



Faculty of Engineering

**Smartphone-based GPS-integrated Location Prediction Model for
OBD-II-Equipped Land Vehicle Localization**

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Smartphone-based GPS-integrated Location Prediction Model for
OBD-II-Equipped Land Vehicle Localization

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DECLARATION

I, Chai Nee Ping (11011557) from Faculty of Engineering UNIMAS hereby declare that the work entitled, Smartphone-based GPS-integrated Location Prediction Model for OBD-II-Equipped Land Vehicle Localization is my original work. I have not copied from any other students' work or from any other sources except where due reference or acknowledgement is made explicitly in the text, nor has any part been written for me by another person. The thesis has not been previously accepted for any degree and is not concurrently submitted in candidature for any other degree.

Chai Nee Ping (11011557)

Date:

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ABSTRACT

Vehicle localization is important to track the movement of a particular land vehicle especially company vehicle. Global Positioning System (GPS) is commonly utilized in current vehicle localization applications. However, GPS has the issues of Non-Line-of-Sight (NLOS). Tremendous of research works had been carried out to remedy the shortcoming. Most of the research works deployed off-the-shelf Inertial Measurement Unit (IMU) to support GPS positioning when GPS signal lost. However, the IMU that can provide high accuracy positioning is usually expensive and the size is bulky. These make it not user-friendly and not applicable for civilian users. Thus, the objective of the study is to develop affordable smartphone-based GPS-integrated location prediction model for OBD-II-equipped vehicle localization to track the real-time location of vehicle. The focus of this study is the development of location prediction model which can perform integration of GPS data, OBD-II data and the vehicle's heading direction to present the location of vehicle with high continuity and reasonable accuracy. To validate the findings, experimental works were carried out for 5 different scenarios, involving straight road, right-angle-turning, non-right-angle-turning, roundabout and U-turn. The results are presented in the graphical form to show its continuity and in the form of Root Mean Square Error (RMSE) to show its accuracy. The accuracy shows that the GPS-integrated location prediction model is within an accuracy range of 5.2 to 15.8 meters while the cost is affordable and the size is small.

Keywords: Smartphone-based, GPS; OBD-II, Vehicle's Heading Direction, Location Prediction Model

Penentuan Lokasi Kendaraan Darat yang Mempunyai OBD-II dan Berasaskan Telefon Pintar dengan Integrasi GPS dan Ramalan Algoritma

ABSTRAK

Penentuan lokasi kenderaan adalah penting untuk mengesan pergerakan kenderaan darat terutamanya kenderaan syarikat. Sistem Kedudukan Global (GPS) biasanya digunakan dalam aplikasi penentuan lokasi kenderaan semasa. Walau bagaimanapun, GPS mempunyai isu Bukan Dalam Garis Penglihatan (NLOS). Banyak kerja-kerja penyelidikan telah dilakukan untuk membetulkan kelemahan tersebut. Kebanyakan kerja-kerja penyelidikan menggunakan Unit Pengukuran Inersia (IMU) untuk menyokong penentuan kedudukan GPS apabila isyarat GPS hilang. Walau bagaimanapun, IMU yang boleh memberikan kedudukan dengan ketepatan yang tinggi biasanya mahal dan bersaiz besar. Ini menjadikannya tidak sesuai diguna oleh pengguna awam. Oleh itu, objektif kajian adalah untuk membangunkan model ramalan lokasi bersepadu dengan GPS berasaskan telefon pintar yang mampu dimiliki oleh pengguna awam untuk memantau lokasi kenderaan yang mempunyai OBD-II. Tumpuan kajian ini adalah pembentukan model ramalan lokasi yang boleh melakukan integrasi data GPS, data OBD-II dan arah pergerakan kenderaan untuk membentangkan lokasi kenderaan dengan kesinambungan yang tinggi dan ketepatan yang munasabah. Demi mengesahkan penemuan kerja ini, eksperimen dijalankan bagi 5 senario yang berbeza, melibatkan jalan lurus, putaran bersudut tegak, putaran bukan bersudut tegak, bulatan dan pusingan U. Hasilnya dibentangkan dalam bentuk graf untuk menunjukkan kesinambungannya dan dalam bentuk Kesilapan Punca Kuasa Min (RMSE) untuk menunjukkan ketepatannya. Ketepatan

menunjukkan bahawa model ramalan lokasi bersepadu dengan GPS adalah berada dalam lingkungan 5.2 hingga 15.8 meter manakala kosnya berpatutan dan saiz adalah kecil.

Kata kunci: *Berasaskan telefon pintar, GPS, OBD-II, Arah Pergerakan Kenderaan, Model Ramalan Lokasi*

TABLE OF CONTENTS

	Page
DECLARATION	i
ACKNOWLEDGEMENT	ii
ABSTRACT	iii
<i>ABSTRAK</i>	iv
TABLE OF CONTENTS	vi
LIST OF TABLES	x
LIST OF FIGURES	xii
LIST OF ABBREVIATIONS	xviii
CHAPTER 1: INTRODUCTION	1
1.1 Background of the Study	1
1.2 Research Problem Statement	3
1.3 Aim and Objectives of the Study	6
1.4 Research Novelty and Expected Outcomes	6
1.5 Outline of Thesis	7
CHAPTER 2: LITERATURE REVIEW	9
2.1 Overview	9
2.2 Satellite-based Positioning	9
2.2.1 Global Navigation Satellite System (GNSS)	10
2.2.2 Regional Navigation System (RNS)	12

2.2.3	Satellite-based Augmentation System (SBAS)	15
2.3	Network-based Positioning	16
2.3.1	Cellular Network (CN)	17
2.3.2	Wireless Local Area Network (WLAN)	21
2.3.3	Vehicular Ad Hoc Network (VaNet)	24
2.4	Location Prediction	26
2.4.1	Dead Reckoning (DR)	27
2.4.2	Inertial Navigation System (INS)	27
2.4.3	Kalman Filter (KF)	29
2.4.4	Artificial Intelligence (AI)	36
2.5	Previous Works	38
2.5.1	Non Real-Time Vehicle Positioning	39
2.5.2	Real-Time Vehicle Positioning/Monitoring	45
2.5.3	On-Board Diagnostic (OBD)-II	49
2.5.4	Antenna	53
2.6	Performance Assessment	57
2.6.1	Root Mean Square Error (RMSE)	58
2.6.2	Circular Error Probability (CEP)	61
2.6.3	Horizontal Positioning Error (HPE)	63
2.7	Chapter Summary	64
 CHAPTER 3: METHODOLOGY		 67
3.1	Overview	67
3.2	System Architecture	67

3.3	Conceptual Framework	71
3.3.1	Data Retrieval and Manipulation	73
3.3.2	Prediction Algorithm	77
3.3.3	GPS-integrated Location Prediction Model	79
3.4	System Evaluation and Validation	79
3.4.1	Data Collection	79
3.4.2	Data Analysis	81
3.5	Chapter Summary	83
	CHAPTER 4: RESULTS AND DISCUSSION	84
4.1	Overview	84
4.2	Validation of Functionality of Prediction Algorithm	84
4.3	Validation of Functionality of Prediction Model	89
4.4	Performance Assessment of GPS-Integrated Prediction Model	95
4.4.1	Scenario 1	97
4.4.2	Scenario 2	103
4.4.3	Scenario 3	108
4.4.4	Scenario 4	114
4.4.5	Scenario 5	119
4.5	Comparison with Other Methods	125
4.6	Chapter Summary	131
	CHAPTER 5: CONCLUSION	133
5.1	Research Summary	133

5.2	Significant Findings and Research Contributions	135
5.3	Future Research	135
	REFERENCES	137
	APPENDICES	152

LIST OF TABLES

	Page
Table 1.1 Horizontal Position Error of Different Grade of Accelerometer	4
Table 1.2 Horizontal Position Error of Different Grade of Gyrometer	5
Table 2.1 GNSS	10
Table 2.2 RNS	12
Table 2.3 SBAS	16
Table 2.4 CN-based Positioning Approaches	18
Table 2.5 VaNet Communication Technologies	24
Table 2.6 Time Update and Measurement Update Equations	31
Table 2.7 Summary of Position Errors for 100 s GPS Outages	41
Table 2.8 Positioning Errors of KF/FOS and KF-only Methods during 120s Outages	42
Table 2.9 Example of OBD-II Command and its Description	50
Table 2.10 Communication Protocols and Signaling Protocols of OBD II	50
Table 2.11 Vehicle Connector Contact Allocation of OBD-II	51
Table 3.1 Location Predictions and Parameters	69
Table 3.2 ELM 327 Bluetooth Specifications	74
Table 3.3 OPPO F1 Plus Specifications	75
Table 3.4 Samsung Galaxy S2 Specifications	76
Table 4.1 Performance of Prediction Algorithm	89
Table 4.2 Performance of GPS-integrated Location Prediction Model	93
Table 4.3 Comparison of RMSE in Scenario 1	102
Table 4.4 Comparison of RMSE in Scenario 2	108

Table 4.5	Comparison of RMSE in Scenario 3	113
Table 4.6	Comparison of RMSE in Scenario 4	119
Table 4.7	Comparison of RMSE in Scenario 5	125
Table 4.8	Comparison of the RMSE of Formulas (Scenario 1)	127
Table 4.9	Comparison of the RMSE of Formulas (Scenario 2)	128
Table 4.10	Comparison of the RMSE of Formulas (Scenario 3)	129
Table 4.11	Comparison of the RMSE of Formulas (Scenario 4)	130
Table 4.12	Comparison of the RMSE of Formulas (Scenario 5)	131

LIST OF FIGURES

	Page
Figure 2.1 QZSS Constellation	13
Figure 2.2 QZSS Ground Track	13
Figure 2.3 IRNSS Satellite Constellation	14
Figure 2.4 SBAS Coverage Area	16
Figure 2.5 CN-based Positioning Approaches	21
Figure 2.6 Comparison of Performance by Kang & Han	27
Figure 2.7 The Iteration Process of Kalman Filter	32
Figure 2.8 RMSE in Horizontal Position for INS, LC and TC	32
Figure 2.9 Loosely Coupled Position Aided Closed Loop Implementation of a GPS Aided INS System	34
Figure 2.10 Estimated and True Trajectory of a Typical Driving Sequence	34
Figure 2.11 Contrast Diagram of Error of the Original GPS Data and INS Data, Error of GPS Data and Optimal Estimated Data	35
Figure 2.12 Architecture of RBFNN	37
Figure 2.13 Architecture of IDNN	37
Figure 2.14 INS/GPS System	39
Figure 2.15 GPS Outages	40
Figure 2.16 Position Error Distribution along GPS Outages	41
Figure 2.17 Test Vehicle and Setup of the IMU Systems	43
Figure 2.18 Result Trajectory (a) Result of WBNN (b) Result of KF	44
Figure 2.19 Mean Positioning Errors in 10 Outage Segments	44
Figure 2.20 Block Diagram Illustrating the Concept of System	46

Figure 2.21	Server System Interface Display	48
Figure 2.22	The Interface of OBD-II Port	51
Figure 2.23	Bluetooth OBD-II Scanner	52
Figure 2.24	Data Flow of Data Acquisition	52
Figure 2.25	Design of Electrically Small Three-Band Multi-polarization Cross Spiral Antenna	55
Figure 2.26	Proposed Antenna Structure (a) Overall View (b) Front View (c) Bottom View	56
Figure 2.27	Dimensions of Metal Pattern in Antenna Area	57
Figure 2.28	Performance Assessment	58
Figure 3.1	Methodology Flow Chart	68
Figure 3.2	Proposed System Architecture	70
Figure 3.3	Android Studio	71
Figure 3.4	Conceptual Framework	72
Figure 3.5	OBD-II Adaptor ELM 327	73
Figure 3.6	OPPO F1 Plus	74
Figure 3.7	Samsung Galaxy S2	75
Figure 3.8	Honda City	76
Figure 3.9	Distance between Two Locations	77
Figure 3.10	Area of Data Collection (Kuching, Sarawak, Malaysia)	80
Figure 3.11	Flow Chart to Obtain RMSE	82
Figure 4.1	Prediction Algorithm Validation 1	85
Figure 4.2	Prediction Algorithm Validation 2	86
Figure 4.3	Prediction Algorithm Validation 3	86

Figure 4.4	Prediction Algorithm Validation 4	87
Figure 4.5	Prediction Algorithm Validation 5	87
Figure 4.6	Average and Standard Deviation of RMSE of Prediction Algorithm	89
Figure 4.7	Prediction Model Validation 1	90
Figure 4.8	Prediction Model Validation 2	91
Figure 4.9	Prediction Model Validation 3	91
Figure 4.10	Prediction Model Validation 4	92
Figure 4.11	Prediction Model Validation 5	92
Figure 4.12	Standard Deviation of RMSE versus Number of Prediction	94
Figure 4.13	Average and Standard Deviation of RMSE of Prediction Model	94
Figure 4.14	Torque Installed in OPPO F1 Plus	95
Figure 4.15	Data Logged via Torque (Lite)	96
Figure 4.16	Icon and Name of Apps	96
Figure 4.17	Interface of Apps	96
Figure 4.18	Logged Compass Values with Date and Time	97
Figure 4.19	First Test Trajectory Plotted on Google Map	98
Figure 4.20	Comparison between Reference and Location Prediction (Scenario 1 Set 1)	99
Figure 4.21	RMSE versus Time (Scenario 1 Set 1)	99
Figure 4.22	Comparison between Reference and Location Prediction (Scenario 1 Set 2)	100
Figure 4.23	RMSE versus Time (Scenario 1 Set 2)	100

Figure 4.24	Comparison between Reference and Location Prediction (Scenario 1 Set 3)	101
Figure 4.25	RMSE versus Time (Scenario 1 Set 3)	101
Figure 4.26	Comparison of RMSE in Scenario 1	102
Figure 4.27	Second Test Trajectory Plotted on Google Map	104
Figure 4.28	Comparison between Reference and Location Prediction (Scenario 2 Set 1)	104
Figure 4.29	RMSE versus Time (Scenario 2 Set 1)	105
Figure 4.30	Comparison between Reference and Location Prediction (Scenario 2 Set 2)	105
Figure 4.31	RMSE versus Time (Scenario 2 Set 2)	106
Figure 4.32	Comparison between Reference and Location Prediction (Scenario 2 Set 3)	106
Figure 4.33	RMSE versus Time (Scenario 2 Set 3)	107
Figure 4.34	Comparison of RMSE in Scenario 2	107
Figure 4.35	Third Test Trajectory Plotted on Google Map	109
Figure 4.36	Comparison between Reference and Location Prediction (Scenario 3 Set 1)	110
Figure 4.37	RMSE versus Time (Scenario 3 Set 1)	110
Figure 4.38	Comparison between Reference and Location Prediction (Scenario 3 Set 2)	111
Figure 4.39	RMSE versus Time (Scenario 3 Set 2)	111
Figure 4.40	Comparison between Reference and Location Prediction (Scenario 3 Set 3)	112

Figure 4.41	RMSE versus Time (Scenario 3 Set 3)	112
Figure 4.42	Comparison of RMSE in Scenario 3	113
Figure 4.43	Forth Test Trajectory Plotted on Google Map	114
Figure 4.44	Comparison between Reference and Location Prediction (Scenario 4 Set 1)	115
Figure 4.45	RMSE versus Time (Scenario 4 Set 1)	115
Figure 4.46	Comparison between Reference and Location Prediction (Scenario 4 Set 2)	116
Figure 4.47	RMSE versus Time (Scenario 4 Set 2)	117
Figure 4.48	Comparison between Reference and Location Prediction (Scenario 4 Set 3)	117
Figure 4.49	RMSE versus Time (Scenario 4 Set 3)	118
Figure 4.50	Comparison of RMSE in Scenario 4	118
Figure 4.51	Fifth Test Trajectory Plotted on Google Map	120
Figure 4.52	Comparison between Reference and Location Prediction (Scenario 5 Set 1)	121
Figure 4.53	RMSE versus Time (Scenario 5 Set 1)	121
Figure 4.54	Comparison between Reference and Location Prediction (Scenario 5 Set 2)	122
Figure 4.55	RMSE versus Time (Scenario 5 Set 2)	122
Figure 4.56	Comparison between Reference and Location Prediction (Scenario 5 Set 3)	123
Figure 4.57	RMSE versus Time (Scenario 5 Set 3)	123
Figure 4.58	Comparison of RMSE in Scenario 5	124

Figure 4.59	Comparison of the RMSE of Formulas (Scenario 1)	127
Figure 4.60	Comparison of the RMSE of Formulas (Scenario 2)	128
Figure 4.61	Comparison of the RMSE of Formulas (Scenario 3)	129
Figure 4.62	Comparison of the RMSE of Formulas (Scenario 4)	130
Figure 4.63	Comparison of the RMSE of Formulas (Scenario 5)	131

LIST OF ABBREVIATIONS

4G	Fourth Generation of GSM
5G	Fifth Generation of GSM
ABAS	Aircraft-based Augmentation System
AI	Artificial Intelligence
ANFIS	Adaptive Neuro-Fuzzy Inference System
AOA	Angle of Arrival
AP	Access Point
AR	Auto Regression
AR	Axial Ratio
ASFP	AI-based Segmented Forward Predictor
ASFP	AI-based Segmented Forward Predictor
BDS	BeiDou Navigation Satellite System
BKF	Backward Kalman Filtering
BS	Base Station
CDKF	Central Difference Kalman Filter
CEP	Circular Error Probability
CGI	Cell Global Identity
CI	Cell Identity
CKF	Cubature Kalman Filter
CN	Cellular Network
CR	Circular Polarization
dB	Decibel

dBic	Decibel (measurement unit for circular polarization)
DF-CSA	Dipole-Fed Cross Spiral Antenna
DoD	Department of Defense
DOP	Dilution of Precision
DR	Dead Reckoning
DTC	Diagnostic Trouble Code
ECU	Engine Control Unit
EKF	Extended Kalman Filter
EOBD	European On-Board Diagnostic systems
ETCS	Electronic Toll Collection System
EU	European Union
FKF	Forward Kalman Filtering
FOG	Fiber Optical Gyro
FOS	Fast Orthogonal Search
GBAS	Ground-based Augmentation System
GEO	Geostationary Orbit
GHz	Giga Hertz
GIS	Geographic Information System
GLONASS	Global Navigation Satellite System
GM	Gauss Markov
GNSS	Global Navigation Satellite System
GPRS	General Packet Radio Service
GPS	Global Positioning System
GSM	Global System for Mobile Communication

GSO	Geosynchronous Orbit
HDCKF	High Degree Cubature Kalman Filter
HPE	Horizontal Positioning Error
IDNN	Input-Delayed Neural Network
IMM-EKF	Interactive Multi Model Extended Kalman Filter
IMU	Inertial Measurement Unit
INS	Inertial Navigation System
IRNSS	Indian Regional Navigation Satellite System
ISO	International Standardization Organization
ITS	Intelligent Transportation System
IVC	Inter-Vehicle Communication
kbps	Kilobyte per second
KF	Kalman Filter
km	Kilometre
km/h	Kilometre per hour
LAC	Local Area Code
LMA	Levenberg-Marquardt Algorithm
LMU	Location Measurement Unit
LOS	Line-of-Sight
LP	Linear Polarization
m	Meter
Mbps	Megabyte per second
MCC	Mobile Country Code
MEMS	Micro-Mechanical System

MHz	Mega Hertz
MNC	Mobile Network Code
MS	Mobile Station
NLOS	Non-Line-of-Sight
NN	Neural Network
OBD-II	On-board Diagnostics-II
PDF	Probability Density Function
PDR	Pedestrian Dead Reckoning
PF	Particle Filter
PID	Parameter Identification Number
PIFA	Planar Inverted-F Antenna
PPS	Precise Positioning Service
QZSS	Quasi Zenith Satellite System
RBFNN	Radial Basis Function Neural Network
RFID	Radio Frequency Identification
RHCP	Right-hand Circular Polarization
RMSE	Root Mean Square Error
RNS	Regional Navigation System
RSS	Received Signal Strength
RTSS	Rauch–Tung–Striebel Smoother
RTW	Real Time Workshop
s	Second
SA	Selective Availability
SAE	Society of Automotive Engineers

SAR	Specific Absorption Rate
SBAS	Satellite-based Augmentation System
SINS	Strapdown Inertial Navigation System
SM-EKF	Single Model Extended Kalman Filter
SPS	Standard Positioning Service
STCKF	Strong Tracking Cubature Kalman Filter
TA	Timing Advance
TDOA	Time Difference of Arrival
TFS	Two-Filter Smoother
TOA	Time of Arrival
UKF	Unscented Kalman Filter
US	United States
UTM	Universal Transverse Mercator
V	Speed/Velocity
V2V	Vehicle-to-Vehicle
VaNet	Vehicular Ad Hoc
VUT	Vehicle Under Test
WAVE	Wireless Access Vehicular Environment
WBNN	Wavelet-based Neural Network
WLAN	Wireless Local Area Network
ZUPT	Zero Velocity Update