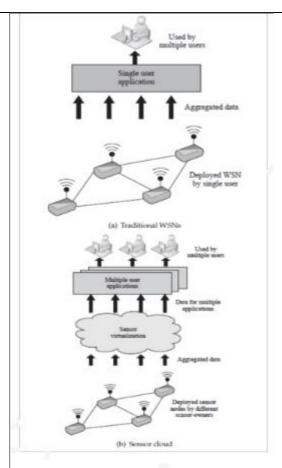
CMR INSTITUTE OF TECHNOLOGY		USN								TITUTE OF TECHN		ARIT BENGALURU.	
Intern	nal Assesment Test-I	I							1				
Sub:	Internet of Things	5							Cod	e: I	3ET	CK10	5H
Date:	/06/2025 D	uration	90 mir	าต	Iax Iarks:	50	Sem:	II	SEC	TION:	I-P		
Answ	ver any FIVE FULL	Question	19	101	iaiks.								
Tillow	rer any FIVE FOLL	Question	15									0	BE
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	Discuss the typical dinfluencing the selection (when the IoT architecture)	tion of a hich outled. The ch	suitable lines whoice of	offloa nere al offloa	ading lo l the pro d locati	cation. ocessing on decid	can be	offload	led in	5+5		CO3	L2
	cost, and sustainabiliand 1. Edge: Offloat is facilitated 2. Fog: Fog contilized to contilized mobilitant 3. Remote Serving be used resource consumal 4. Cloud: Cloud get access to through a shake the second 4. Cloud: Cloud get access to through a shake the second 4. Bandwidth: network. High 2. Latency: Reseasential for the sessential for the sessenti	ding proof to a locate inputing conserve in the unnect year: A single wer: A single with IoT is trained I did compute configurated pool incing Off It is the her band fers to de real-time The important of the important condicates to the important condicat	cessing to ion at or is a deconetwork ressarily to for IoT imple responsed a rable resulting is a rable resulting in data IoT appropriate or requires the processource less to the	to the r near entralice bands flowing device emote applications of the tree faste essing evels to amount of the tree faste essing evels to a mount of the tree faste essing evel essing evels to a mount of the tree faste essing evel ession evel evel eve	edge im the sound the soun	plies that ree of da inputing reduce la ugh the with good offload computers, and can be at IoT: to can be at lata offlot processions that and capa omplexificate the state of the state of the state of the lata offlot processions that and capa omplexificate the state of the state of the state of the lata of the state of the lata of the state of the state of the lata of the l	t the day ta general infrastructericies Internet od proces the proces er system d high-l eccessed extransfe bading. ng. Low the urge n non-cr bilities ty is vita system	ration it ucture to restrict, and e essing pressing m, whice evel ser globally erred of the off at	self. hat is the nable power from h can rvices y. ver a ncy is ritical nes. ffload andle.				
	What is cloud simula in IoT	ation? Ex	plain the	e featu	ires of v	arious c	loud sin	nulators	used	[10] 4+6		CO4	L1
	CloudSim [3] is a poof Melbourne. This CloudSim, a user is a simulation and evaluation.	s simulate allowed the position of the simulation of the position of the position of the simulation of the sinterest of the simulation of the simulation of the simulation of	or is wo add or erforma	vritten r remo nce of	in a . ve resor the sce	Java-bas urces dy nario.	ed envi namical	ironmer ly durin	nt. In				
	(b) Features: CloudS(1) The CloudSim along with different (2) Using CloudSim(3) Auser is able to a	simulator data cento , virtualiz	r provider netwo zation of	les var ork top f serve	rious cl ologies er hosts	oud con in a sim can be c	nputing ulation of the lone in a	data co	ment.				

	(4) It allows users to define their own policies for the allocation of host resource to VMs. (5) It provides flexibility to add or remove simulation components dynamically			
	(6) Auser can stop and resume the simulation at any instant of time	1		
3.	With a neat diagram explain the Architecture of vehicular IoT.	[10] Diagram(4) Explanation	CO5	L1
	• High-end processing • Heavy analystics • Long-term storage • Decision making	(6)		
	Low-end processing Small-scale analytics Short-term storage Decision making near the devices			
	Vehicle internal environment sensing External environment sensing Date collection and sharing Event triggering			
	Figure 1: Architecture of vehicular IoT			
	for heavy to small vehicles, and security in public transportation. In a connected vehicular environment, vehicles are capable of communicating and sharing their information. Moreover, IoT enables a vehicle to sense its internal and external environments to make certain autonomous decisions. With the help of modern-day IoT infrastructure, a vehicle owner residing in Earth's northern hemisphere can very easily track his vehicular asset remotely, even if it is in the southern hemisphere. Figure 1 represents a simple architecture of a vehicular IoT system. The architecture of the vehicular IoT is divided into three sub layers: device, fog, and cloud. Device: The device layer is the bottom-most layer, which consists of the basic infrastructure of the scenario of the connected vehicle. This layer includes the vehicles and road side units (RSU). These vehicles contain certain sensors which gather the internal information of the vehicles. On the other hand, the RSU works as a local centralized unit that manages the data from the vehicles. Fog: In vehicular IoT systems, fast decision making is pertinent to avoid accidents and traffic mismanagement. In such situations, fog computing plays a crucial role by providing decisions in real-time, much near to the devices. Consequently, the fog layer helps to minimize data transmission time in a vehicular IoT system.			
	• Cloud: Fog computing handles the data processing near the devices to take decisions instantaneously. However, for the processing of huge data, fog computing is not enough. Therefore, in such a situation, cloud computing is used. In a vehicular IoT system, cloud computing helps to handle processes that involve a huge amount of data. Further, for long-term storage, cloud computing is used as a scalable resource in vehicular IoT systems.			
4.	Explain the different decision-making approaches for data offloading in IoT	[10]	CO3	L2

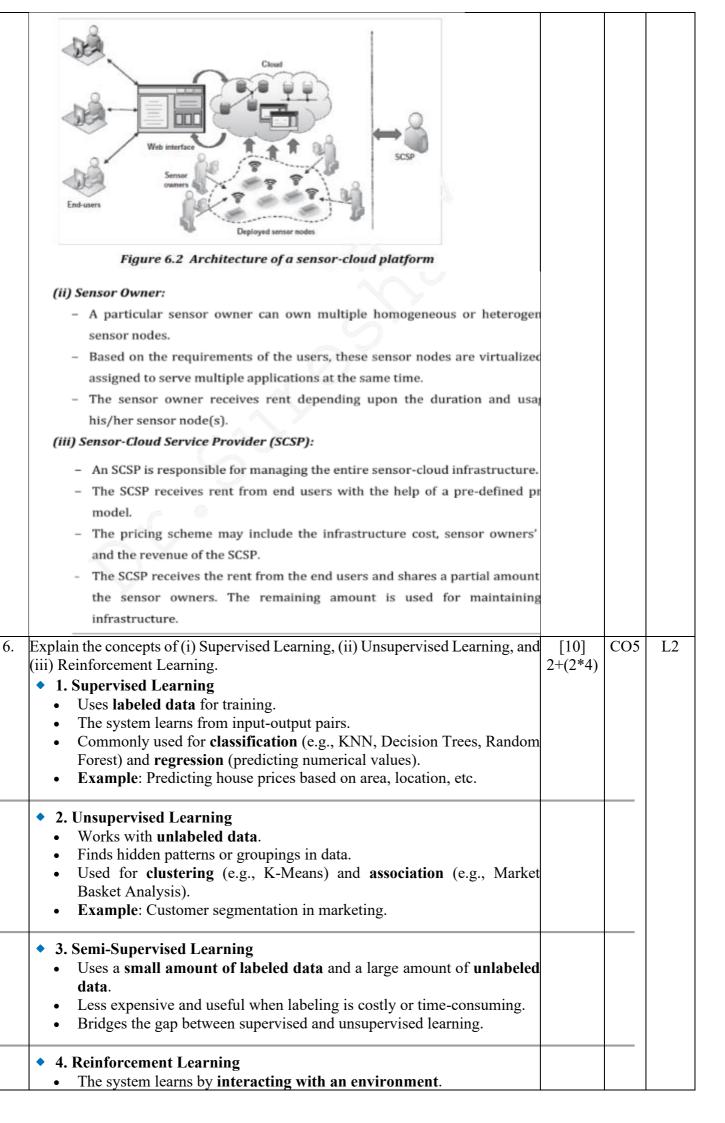
The choice of where to offload and how much to offload is one of the major	1+3*3		
deciding factors in the deployment of an offsite-processing topology-based			
IoT deployment architecture.			
☐ Naive Approach: This approach is typically a hard approach, without too			
much decision making. It can be considered as a rule-based approach in which			
the data from IoT devices are offloaded to the nearest location based on the			
achievement of certain offload criteria. Although easy to implement, this			
approach is never recommended, especially for dense deployments, or			
deployments where the data generation rate is high or the data being offloaded			
in complex to handle (multimedia or hybrid data types). Generally, statistical			
measures are consulted for generating the rules for offload decision making.			
☐ Bargaining based approach: This approach, although a bit processing-			
intensive during the decision making stages, enables the alleviation of network			
traffic congestion, enhances service QoS (quality of service) parameters such as			
bandwidth, latencies, and others. At times, while trying to maximize multiple			
parameters for the whole IoT implementation, in order to provide the most			
optimal solution or QoS, not all parameters can be treated with equal importance.			
Bargaining based solutions try to maximize the QoS by trying to reach a point			
where the qualities of certain parameters are reduced, while the others are			
enhanced. This measure is undertaken so that the achieved QoS is			
collaboratively better for the full implementation rather than a select few devices			
enjoying very high QoS. Game theory is a common example of the bargaining			
based approach. This approach does not need to depend on historical data for			
decision making purposes.			
Learning based approach : Unlike the bargaining based approaches, the			
learning based approaches generally rely on past behavior and trends of data			
flow through the IoT architecture. The optimization of QoS parameters is			
pursued by learning from historical trends and trying to optimize previous			
solutions further and enhance the collective behavior of the IoT			
implementation. The memory requirements and processing requirements are			
high during the decision making stages. The most common example of a learning based approach is machine learning.			
What is a sensor-cloud? Why is it used? Explain the architecture of a sensor-	[10]	CO4	L2
cloud platform with a neat diagram.	2+2+6		

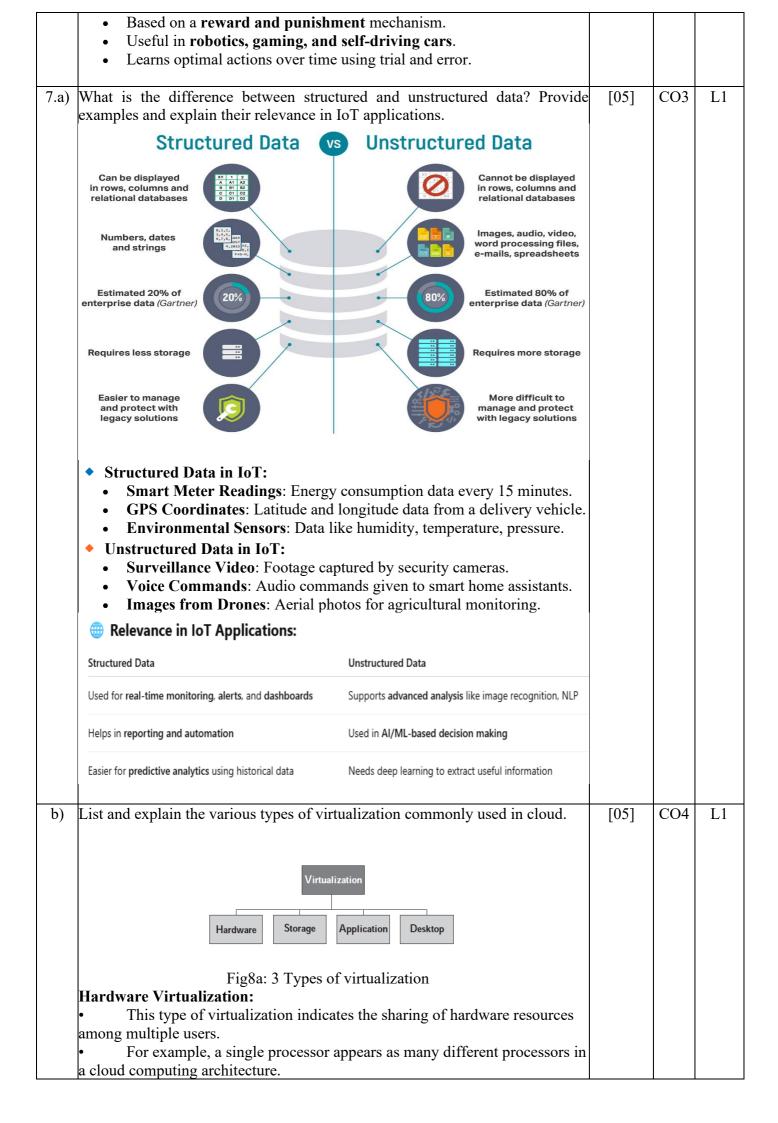


6.2 Architecture of a sensor-cloud platform: The THREE main components of sensor-cloud architecture are (i) End-user (ii) Sensor Owner (iii) Sensor-Cloud Servi Provider (SCSP). The detailed architecture of a sensor cloud is depicted in Figure 6.2

(i) End User:

- The end user is also known as a customer of the sensor-cloud services.
- An end user registers him/herself with the infrastructure through a Web porta
- He/she chooses the template of the services that are available in the senso cloud architecture to which he/she is registered.
- Through the Web portal, the end user receives the services, as shown in Fig 6 Based on the type and usage duration of service, the end user pays the charg to the SCSP.





• Different operating systems can be installed in these processors and each of them can work as stand-alone machines.

Storage Virtualization:

- In storage virtualization, the storage space from different entities are accumulated virtually, and seem like a single storage location.
- Through storage virtualization, a user's documents or files exist in different locations in a distributed fashion.
- However, the users are under the impression that they have a single dedicated storage space provided to them.

Application Virtualization:

- A single application is stored at the cloud end.
- However, as per requirement, a user can use the application in his/her local computer without ever actually installing the application.

Desktop Virtualization:

- This type of virtualization allows a user to access and utilize the services of a desktop that resides at the cloud.
- The users can use the desktop from their local desktop.