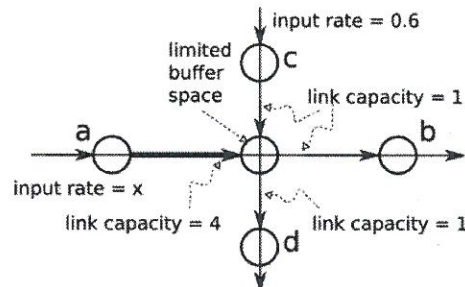


Solution attached

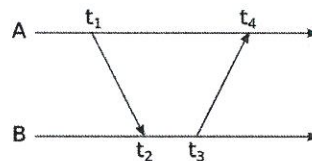
CSC0056 Homework 7

- Submit your work to Moodle before **9PM, Jan. 15th, Friday**.
 - This is a bonus homework assignment - we will count the six highest scores out of your seven homework submissions. Also, consider this as a review for the final exam.
1. **(15 points)** Review Sec. 6.1.2 in the textbook. Following Example 6.1 and consider the following configuration instead:



Explain why the total throughput will converge toward 1.25 as x increases.

2. **(15 points)** Review Sec. 6.2.1. For the end-to-end window flow control, where the transmission time of a single packet is 0.1ms. Suppose that we want to send packets from a sensor to our server, using the window size of 20 packets. If the round-trip delay is no larger than 1.7ms, will the flow control throttle the transmission rate of the sensor? Explain.
3. **(20 points)** Consider the leaky bucket scheme, where permits are generated on a per packet basis. With bucket size $W=2$, what is the average delay for a packet to obtain a permit? Suppose that packets arrive according to a Poisson process with rate $\lambda=2$ packets/second and that a permit arrives with rate $r=3$ permits/second.
4. **(20 points)** Consider the following time-lines, with $t_1=80$, $t_2=100$, $t_3=115$, and $t_4=140$, and compute the mean time offset between hosts A and B using the NTP protocol:



5. **(15 points)** Consider the CAN protocol (lecture 10), with a *wired-AND* implementation of the bus. For the following three encoding for the IDENTIFIER field (from MSB to LSB), rank their priority levels according to the multiaccess arbitration of the CAN bus:

IDENTIFIER field of message A: 0 0 0 1 0 1 0 1 1 1 1

IDENTIFIER field of message B: 0 1 0 1 0 1 0 1 1 0 0

IDENTIFIER field of message C: 0 0 0 1 1 0 0 1 0 1 1

6. **(15 points)** In the slotted multiaccess model (Sec. 4.2.1), we have two alternative assumptions: (1) *no-buffering assumption*, and (2) *infinite set of nodes assumption*. Explain why using the first assumption the analysis provides a lower bound to the delay, and why using the second assumption the analysis provides an upper bound to the delay.

① The link from the center to node B has less capacity than the link from node A has, and that will cause retransmissions from nodes A and C. Now, the link from A has four times the capacity than the link from C has. Therefore, the throughput to B and C will be $1 + 1 \times \frac{1}{4} = 1.25$ *

② No. It will take $0.1 \times 20 = 2$ ms to use up the window of 20 packets, while the acknowledgement of the first packet will return in 1.7 ms. This implies that we will never have to wait.

③ $T = \frac{1}{3} (P_3 + 2P_4 + 3P_5 + 4P_6 + \dots)$

$$a_0 = \frac{e^{(-\frac{2}{3})} (\frac{2}{3})^0}{0!} = e^{(-\frac{2}{3})} = 0.513, \quad a_1 = 0.342, \quad a_2 = 0.114, \quad a_3 = 0.025$$

$$a_4 = 0.002, \quad a_5 = 0.0001$$

$$a_6 = 0.00006$$

$$P_0 = \frac{\nu - \lambda}{\nu a_0} = 0.65$$

$$P_1 = \frac{(1 - a_0 - a_1) P_0}{a_0} = 0.183$$

$$P_2 = \frac{1}{a_0} (P_1 - P_0 a_2 - P_1 a_1) = 0.09$$

$$P_3 = \frac{1}{a_0} (P_2 - P_0 a_3 - P_1 a_2 - P_2 a_1) = 0.043$$

$$P_4 = \frac{1}{a_0} (P_3 - P_0 a_4 - P_1 a_3 - P_2 a_2 - P_3 a_1) = 0.02$$

$$P_5 = \frac{1}{a_0} (P_4 - P_0 a_5 - P_1 a_4 - P_2 a_3 - P_3 a_2 - P_4 a_1) = 0.0108$$

$$P_6 = \frac{1}{a_0} (P_5 - P_0 a_6 - P_1 a_5 - P_2 a_4 - P_3 a_3 - P_4 a_2 - P_5 a_1) = 0.0068$$

$$T \approx \frac{1}{3} (0.043 + 2 \times 0.02 + 3 \times 0.0108 + 4 \times 0.0068) = 0.047$$

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Note that this is only a lower bound of the real average delay. In fact, T may be much larger.

$$\textcircled{4} \quad \frac{1}{2} (100 - 80 + 115 - 140) = \underline{-2.5} \#$$

$$\textcircled{5} \quad A > C > B$$

$\textcircled{6}$ With the no-buffering assumption, the backlogged nodes are not accepting new arrivals, and thus the total traffic load is lighter than the real load.

With the infinite-set-of-nodes assumption, ^aretransmission and a new transmission of the same real node can happen simultaneously, and thus the level of traffic congestion is heavier than the real traffic congestion. #