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# A review of current routing protocols for ad hoc mobile wireless networks IEEE Personal Comm (OK) 1999 (Very Old) UCSB (Good)

# A tutorial survey on vehicular ad hoc networks IEEE Communications (Good) 2008 (Old) Germany (OK)

# Vehicular Ad Hoc Networks (VANETs): Challenges and Perspectives ITS Telecommunications (Unknown), 2006 (Old), Iran (Bad)

# Broadcast communication in Vehicular Ad-Hoc Network safety applications IEEE CCNC (Normal) 2011 (OK) France (OK)

# Routing in vehicular ad hoc networks: A survey Journal (Unknown) 2007 (Old), Univ North Carolina (Good)

# Vehicle-to-Vehicle Communications: Readiness of V2V Technology for Application Government document (good to read, but may be not academic), 2014 (Good) Recommend fast reads

# Mobility models for vehicular ad hoc networks: a survey and taxonomy Journal (IEEE Communication Good), 2009 (Old), Germany (OK)

# A Review of Information Dissemination Protocols for Vehicular Ad Hoc Networks Journal (IEEE Communication Good), 2012 (OK), Thailand University AP, but get PhD from CMU (OK)。Recommend

# A survey and comparative study of simulators for vehicular ad hoc networks (VANETs) Conference IWCMC (Known), 2009 (Old), Spain & UHK (OK),

# A survey and challenges in routing and data dissemination in vehicular ad-hoc networks

# Conference (Vehicular Electronics ... Unknown), 2008 Old, Company (Telcordia Unknown)

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Possibly useful material:

1. Both radio (very high frequency [VHF], micro, and millimeter waves) and infrared waves have been used in experimental V2V systems. Infrared and millimeter waves allow communi- cation only in line of sight;3 VHF and microwaves allow broadcast communications. VHF can provide long links but at low speed; the mainstream is microwaves。
2. The major dif- ference will be that the physical parameter values are doubled in the time domain to decrease the inter-symbol interference caused by the multipath delay spread and the Doppler spread effect. IEEE 802.11p targets a transmission range between 300 m and 1 km. The signal bandwidth thus is reduced from 20 to 10 MHz, and the data throughput ranges from 3 to 27 Mb/s instead of 6 to 54 Mb/s.
3. QoS: One possibility is to change intelligently the number of vehicles transmitting the emergency messages and the rate at which they are transmit- ting the messages. The second solution is to change the trans- mission range of the emergency messages as the number of affected vehicles increases.