

Coordinating Autonomous Vehicles at the Edge Without a Central Server: Adaptive Indexing for V2V and V2I

Autonomous vehicles must exchange safety-critical data with each other and with roadside infrastructure in milliseconds, across cellular dead zones, jurisdictional handoffs, and intermittent backhaul, without a central directory that can stall or leak vehicle identity. This application shows how that coordination fabric can be built on Adaptive Indexing, the adaptive network framework disclosed in United States Patent Application 19/326,036, which provides anchor-scoped local consensus, asynchronous reconciliation on reconnection, and pseudonymous dynamic-hash device resolution.

What This Application Specifies

Vehicle-to-vehicle (V2V) and vehicle-to-infrastructure (V2I) coordination is a naming, resolution, and governance problem before it is a radio problem. A moving vehicle needs to find the right peer, roadside unit, or intersection controller, agree with nearby participants on a shared piece of state such as a merge intention or a hazard report, and do so while its network attachment changes second by second. This application specifies how that coordination layer can be implemented directly on the adaptive network framework disclosed in United States Patent Application 19/326,036.

The framework supplies an adaptive index: a set of entries organized in a parent-child hierarchy, where each entry is a semantic container identified by a structured alias and governed by one or more anchors. Anchors are the authoritative governance units for their assigned scope. They resolve aliases locally, validate proposed structural changes through scoped quorum voting, and cache resolution state, without requiring system-wide consensus. Applied to a road network, an intersection, a highway segment, or a roadside deployment zone becomes an anchor-governed container, and each vehicle or roadside sensor becomes an asset or device that resolves through the alias structure the disclosure describes, for example a form such as

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device@zone.corridor7/intersection/unit42
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Three disclosed mechanisms carry the weight here. First, anchor-scoped local consensus: only the anchors governing an affected scope participate in evaluating a change, so agreement is reached among the participants physically or topologically near the event. Second, asynchronous consensus coordination: anchors may operate under temporary partition, complete mutation votes offline, and reconcile their signed vote records against the canonical ledger for that scope on reconnection. Third, pseudonymous dynamic-hash device authentication: each device is represented by a volatile hash derived from an intrinsic identifier and a short-lived local salt, stored on a private anchor rather than published globally.

Why It Matters

The dominant model for connected-vehicle data assumes a reachable cloud backend that ingests telemetry, arbitrates conflicts, and returns decisions. On an open road that assumption breaks in three ways at once. Coverage is not continuous, so a vehicle entering a tunnel or a rural corridor loses the backend precisely when local coordination matters most. Latency to a distant data center is often too high for maneuver-level negotiation between vehicles closing on the same gap. And a globally addressable, persistent vehicle identifier is a tracking liability, exposing where a specific vehicle has been to anyone who can observe the directory.

The disclosed framework was built for exactly this class of environment. The specification names edge compute environments such as autonomous vehicles and drones, where fault-tolerant routing and predictive health monitoring keep navigation, communication, and coordination working despite network disruptions, and it names V2V and V2I interaction as governed by dynamic protocols that reroute and rebalance as necessary. It also states that the pseudonymous resolution system is designed to function across offline-first mobile devices and delay-tolerant or high-latency environments. The value for a vehicle fleet is that coordination degrades gracefully to whatever is locally reachable instead of failing when the backend is not.

How It Composes With the Domain

Map the physical road network onto the index hierarchy. A regional corridor is a parent container; intersections, on-ramps, and work zones nest beneath it as child containers, each governed by an anchor group. The disclosure describes anchor groups scoped along logical or geographic boundaries, where geographic explicitly includes proximity-based routing domains. Roadside units, edge servers at a base station, and even capable vehicles can serve as the nodes that host content and as anchors that govern a scope; the specification notes anchors may run on resource-constrained mesh nodes and ARM-based router nodes, which matches roadside and in-vehicle compute.

When vehicles approaching an intersection need to agree on a shared fact, such as a claimed right-of-way slot or a reported obstacle, that agreement is expressed as a mutation proposal against the intersection container. The anchors governing that scope form a quorum and validate the proposal under a pre-registered policy that defines the quorum threshold and eligible signer roles, exactly as the disclosure describes for scoped mutation. Because only local anchors participate, the negotiation does not wait on a distant server and does not consume network-wide coordination overhead. The disclosure further supports adjustable consensus thresholds, so a low-stakes update can use a light quorum while a safety-critical structural change demands broader participation.

Handoff between coverage areas uses the framework's lineage and reconciliation properties. As a vehicle moves from one anchor-governed zone to the next, alias resolution stays continuous because structural mutations preserve lineage metadata and alias-to-scope mappings, so no global rebind is required. If a vehicle or an entire roadside cluster is partitioned from the wider network, its anchors can form an isolated quorum, validate mutations locally, and keep the local index responsive; on reconnection the mutation lineage is reconciled through policy-defined arbitration. This is the disclosed behavior for fragmented and high-latency deployments applied to a car driving through a dead zone.

Identity is handled pseudonymously. Rather than a static vehicle identifier broadcast to peers, each vehicle presents a dynamic hash generated from its intrinsic identifier and a volatile salt, refreshed over time to resist correlation and fingerprinting. The hash is held by the vehicle's private anchor, which is the only custodian of persistent device metadata; the public index records only the location of that anchor, so peers and infrastructure can route toward a vehicle without learning device-level details. Vehicles authenticate to each other with ephemeral keys tied to the current hash, establishing short-lived sessions that expire with the interaction. Multi-device aliasing, disclosed in the specification, lets one owner or fleet identity resolve to several dynamic device hashes, and anchor session tracking supports handoff across those devices without dropping an active exchange.

Routing to the best peer or node uses the disclosed proximity-based routing layer. Each anchor maintains an index of candidate nodes annotated with physical distance, latency, current load, and a trust score derived from performance history and policy compliance. The routing layer selects the most performant and reliable candidate per request and reroutes automatically when a node becomes unresponsive or degraded, keeping a fallback available under regional failure. For a fleet this means a hazard subscription or a cooperative-perception feed is served from the nearest healthy roadside unit or peer, and a failing unit is bypassed in real time.

Revocation is decentralized. When a vehicle device is suspected compromised or stolen, the disclosure provides that the corresponding anchor policy registry can flag the associated hash lineage and disseminate the cryptographically signed revocation to nearby nodes and anchors, which then enforce authentication blocks without exposing device identity. A misbehaving or spoofed unit can therefore be excluded from local coordination quickly and without a central certificate authority in the loop.

What This Enables

Concretely, a deployment built this way can support intersection and merge negotiation that completes among local participants even with no backhaul; hazard and road-condition reports that propagate through anchor scopes and are cached at the edge for vehicles arriving later; cooperative perception feeds routed from the nearest trustworthy source; and privacy-preserving vehicle presence, where a car is reachable by alias without publishing a trackable persistent identifier. Because the framework is described as a structural overlay that retrofits existing decentralized infrastructure without altering core protocols, an operator can introduce anchors and aliases over an existing roadside messaging stack rather than replacing it.

The framework's telemetry and adaptive management also apply. Anchors monitor latency, error rates, and quorum timeouts, reassign cache or routing duties from an unstable node to neighbors without user-visible interruption, and pre-position frequently requested content ahead of predictable demand, which in road terms maps to rush-hour corridors or scheduled events. Jurisdictional handoff is a first-class case: anchor group policies can encode region-specific thresholds to reflect regulatory domains, so a vehicle crossing between jurisdictions is governed by locally appropriate rules without renegotiating global state.

Boundary Conditions

This application describes an enabling implementation, not a certified safety system. The disclosure specifies a coordination, resolution, and governance fabric; it does not supply the vehicle's perception stack, motion planning, actuation, or functional-safety case, and nothing here substitutes for the sensing and control that make a maneuver safe. The framework provides eventual consistency and delayed reconciliation for partitioned scopes, which suits advisory coordination and shared situational state; any use in a hard real-time control loop must respect that reconciled agreement is not instantaneous global agreement, and safety-critical fallbacks must not depend on a quorum that may be unavailable. Trust scoring, quorum thresholds, entropy floors for hash acceptance, and revocation propagation are policy-defined and only as strong as the policies an operator writes and the anchor participation available in a given area. Physical-layer concerns such as radio range, spectrum, and message authentication at the wire remain the responsibility of the underlying V2X transport. Interoperability with any specific connected-vehicle standard or regulatory regime is a domain integration task and is not itself part of the disclosed subject matter. No performance figures are claimed here; the specification does not provide benchmark numbers, and none should be inferred.

Disclosure Scope

The inventive subject matter referenced throughout is disclosed in United States Patent Application 19/326,036, which describes the adaptive network framework: an anchor-scoped adaptive index, scoped quorum-based mutation governance, asynchronous consensus with reconciliation on reconnection, proximity-based trust-weighted routing, and pseudonymous dynamic-hash device authentication with decentralized revocation. Every statement in this article about what the invention does traces to that disclosure, including its explicit naming of autonomous vehicles, drones, and V2V and V2I interaction as edge compute use cases. The autonomous-vehicle domain framing, including road-network topology, coverage gaps, jurisdictional handoff, and any

references to connected-vehicle transports or regulatory regimes, is external context provided to illustrate a faithful enabling implementation and does not expand, limit, or define the scope of the disclosed invention. Nothing in this article should be read as legal advice or as a representation of regulatory compliance or safety certification for any vehicle system.

Adaptive Indexing (</adaptive-indexing>)

[All 40 steps → \(/inventive-steps\)](/inventive-steps)

Resolution without global consensus. Anchor-governed self-organization.

[U.S. 19/326,036 \(/patents/19-326036\)](/patents/19-326036)

PRIMARY TECHNICAL DISCLOSURE

- [The Adaptive Index: A Scalable Foundation for Decentralized Systems \(/articles/the-adaptive-index-a-scalable-foundation-for-decentralized-systems\)](/articles/the-adaptive-index-a-scalable-foundation-for-decentralized-systems)

SECONDARY TECHNICAL

- [Anchor-Governed Hierarchical Nesting: Recursive Semantic Containers at Unlimited Depth \(/articles/adaptive-indexing/anchor-nesting\)](/articles/adaptive-indexing/anchor-nesting)
- [Entropy-Triggered Index Splitting: Deterministic Partitioning Under Mutation Load \(/articles/adaptive-indexing/entropy-splitting\)](/articles/adaptive-indexing/entropy-splitting)
- [Dormant Index Merging: Recursive Consolidation of Low-Entropy Subindices \(/articles/adaptive-indexing/dormant-merging\)](/articles/adaptive-indexing/dormant-merging)
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APPLICATIONS · SPECIFIC

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