TELEMATICS CONTROL UNIT.

Vehicle Plus

Supervised by

Eng. Alaa Mahdi

Team Names

Moustafa Wahdan

Youssef Abbas

Ahmed Tarek

Mohamed Nabil

Nada El-Etr

Ahmed Samir

Toqa Elkabany

Mina Nadi

February 2023

Introduction About the project

A telematics control unit (TCU) that provide various tasks using edge technologies. The TCU connects the vehicles together via V2V standards, providing a full 360-degree awareness of the surrounding vehicles within the VANET can ensure a more precise reaction of Advanced Driver Assistant Systems (ADAS). The telematics control unit connects the vehicle to the internet to utilize cloud services (V2Cloud) that enhances its performance and allows it to do more complex tasks. The solution also provides a companion mobile application to allow user to view his vehicle and interface with it in a user-friendly manner. The cloud services mentioned above will be implemented using REST API web services which will be implemented and hosted as a part of our solution scope.

Problem statement

Road accidents take the life of many people in the world each year, and much more people have been injuring and maiming. Statistical studies show that accidents could be avoid by 60% if drivers were informed only half a second before the accident (C. D. Wang and J. P. Thompson, 1997). The main reason of these accidents is a limitation in view of roadway emergency events that can be due to the distances, darkness, and existence of an inhibiter in the road. Road and traffic safety can be improved if drivers have the ability to see further down the road and know if a collision has occurred.

Web and cloud-based applications became a necessity in almost every system. Major vendors now look forward to making benefits of these technologies and integrating them with their systems. The tycoons of the automotive industry have started taking some steps for this to happen like forming the e-Sync alliance for creating a high-confidence multi-vendor path to create end-to-end secure OTA and data services for the connected car through a global network of co-operating suppliers. Also, all automotive software requires a software update management system to monitor the update process and ensure efficient distribution of the update. UN-R156 standard illustrates the importance of creating a software update management system for any software before it's published to the market and each version identification requirement.

Proposed Solution

The main motivation for our project is to provide features that aids to minimize road accidents and try to secure the car from thefts this goal can be achieved by providing the car with 360-degree awareness of similarly equipped vehicles within a range. This can become possible if the drivers and vehicles communicate with each other. It is possible to build a multi-hop network among several vehicles that have communication devices. These vehicles would form a mobile ad-hoc network and could pass along basic safety messages about intersection collision warning, emergency brake warning, road conditions, accidents and congestion.

Technical Description of the solution

Regarding the Vehicle-to-Vehicle (V2V) communication continuous broadcast of Basic Safety Messages (BSMs) is shared using DSRC transceivers. The BSM contains information about vehicle position, heading, speed, brakes, and other information relating to a vehicles state. Sharing this information has the potential to prevent up to 75% of all roadway crashes through active safety applications. Basically, BSM(basic safety messages) are shared using V2V communication to provide a safer driving journey. The data is gathered from various sensors and is transmitted to the TCU through ethernet. The TCU collects the readings from different sensors, placing them in a compact payload to be shared via DSRC among the surrounding vehicles. In addition, some of the gathered data is shared with the cloud server. Each payload is timestamped at the TCU at each transmission, the TCU synchronizes its time periodically using either internet or GPS according to availability. Information gathered from the vehicle’s sensors and the BSMs of the surrounding vehicles is then passed to active safety applications on the main ECU to be processed to prevent potential road problems.

Project Plan & Timeline

Deliverables from October - December 2022

Deliverables status

⃣ On track

⃣ Behind Schedule (What is the estimated Percentage?)

⃣ Ahead of Schedule (What is the estimated Percentage?)

The Expected deliverables from February - April 2023