

**NEW POWER SAVING ALGORITHM
POWER AWARE WITH THE
SURVIVABLE ROUTING ALGORITHM
FOR MOBILE AD HOC NETWORKS**

By

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- ❖ Objective of the problem
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Objective of the problem

- ❖ Routing the packets
- ❖ Increases route survivability
- ❖ Increases throughput
- ❖ Decreases number of path reconstructions

Introduction

- ❖ Infrastructure-less
- ❖ Wireless
- ❖ Free license
- ❖ Self-organizing and self-managing
- ❖ Mobile nodes
- ❖ Network topology changes
- ❖ Node is both a host and router
- ❖ Multi-hop
- ❖ Heterogeneity

Introduction (cont....)

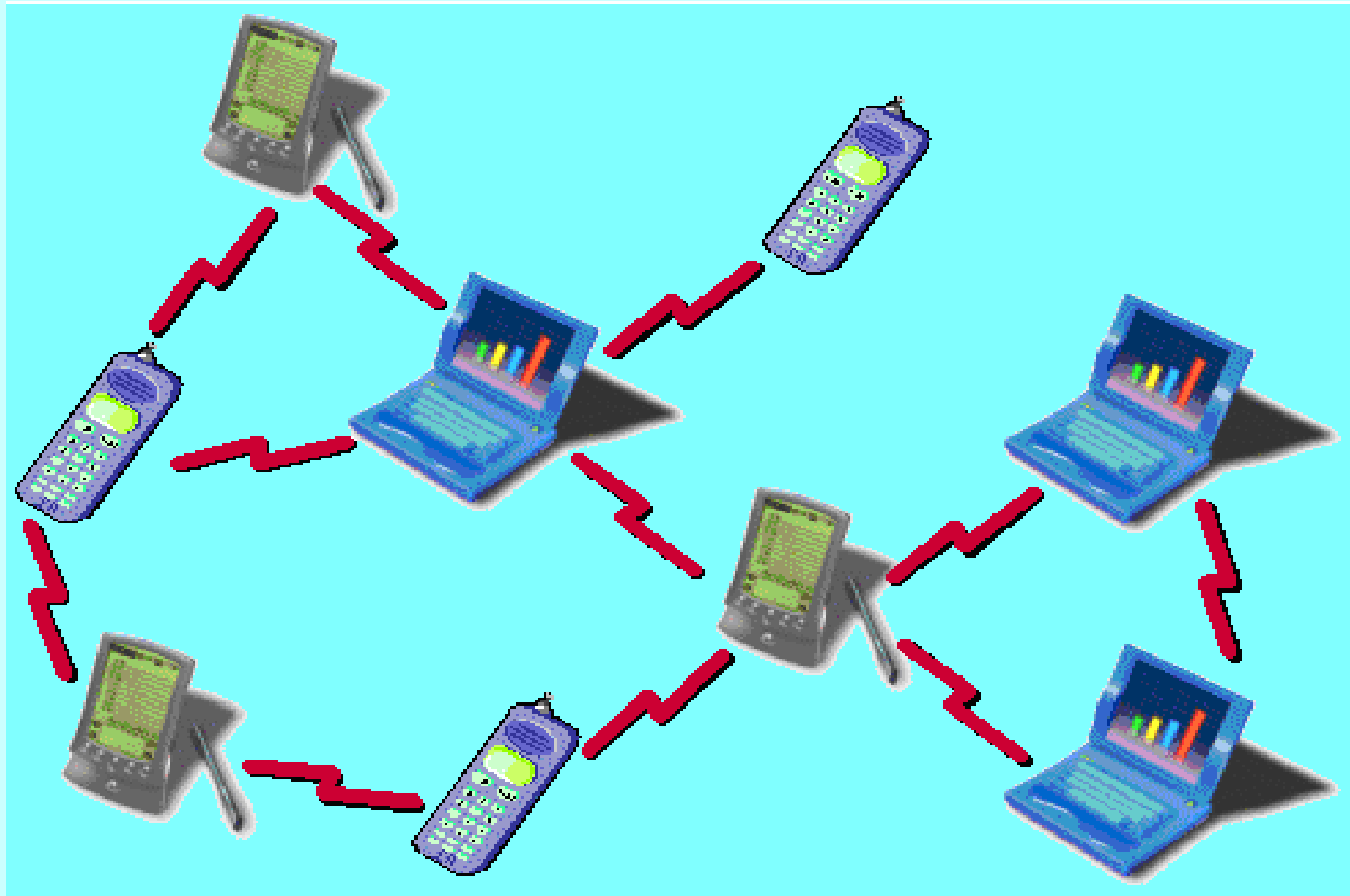


Figure.1. Structure of MANET.

Introduction (cont....)

- ❖ Emergency & War time
- ❖ M-commerce
- ❖ Vehicular service
- ❖ Education
- ❖ Local area network
- ❖ Sensor network

MANET issues

- ❖ Power-constrained
- ❖ Limited security
- ❖ Bandwidth-constrained
- ❖ survivability of the nodes
- ❖ Throughput
- ❖ Unnecessary transmission is something to be avoided
- ❖ Computation load need to be minimized

Some of the existing works

❖ Power Aware Multi Access Protocol with Signaling(PAMAS)

- Energy efficient MAC protocol
- Achieves goal
 - Making nodes with power-off.
- Provides best results in dense networks
- In small network, the power saving is low.

Some of the existing works (cont....)

❖ Minimum Total Transmission Power Routing(MTPR)

- Minimize total transmission power consumption for all nodes
- Total transmission-power for all the routes I

$D-1$

$$P(L_d) = \sum_{i=0}^{D-1} T(n_i, n_{i+1}) \quad (1)$$

- Selects a path with more number of hops
- Increases the end-to-end delay

Some of the existing works (cont....)

❖ Min-Max Battery Cost Routing (MMBCR)

- Smaller remaining-battery capacities of nodes are avoided
- Nodes with more residual-battery capacities are chosen in a route.

$$R(L_e) = \underset{n_i \in L_e}{\text{Max}} C_i(t) \quad (2)$$

$$R(L_o) = \underset{L_e \in L_*}{\text{Min}} R(L_e) \quad (3)$$

Proposed model

- ❖ Routing the packets
- ❖ Uses
 - Minimum total transmission-power
 - Relay-capacity of the node.
- ❖ Source-destination chooses an efficient route
 - By route-selection window mechanism.

Proposed model (cont....)

$$\text{Total Power} = P_{XT} - P_{XR} \quad (4)$$

$$RN_i = NT_i * LT_i \quad (5)$$

$$LT_i = \frac{RE_i}{E_i(t)} \quad (6)$$

Simulation

Table I. Simulation parameters

| | |
|--|-----------------|
| Traffic type | CBR |
| CBR packet size | 512 bytes |
| Routing protocol | DSR |
| Hello_packet_interval | 1 s |
| Node mobility | 0-20 m/s |
| Frequency | 2.4 Ghz |
| Channel capacity | 2 Mbps |
| Transmission range | 250 m |
| Transmit power | 1.32 W |
| Receiver power | 0.96 W |
| Idle power | 0.82 W |
| Mobility | Random waypoint |
| Voltage | 5 V |
| Initial node energy | 9000 J |
| Route-selection window time at source | 3 ms |
| Route-selection window time at destination | 2 ms |

Results

In this simulation, we have considered following metrics:

- ❖ Network lifetime Route Survivability
- ❖ Throughput
- ❖ Power Consumption
- ❖ Number of Path Reconstructions

Results (cont....)

Route Survivability:

- ❖ We consider 100 nodes
- ❖ Node mobility varied from 0-20 m/s
- ❖ 5 mobile nodes transmit data at 5 packets/s.
- ❖ Experimental setup executed for 25 runs

Results (cont....)

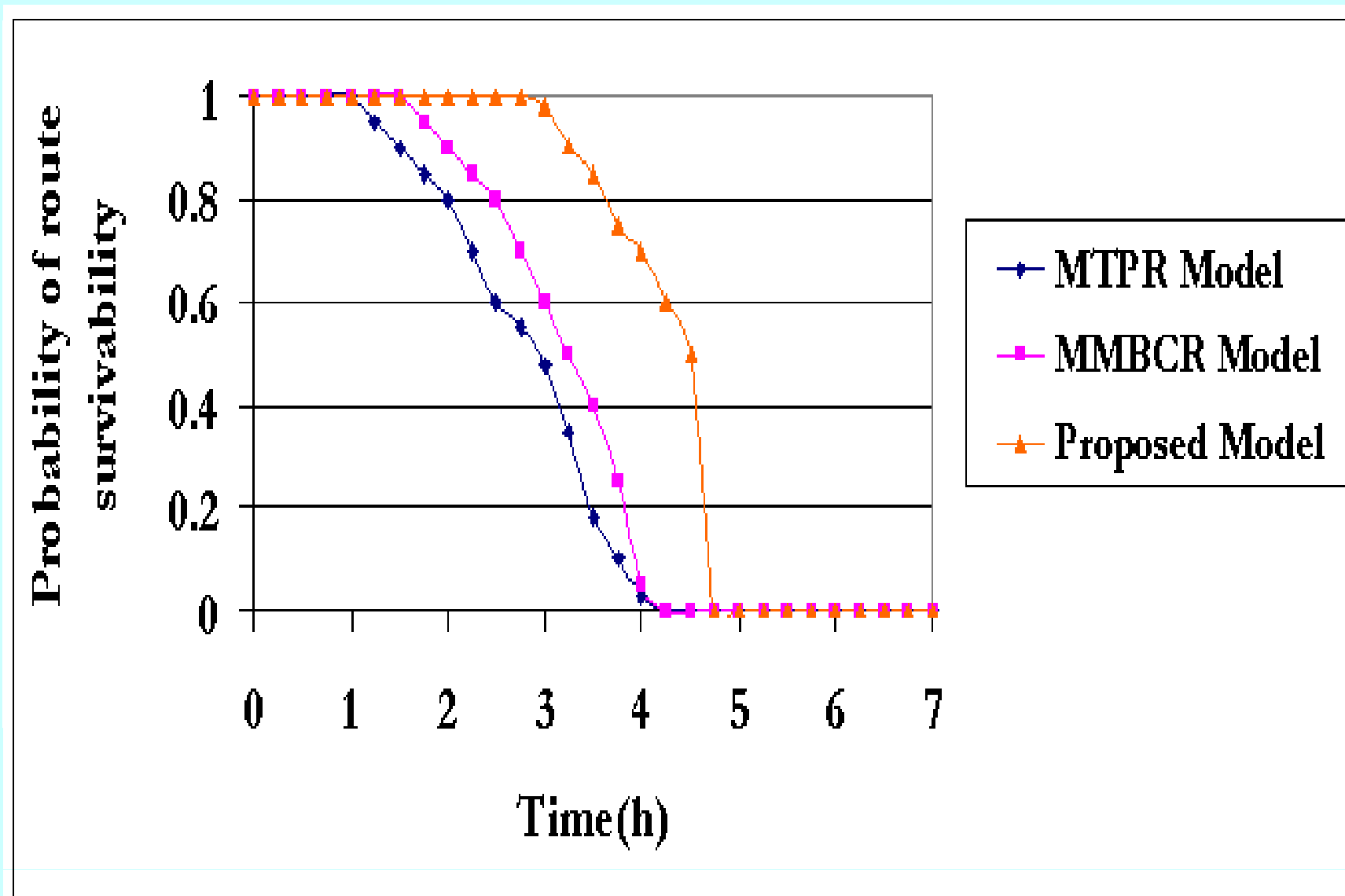


Figure 2. Probability of route survivability.

Results (cont....)

Throughput :

- ❖ We consider 100 mobile nodes
- ❖ Node mobility differed from 0-20 m/s.
- ❖ 5 nodes transmit data at 5 packets/s.
- ❖ Executed for 25 runs with different speeds

Results (cont....)

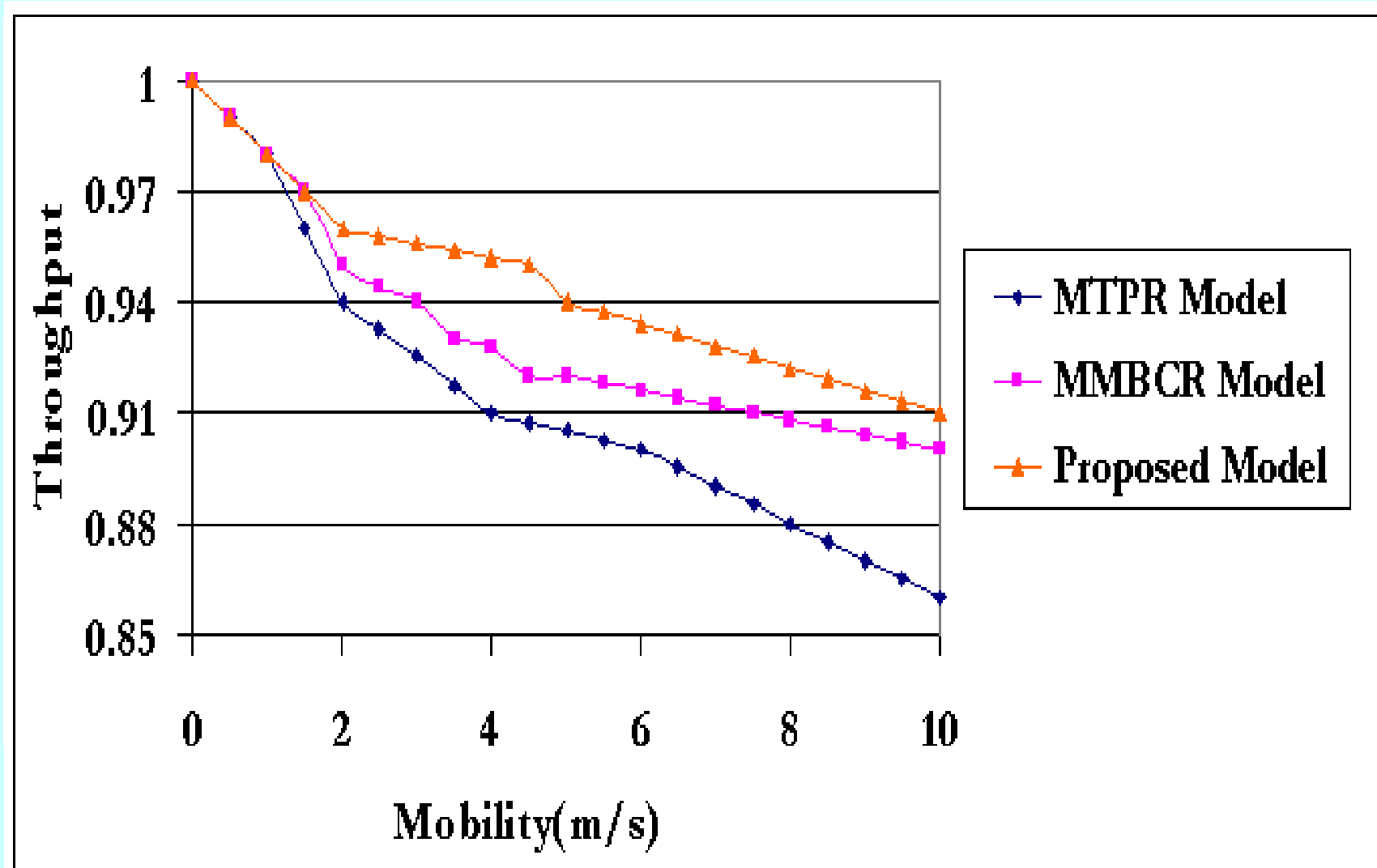


Figure 3. Mobility versus throughput.

Results (cont....)

Power Consumption :

- ❖ We deployed 25 mobile nodes
- ❖ No.of packets sent from 0-80 packets/s
- ❖ Each node traveled constantly at 2 m/s.
- ❖ Experimental setup executed for 20 times

Results (cont....)

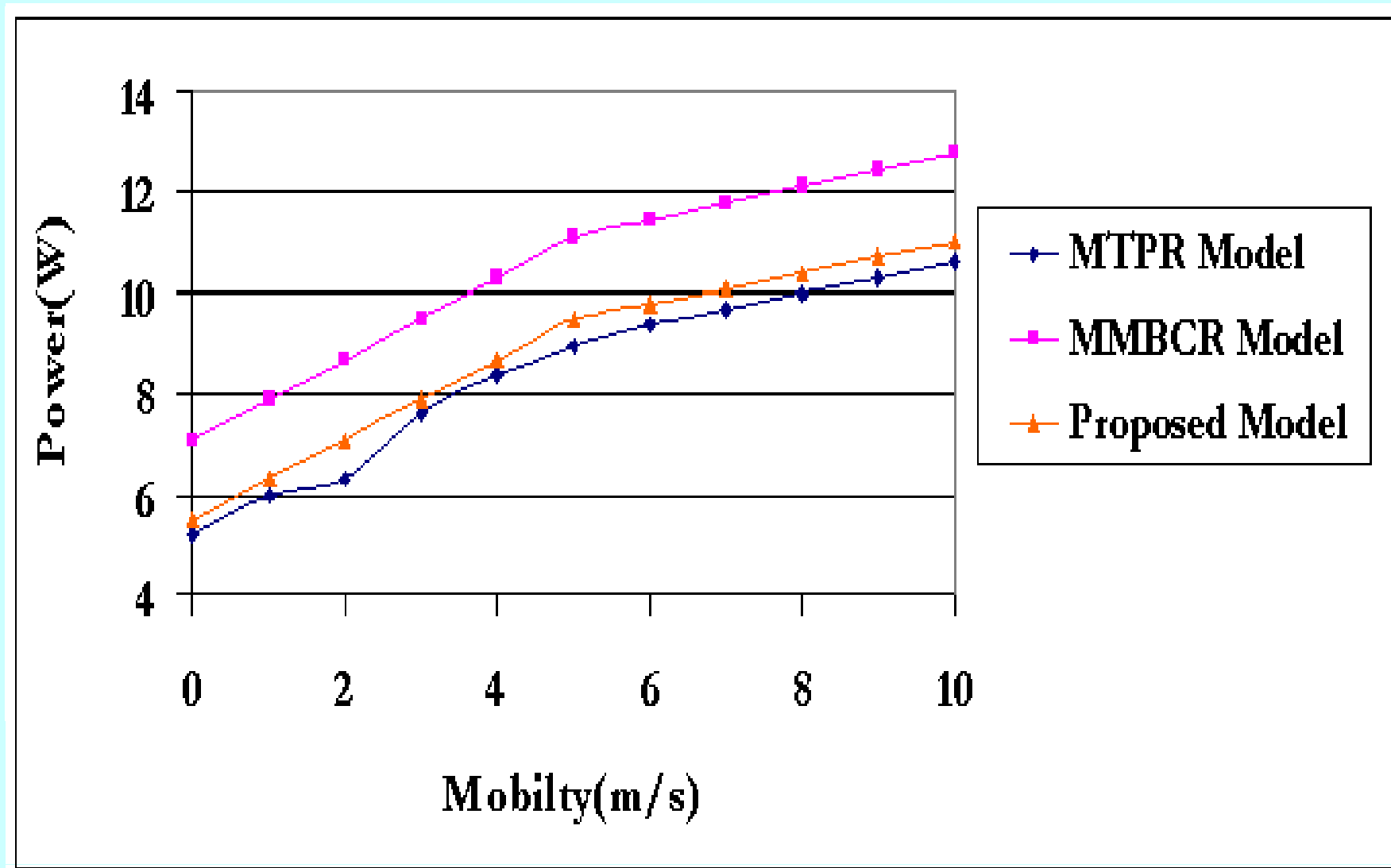


Figure 4. Mobility against power.

Results (cont....)

Number of Path Reconstructions :

- ❖ Deployed 50 mobile nodes
- ❖ No.of packets sent between 5-20 packets/s
- ❖ Each node moved constantly with 0-25 m/s.

Results (cont....)

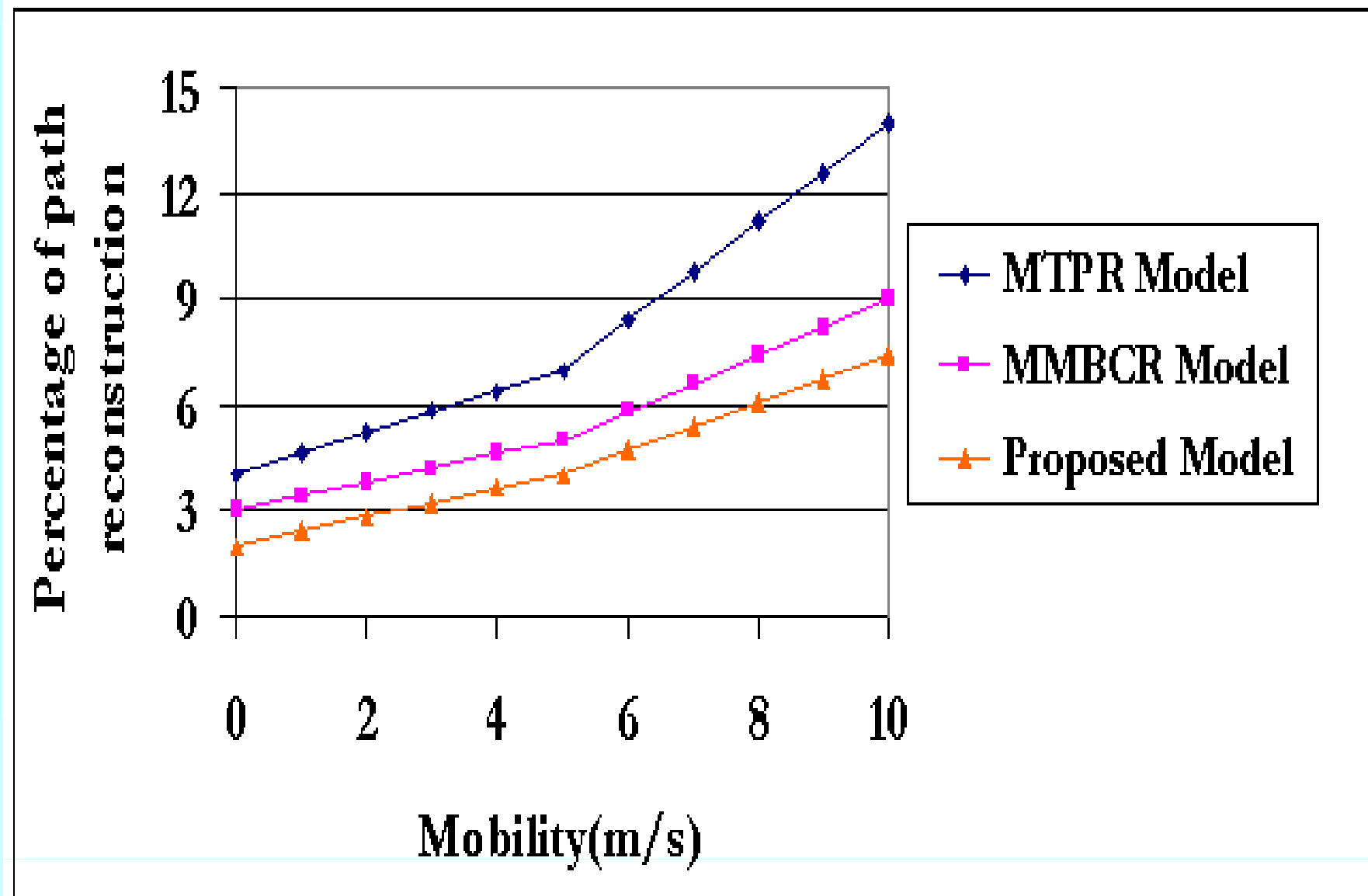


Figure 5. Mobility versus percentage of path reconstructions.

Conclusions

- ❖ Fixed parameters range
 - Topology
 - Mobility
- ❖ The drawback of this model
 - Takes more number of hops
- ❖ We have not considered packets loss

Future work

- ❖ To support more area
- ❖ To find better routes under delay constraints,
- ❖ Find better path under heterogeneous network

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