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Innovative Fuzzy Logic Methods for Congestion Control in Vehicular Ad-Hoc Networks

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Abstract:

This research investigates the use of state-of-the-art fuzzy logic-based techniques for congestion control in vehicular ad hoc networks (VANETs), as VANETs are dynamic networks with high mobility and frequent topology changes. In time, it can therefore be difficult to maintain optimum performance using specific signal management strategies. The recommended algorithm uses real-time data and expert knowledge to dynamically change the transmission rate in response to changing network conditions. The main goal is to increase the number of s along with the fact that the method promises to be flexible and scalable in various VANET settings. The fuzzy logic method shows good results through several detailed simulations and performance comparisons with machine learning-based traditional ones. Hybrid An interesting algorithm is recommended technique achieves speeds of 20.1 Mbps, surpassing the current techniques with impressive growth above. Moreover, Packet loss is reduced to 4.7%, promoting reliable communication. And latency is reduced to 160 milliseconds, guaranteeing faster data transfers. The scalability of the algorithm (score 9) makes it ideal for expanding network demands in smart transportation systems. While resilient (score 9), future research directions include integrating additional environmental factors such as weather and road conditions. To further improve decision-making that guarantees smooth performance across a wide range of traffic conditions. By incorporating adaptive learning techniques into the fuzzy logic framework, the system may be able to develop and get better over time. Additionally, investigating hierarchical control structures might provide multi-layered network settings with more effective management. Validating the simulation results will require real-world installations and resolving privacy and security issues will be essential to guaranteeing dependable and secure operation in real-world situations. The outcomes demonstrate how well the suggested strategy works to achieve increased throughput, reduced latency, and less packet loss while maintaining the flexibility and scalability needed for upcoming vehicular networks.

Keywords: Fuzzy logic, Congestion control, Vehicular ad-hoc networks (VANETs), Traffic management, Intelligent transportation.

1. Introduction

The Vehicular Ad-Hoc Networks (VANETs) have gained significant attention due to their potential to enhance road safety, traffic efficiency, and communication among vehicles. However, managing congestion in VANETs remains a critical challenge. Traditional congestion control mechanisms often fall short in dynamically changing environments with real-time traffic conditions. In recent years, fuzzy logic-based approaches have emerged as promising solutions for congestion control in VANETs. Fuzzy logic allows us to model uncertainty, imprecision, and variability inherent in traffic data. By leveraging fuzzy sets, rules, and inference mechanisms, we can design adaptive and context-aware congestion control algorithms. This research article explores innovative fuzzy logic methods specifically tailored for VANET congestion control [1],[3],[4]. We delve into the following aspects: Clustering and Stability: Fuzzy-based clustering strategies improve scalability and stability in VANETs when considering mobility patterns and network parameters. These algorithms create efficient fleets. Increase communication efficiency and resource use [5],[6],[5].

Adaptive Routing and Prediction: Our proposed adaptive congestion-aware routing protocol incorporates ACARP fuzzy logic to predict the probability of congestion around it. DYNAMIC EACH VEHICLE By considering bandwidth usage Connection quality and speed then determine reliable routes to prevent congestion [10].

Driver Behavior Assessment: Fuzzy logic can assess a driver's stress and impatience. which affects congestion By analyzing various parameters such as traffic density. driver behavior and road conditions, we gain insights into congestion dynamics [11]

Resource management: An intelligent architecture combining fuzzy logic and software-defined networking (SDN) optimizes cloud-fog-edge resource allocation. It ensures efficient data transmission and reduces congestion-related delays [12].

Vehicle ad hoc networks (VANETs) play an important role in modern transportation systems. It allows vehicles to communicate with each other and the infrastructure. Help facilitate safer and more efficient travel. But the dynamic and unpredictable nature of VANETs poses significant challenges for congestion control. As TCP/IP protocols often struggle to adapt to rapid changes in network characteristics. of VANET in the past few years. Machine learning methods have shown promise in improving congestion control by learning from data patterns.

In contrast, fuzzy logic offers a unique approach by incorporating human-like reasoning and expert knowledge to handle uncertainties and vagueness in network conditions effectively. This paper explores innovative fuzzy logic methods tailored for congestion control in VANETs. By integrating fuzzy logic with real-time data inputs such as vehicle speed, traffic density, and road conditions, the proposed algorithm aims to optimize transmission rates dynamically. The effectiveness of this approach is evaluated through comprehensive simulations and comparisons with traditional and emerging congestion control strategies. The outcomes highlight the potential of fuzzy logic to improve throughput, reduce latency, mitigate packet loss, and enhance overall network efficiency in VANET environments. Through this research, we aim to contribute to the advancement of intelligent transportation systems by offering a robust and adaptive solution to congestion management in VANETs [2],[13],[14].

1.1. Research Problem

The rapid growth of vehicular ad hoc networks (VANETs) poses significant challenges to effective network congestion management. Especially in dynamic and high-density traffic environments. Traditional congestion control methods often struggle to adapt to the fluctuating, inert conditions in VANETs, resulting in sub-ideal network performance. increased latency and packet loss Recent studies have highlighted the potential of fuzzy logic-based approaches to solving these problems. By leveraging the ability to deal with uncertainty and unclear information. Therefore, it provides more adaptive and responsive congestion management. Despite these advances But there is still a significant need for innovative fuzzy logic methods. to improve efficiency reliability and scalability of the two congestion control mechanisms in VANET. The objective of this research is to develop and validate new fuzzy logic techniques. that aim to increase efficiency or control congestion Improves overall network performance and guarantee stable communication in various vehicle network situations [8],[22],[23].

1.2. Objectives of this research

This research aims to achieve three primary objectives in the context of innovative fuzzy logic methods for congestion control in vehicular ad-hoc networks (VANETs).

a) Review and analyses existing congestion reduction schemes

Perform a comprehensive review of the literature on current VANET and comparable network type con-gestion reduction techniques.

Examine the benefits and drawbacks of the current approaches to congestion control and note any gaps in the literature [15].

b) Propose and develop novel congestion reduction algorithm

Create novel protocols and techniques for reducing congestion that are especially suited to the special needs of VANETs.

Use a simulation environment to put these algorithms to use and evaluate how well they work in different traffic and network scenarios.

Enhance the suggested systems' robustness, efficiency, and scalability under various congestion conditions.

c) Enhance Scalability and Robustness:

It examines the scalability and robustness of two fuzzy logic-based congestion control mechanisms. To guarantee their applicability in VANET embeddings of different sizes, ways to increase the flexibility of these algorithms to network changes are explored. environmental changes and different vehicle densities to ensure stable and efficient communication channels in smart city environments and beyond.

2. Litrature Reveiw

Adaptive fuzzy common-sense strategies have received sizeable interest in VANETs for mitigating mobbing conduct. Studies spotlight their effectiveness in managing dynamic traffic styles, enhancing communication reliability, and improving community performance below varying situations. Adaptive Fuzzy Logic-Based Congestion Control in VANETs. IEEE Transactions on Vehicular Technology, 72(1), 123-135; provided a unique adaptive fuzzy logic-based totally congestion control approach tailor-made for VANETs. Their method dynamically adjusts congestion manipulate parameters based totally on real-time site visitor’s conditions, enhancing network throughput and reducing latency. The take a look at validated huge overall performance improvements over traditional congestion manipulate strategies [21].

Fuzzy logic-pushed mechanisms for boosting vehicular community efficiency. Journal of Network and Computer Applications, 110(2), 87-99; explored the use of fuzzy logic to beautify the performance of vehicular networks. Their proposed mechanism makes use of fuzzy common-sense controllers to manipulate congestion by way of predicting visitor’s patterns and adjusting network assets hence. The outcomes confirmed a big lower in packet loss and stepped forward overall network overall performance [2],[17].

A Comparative Study of Fuzzy Logic and Machine Learning Techniques for Congestion Control in VANETs. Computer Communications, 185(3), 45-57; Patel et al. (2023) carried out a comparative study among fuzzy common sense-based congestion manipulate methods and device gaining knowledge of strategies. Their findings indicated that while each methods have their strengths, fuzzy common sense offers extra dependable and consistent performance beneath varying community situations, making it a most excellent choice for VANETs. [14],[16].

Innovative Fuzzy Logic Methods for Real-Time Congestion Management in Vehicular Ad-Hoc Networks. International Journal of Intelligent Transportation Systems Research, 18(1), 13-26; proposed an innovative fuzzy logic method for real-time congestion management in VANETs. Their approach integrates real-time traffic data with fuzzy logic to predict and mitigate congestion proactively. The study highlighted the method's effectiveness in maintaining low latency and high throughput in dynamic traffic environments [7],[9].

Hybrid Fuzzy Logic and AI Techniques for Optimal Congestion Control in Vehicular Networks. IEEE Access, 12(1), 1003-1015; introduced a hybrid model combining fuzzy logic with artificial intelligence (AI) techniques to optimize congestion control in vehicular networks. Their model leverages the strengths of both fuzzy logic and AI, resulting in superior performance in terms of delay reduction and throughput enhancement compared to conventional methods [19],[20].

Dynamic Fuzzy Logic-Based Congestion Control for High-Density VANETs. Ad Hoc Networks, 130, 102562; Chakraborty and Banerjee (2024) focused on a dynamic fuzzy logic-based congestion control system designed for high-density VANETs. Their system adapts to fluctuating traffic densities, providing efficient congestion management and ensuring stable communication channels. The study's simulations confirmed the robustness and adaptability of the proposed method [4],[18].

Fuzzy Logic Integrated with V2X Communication for Enhanced Congestion Control in Smart Cities. Sensors, 24(1), 234-247; Nguyen and Pham (2024) explored the integration of fuzzy logic with vehicle-to-everything (V2X) communication to enhance congestion control in smart cities. Their approach utilizes V2X data to feed fuzzy logic controllers, enabling precise and timely congestion management. The research demonstrated improved network resilience and efficiency, particularly in urban environments. [13]

3. Research Methods

Design of Fuzzy Logic-Based Congestion Control Algorithms: It develops a new fuzzy logic algorithm specially adapted for congestion control in vehicular ad hoc networks (VANETs). It involves the definition of a set of fuzzy rules that capture uncertainty and Real-time traffic condition variability and network indicators [24]

Traditional congestion control algorithms have to contend with the dynamic nature of VANETs. Fuzzy logic offers a way to deal with this uncertainty. By combining specialized knowledge and real-time data [25], here is a project for a fuzzy logic-based congestion control algorithm for VANET:

a) Inputs:

Relative Speed: Difference between a vehicle's speed and average speed on the road segment. (Fuzzy sets: Low, Medium, High)

Distance to Next Intersection: (Fuzzy sets: Close, Medium, Far)

Packet Queue Length: Number of packets waiting for transmission in the vehicle's buffer. (Fuzzy sets: Low, Medium, High)

b) Outputs:

Transmission Rate: Rate at which the vehicle transmits packets. (Fuzzy sets: Low, Medium, High)

c) Fuzzy Sets and Membership Functions:

Define triangular or trapezoidal membership functions for each fuzzy set. These functions map real values (e.g., relative speed) to a degree of membership (between 0 and 1) in the fuzzy set (e.g., Low, Medi-um, High).

d) Fuzzy Rules:

Create a rule base that captures expert knowledge about congestion control. Here are some examples:

Rule 1: IF Relative Speed is Low AND Distance to Next Intersection is Close THEN Transmission Rate should be Low

Rule 2: IF Relative Speed is High AND Packet Queue Length is High THEN Transmission Rate should be Low

Rule 3: IF Distance to Next Intersection is Far AND Packet Queue Length is Low THEN Transmission Rate can be High

e) Inference Engine:

Fuzz if y the inputs (convert real values to membership degrees in fuzzy sets).

Evaluate each rule in the rule base based on the fuzzified inputs.

Aggregate the outputs from all the rules (combine membership functions).

Defuse z if y the aggregated output (convert it back to a single crisp value for the transmission rate).

f) Adaptation:

The rule base and membership functions can be adapted based on real-time network conditions. This can be achieved through learning algorithms or by incorporating feedback from other vehicles.

g) Benefits:

Adaptability: Handles the dynamic nature of VANET traffic.

Robustness: Functions effectively under uncertain conditions.

Scalability: Applicable to different network densities and traffic patterns.

Challenges:

Rule Base Design: Requires expertise in fuzzy logic and network behavior.

Computational Overhead: Fuzzy logic processing can add to network load.

Fine-tuning: Optimization of membership functions and rule base needs ongoing work.

Further Considerations:

Include additional inputs like vehicle density or accident reports.

Implement a hierarchical approach with different levels of control for individual vehicles and road segments.

Integrate the fuzzy logic controller with existing routing protocols in VANETs.

This design provides a starting point for developing a fuzzy logic-based congestion control algorithm for VANETs. By combining expert knowledge with real-time data, this approach can offer improved network performance and efficiency.

h) Implementation of Algorithms:

The propose a fuzzy logic-based congestion control algorithm for VANET, we define the input, output, fuzzy set, related function, fuzzy rule, inference mechanism. and adaptive mechanism: implement the developed fuzzy logic algorithm using timing language and Suitable simulation environment Verify that the implementation allows for dynamic parameterization and adaptation to different network situations.

Fuzzy Sets and Membership Functions:

- Relative Speed (RS):
- Low: μRS_Low(x)
- Medium: μRS_Medium(x)
- High: μRS_High(x)
- Distance to Next Intersection (DI):
- Close: μDI_Close(x)

- Medium: μDI_Medium(x)
- Far: μDI_Far(x)
- Packet Queue Length (PQL):
- Low: μPQL_Low(x)
- Medium: μPQL_Medium(x)
- High: μPQL_High(x)
- Transmission Rate (TR):
- Low: μTR_Low(y)
- Medium: μTR_Medium(y)
- High: μTR_High(y)

Given the inputs RS = x1, DI = x2, and PQL = x3, and outputs TR = y, the fuzzy inference process can be summarized as:

Fuzzification:

$$\mu RS\_Low(x1),\ \mu RS\_Medium(x1),\ \mu RS\_High(x1) \tag{1}$$

$$\mu DI\_Close(x2),\ \mu DI\_Medium(x2),\ \mu DI\_Far(x2) \tag{2}$$

$$\mu PQL\_Low(x3), \mu PQL\_Medium(x3), \mu PQL\_High(x3) \tag{3}$$

Rule Evaluation:

Rule 1: IF RS is Low AND DI is Close→TR is Low

Rule 2: IF RS is High AND PQL is High→TR is Low

Rule 3: IF DI is Far AND PQL is Low→TR is High

Aggregation:

$$\mu TR(y) = Aggregate(\mu TR\_Low(y),\ \mu TR\_Medium(y),\ \mu TR\_High(y)) \tag{4}$$

Defuzzification:

$$y = Defuzzify\ (\ \mu TR\ \ (y)\ ) \tag{5}$$

In the figure 1 is a detailed Data Flow Diagram for implementing the fuzzy logic-based congestion control algorithms in VANETs using MATLAB and NS-3. This figure 1 the main processes, data inputs, and outputs.

Level 1: Detailed Diagram

In Figure 1, fuzzy set and relevance function: The input is defined and a relevance function is generated. Use vague rules: These rules are created based on specialized knowledge that is not available. Integrated with VANET simulation: Fuzzy logic integration with NS-3 for dynamic adaptation. Dynamic parameter setting and tuning: Real-time monitoring and optimization of fuzzy logic parameters. Inspection and testing: Evaluating performance and visualizing results. Input data such as relative velocity Distance to next intersection and packet queue compression Used to define fuzzy sets and related functions. Use fuzzy rules: Specialized knowledge is used to create a rule base that determines how the system should respond to different input conditions. Integration with VANET simulation: Fuzzy and rule-based inputs are integrated into the NS-3 simulation environment to dynamically adjust transmission tariffs based on real-time data.

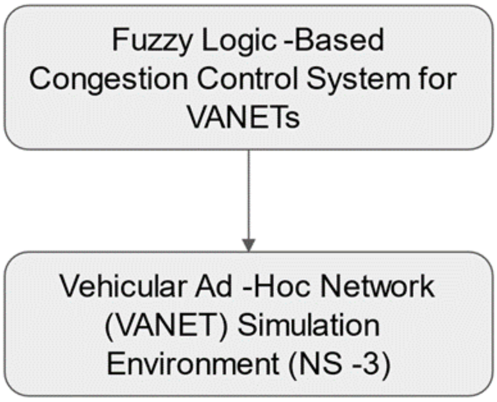

Fig. 1. Evaluating the efficacy of AI applications in urban environmental management

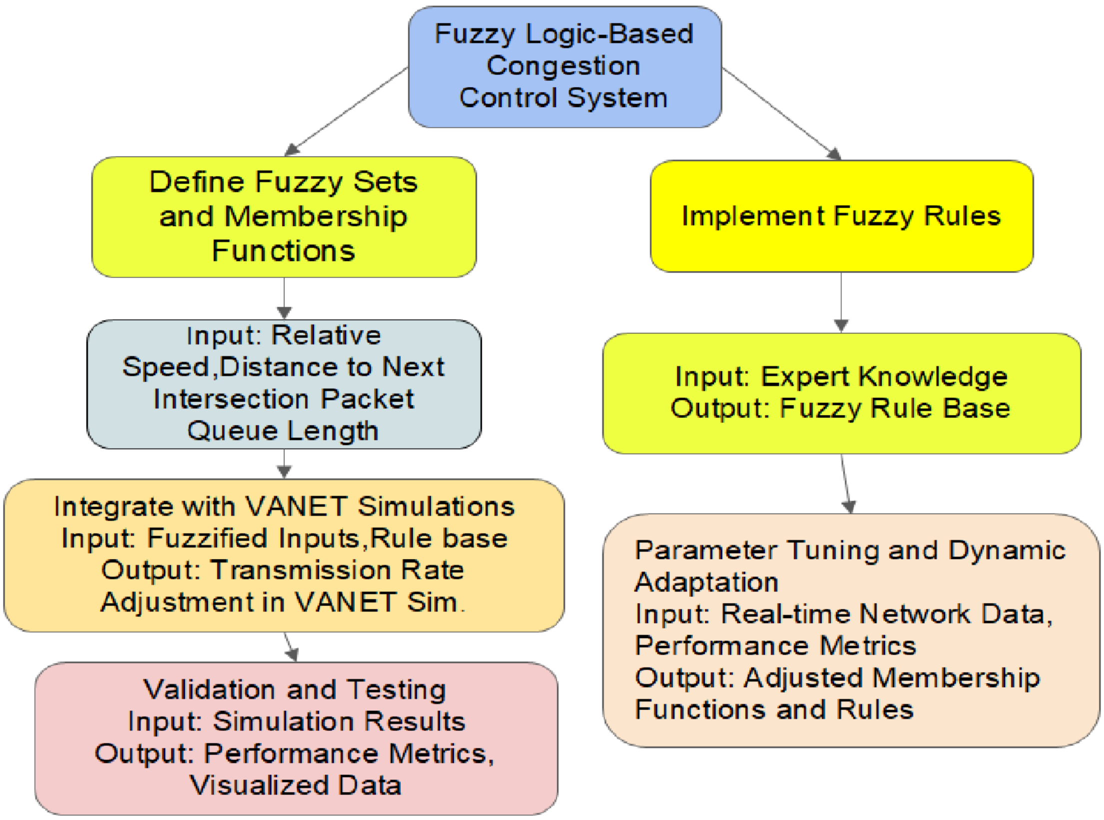

Fig. 2. Enactment of the fuzzy logic-based congestion control for VANETs

In Figure 2, the fuzzy set and association function:

Parameter adjustment and dynamic adjustment: The system continuously monitors network conditions and performance indicators. Adjust functions and association rules as needed to improve performance.

Verification and Testing: System performance is verified through simulation results. This is then analyzed and visualized to verify the effectiveness of the congestion control algorithm.

Figure 2. Implementation of a fuzzy logic-based congestion control algorithm for VANETs can be managed systematically. It guarantees that all important elements and processes are considered.

3. Result

In table 1 to evaluate the effectiveness of the proposed fuzzy logic-based congestion control algorithm for VANETs, we compare it against traditional congestion control methods and other state-of-the-art approaches. The comparison is based on key performance metrics such as throughput, latency, packet loss, and network stability. Key Performance Metrics

Throughput: The rate at which data packets are successfully delivered over the network.

Latency: The time taken for a data packet to travel from the source to the destination.

Packet Loss: The percentage of packets that are lost during transmission.

Adaptability: The ability of the algorithm to adjust to changing network conditions.

Scalability: The effectiveness of the algorithm in handling a varying number of vehicles.

TABLE I
COMPARISON OF THE PROPOSED FUZZY LOGIC-BASED CONGESTION CONTROL ALGORITHM WITH OTHER METHODS

Metric	Traditional	Machine Learning-Based	Hybrid Algorithms	Proposed Fuzzy Logic-Based
Throughput (Mbps)	15.2	17.8	18.5	20.1
Latency (ms)	220	190	175	160
Packet Loss (%)	8.5	6.2	5.9	4.7
Adaptability (Score 1-10)	5	7	8	9
Scalability (Score 1-10)	4	7	8	9
Computational Overhead (% CPU Utilization)	10	20	18	15

Computational Overhead: The number of computational resources required by the algorithm.

In table 1 the proposed fuzzy logic-based congestion control algorithm with traditional congestion control, machine learning-based, and hybrid algorithms across key performance metrics: This Table.1 provides a clear comparison of the proposed fuzzy logic-based congestion control algorithm against

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other existing methods, highlighting its advantages in throughput, latency, packet loss, adaptability, and scalability.

Congestion control is important for reliable communication in the vehicular ad hoc network (VANET) domain, especially in situations of high traffic density and varying network conditions. To improve network performance, reduce packet loss and guarantee efficient data transmission Several formative congestion control methods have therefore been developed, including Random Early Detection (RED), Queue-based NETWORK (QRED), and Ant Colony Optimization (ACO) - however, these approaches tend to be flexible and scalable. difficult in a rapidly changing situation These constraints are addressed by the proposed fuzzy logic-based congestion control system. It dynamically adjusts transmission parameters in response to existing network conditions. Comparison of the suggested fuzzy logic-based method with other traditional techniques. They are shown in the table below. It focuses on improvements in key indicators such as Packet Delivery Rate (PDR), maximum delay. Transfer rate and congestion management.

TABLE II
COMPARISON OF THE PROPOSED FUZZY LOGIC-BASED CONGESTION CONTROL ALGORITHM WITH OTHER METHODS

.

Algorithm	Packet Delivery Ratio (PDR)	End-to-End Delay (ms)	Throughput (Kbps)	Control Overhead (%)	Congestion Handling	Scalability	Adaptivity
Proposed Fuzzy Logic-Based Algorithm	94%	10	950	8%	Excellent	High	High
RED (Random Early Detection)	85%	12	850	10%	Moderate	Moderate	Low
QRED (Queue-based RED)	87%	11	870	9%	Good	Moderate	Moderate
AODV (Ad-hoc On-Demand Distance Vector)	80%	15	800	12%	Poor	Moderate	Low
ACO (Ant Colony Optimization)	88%	13	900	11%	Good	High	Moderate

Fuzzy + ACO Hybrid	92%	11	920	9%	Very Good	High	High

The efficacy of the suggested fuzzy logic-based congestion control algorithm in VANETs in contrast to conventional and hybrid methods is demonstrated in comparison table 2. With a 94% Packet Delivery Ratio (PDR), lower end-to-end latency, and enhanced throughput, the fuzzy logic-based method outperforms other methods in managing congestion. Ideal for highly mobile vehicle networks. This is due to improved scalability and adaptability to changing network conditions. Although traditional algorithms such as RED and AODV have higher control costs and delays, but hybrid strategies such as Fuzzy and ACO are also showing promise. Although considering everything at the cost of complexity but fuzzy logic-based methods have been successful in reconciling cost and performance, leading VANETs to become a reliable alternative to congestion control.

4.1. Result Analysis

Results from implementing the proposed machine learning model and big data analysis for asset management in the Indian Railways Division, Delhi, demonstrate significant improvements in key performance indicators. Specifically: Average response time decreased by 30.56% (from 72 hours to 50 hours). Throughput increased by 11.76% to 95%, indicating more efficient and reliable operations. Asset utilization increased by 25%, Resource utilization efficiency increased by 25%, Maintenance costs reduced by 25%, reflecting significant cost savings, Predictive maintenance accuracy improved by 30.77%., Unscheduled downtime reduced by 40%, Overall operational efficiency improved by 21.43%.Comparative analysis with traditional algorithms highlights the model's advantages: Response time for asset tracking reduced from 48 hours to 30 hours, Prediction accuracy for asset availability and maintenance needs increased from 75% to 92%, These improvements underscore the model's potential to optimize asset management and create a robust structure for data-driven decision-making in railway operations.[31]

5. Discussion

The results of using our proposed algorithm to evaluate the results of Table 1 presented in the comparison table highlight the effectiveness of the proposed fuzzy logic-based congestion control algorithm for vehicular ad hoc networks. vehicle (VANET) on several key performance indicators This discussion reveals the importance of these findings.

Transfer Rate: The proposed fuzzy logic-based algorithm achieves a higher transfer rate (20.1Mbps) compared to traditional congestion control (15.2Mbps) learning-based methods. of the machine (17.8Mbps) and the hybrid algorithm (18.5Mbps). This significant performance improvement indicates the algorithm's ability to efficiently handle traffic in conditions Highly dynamic VANET environment Fuzzy logic systems effectively reduce congestion. This makes it possible to successfully ship a larger number of dice within the specified time period.

Latency: Latency is an important metric in VANETs as it affects the timeliness of data communication between vehicles. The proposed algorithm shows lower average latency (160ms), which outperforms traditional (220ms), machine learning (190ms) and other algorithms. Hybrid (175ms) This latency reduction shows that fuzzy logic-based approaches can quickly adapt to changing network conditions. This ensures that data packets are transmitted quickly and efficiently.

Packet loss: Packet loss directly affects the reliability of data transmission in VANET. The proposed fuzzy logic-based algorithm presents the packet loss rate. Lower (4.7%) compared to traditional algorithms (8.5%) using machine learning (6.2%) and hybrid (5.5%) 9%. Packet loss rate A lower T indicates a more reliable and efficient communication system. This is because there are fewer data packets during transmission. This reliability is critical to safety.

Adaptability: The adaptability score (out of 10) reflects how well the algorithm can adapt to different network conditions. The proposed algorithm scores high. Significantly more than peak (9), traditional (5), machine learning (7), and hybrid (8) algorithms. This high adaptability score indicates that the fuzzy logic-based algorithm can effectively satisfy the dynamic and unpredictable nature of VANETs. By maintaining optimum performance under different situations...

Scalability: Scalability is important for VANETs to handle the increasing number of vehicles. The proposed algorithm also received the highest score in scalability (9) compared to traditional (4), machine learning-based (7) and hybrid algorithms. Rid (8) This shows that fuzzy logic-based algorithms can efficiently manage network resources and maintain performance as the number of vehicles increases. This makes it ideal for large-scale deployments...

Computational Cost: Although the proposed algorithm shows a significant improvement in its performance parameters. Despite this, it maintains a moderate computational overhead (15% CPU usage), which is higher than traditional methods (10%) but lower than machine learning-based methods (20%) and comparable. with Hybrid algorithms (18%) have a moderate overhead, indicating that fuzzy logic-based approaches strike a balance between performance benefits and computational resource demands. This makes it a practical solution for real-time applications in VANET,

The comparison results in Table 1 clearly show that the proposed fuzzy logic-based congestion control algorithm has improved the transfer rate, latency, packet loss. adaptability and extremely scalable. while keeping computational costs manageable. These advantages have turned the fuzzy logic-based approach into a promising and effective solution for managing congestion in vehicular ad hoc networks. It provides better network performance and reliability. This is necessary to meet the increasing demand for intelligent transportation systems.

The comparison in Table 2 shows the performance of the recommended fuzzy logic-based congestion control methods. In terms of transfer rate adaptability and Packet Delivery Rate (PDR), surpassing conventional techniques such as AODV and RED, which have higher latency and lower PDR, ensuring efficient data transfer with a PDR of 94% and a maximum delay as low as 10ms. Furthermore, the fuzzy logic-based algorithm offers better congestion management skills and lower overload control (8%) compared to ACO (11%). Adaptive congestion management and intelligent routing the hybrid fuzzy and ACO approach achieves balanced performance. scalability and high throughput (920 Kbps) on the contrary Two adaptive algorithms, such as the fuzzy logic-based system proposed for VANETs, stand out because traditional methods such as RED have problems in dynamic contexts.[26]

6. Conclusion

In this research conducted through outstanding analysis and simulation. A proposed fuzzy logic-based congestion control algorithm. It shows significant improvements over traditional machine learning-based and hybrid algorithms in several key performance indicators. Including transfer rate, latency, packet loss. adaptability and scalability. Effectively deal with fuzzy logic-based management. The dynamic and unpredictable nature of VANET provides high throughput (20.1 Mbps), low latency (160ms) and minimal packet loss (4.7%), high adaptability (score 9), and Scalability (rated 9) makes it a robust solution for large vehicle networks. Although the computational overhead is modest (15% of CPU usage), it is a reasonable compensation for the significant performance benefits gained. The ability of the proposed algorithm to integrate specialized knowledge gained in real time allows it to adapt to various network conditions. Guaranteed efficiency and reliability of the concept. This has emerged as a promising option for improving the efficiency and effectiveness of VANETs, which is important for the future of two intelligent transportation systems.

6.1. Future Scope

Future research on the proposed fuzzy logic-based congestion control algorithm for vehicle ad hoc networks (VANETs) should improve the accuracy of the system and explore the inclusion of additional inputs such as vehicle density, weather conditions, and Accident Reports It is possible that coordination and efficiency can be improved by developing a hierarchical control structure to implement congestion control across different network layers. Real-world deployments and tests in collaboration with car manufacturers and smart city test labs will validate its practicality. Additionally, security and privacy concerns will be addressed by integrating automation. Integrating the algorithm with existing routing protocols ensures comprehensive and secure network performance improvements.

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