelihood Ratio Test (LRT)⁵ given the maximum possible P_d for any given P_{fa} [23]. This test consists of comparing the likelihood ratio to a threshold in order to make a decision. Consequently, fixing the threshold is the key to correct signal detection. For a number of applications, some parameters could be unknown while the signal is known. In this condition, we introduce a composite test approach, namely the Generalized Likelihood Ratio Test (GLRT) [23]. Generally,

4. The probability of miss-detection is $1 - P_d$

5. We had many fruitful discussions with our colleague Cedric Adjih on the subject.

to take the best of the signal detected, we pass the signal through a matched filter with the best possible Signal to Noise ratio (SNR) given. We run simulations using the above mentioned approach and find that the error probabilities in the bursts detection are reasonable and comparable with those used in Subsection 3.2. Therefore, we can conclude from this study that our mechanism is tolerant to 5% of false alarm errors to maintain an acceptable rate of access collision.

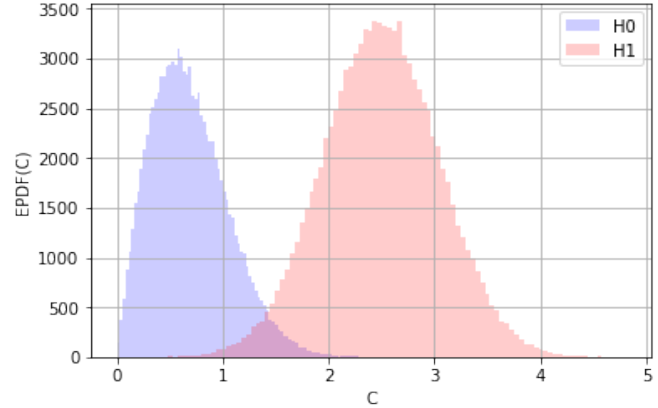


Figure 12. Example of hypothesis testing for OFDM symbol detection: Empirical Probability Distribution Function (EPDF) histogram under H_0 and H_1 . C is the correlation variable at the matched filter output.

In Figure 13, we plot the receiver operating characteristics (ROC) curves for different SNR values: probability of detection as a function of P_{fa} . These results are generated by using a detection model based on GLRT. We can observe from this figure that even with a low level of signal-to-noise ratio (SNR), especially at -13db when the level of P_{fa} is 0.05, the probability of detection is still high (almost 90%).

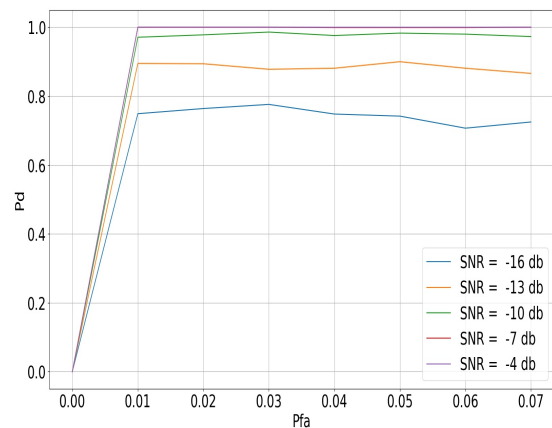


Figure 13. ROC curves for different SNR values

4. Conclusion

We present an analytical model for studying the performance of the AS-DTMAC protocol. We use recursive equation on generating functions to obtain the collision probability. Two cases of the arrival process in AS-DTMAC have been investigated and modeled. In the first case, the packet in the vehicles arrive in each time slot according to a homogeneous Poisson process, whereas in the second case there is a burst of arrivals for very urgent messages. To make our analytical model as complete as possible, we introduce error into the model during the selection process. We define two kinds of error which can occur in the detection process: vehicles can miss a transmission or sense a false transmission. With the first kind of error, the performance remains very good even with up to 5% of error, whereas in the second kind of error, the selection may end up with no transmission on the payload slot, which is much more detrimental for the whole performance.

The simulation results confirm the validity of the analytical model and show that AS-DTMAC very significantly outperforms the DTMAC protocol in terms of collision probability. The transmission of urgent packets is also very efficient in AS-DTMAC. As future work, we plan to precisely evaluate the probability of the error in the bursts detection in order to optimize the active signaling process. Furthermore, we plan to investigate the idea of no longer considering that the CSMA-based MAC protocols and TDMA-based MAC protocols are competitors. By combining the two techniques, the drawbacks of contention based-access in the former and resource reservation in the latter can be overcome. Such an application can be the future Wifi standard for vehicles (IEEE 802.11bd [22]), which requires ensuring a backward compatibility mode (to make communication possible between vehicles using the IEEE 802.11p and vehicles using the new communication technologies (IEEE 802.11bd). Proposing this kind of protocol will be beneficial: the CSMA/CA will keep communication with older nodes (IEEE 802.11p) possible, while AS-DTMAC will enable low latency access.

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