付録 (APPENDIX)

4. 付録 (APPENDEX)

4.1 走行支援システム研究開発

(Japanese Safety Research- Sangubashi Field Test and Future Deployment)

: Japan













Cooperative	e Safety Syste	en an Traffia Fla	SMARTWA
4) verification of	Effects by Monito	oring Traffic Fic	W
 Maximum decelerat 14%, respectively, c This also had a pos 	ion and speed when e despite only 10% of the itive effect on vehicles	ntering a curve decr vehicles being equ traveling behind the	eased by 12% and ipped with OBU. se vehicles.
Comparison of In at H	cidences of Sudden ligh Speeds During D	Deceleration and E angerous Situation	Intering Curves
Classification	When traffic congestion, standing vehicles or slow- traveling vehicles are present in front of a curve		
	samples of vehicles entering curve at 30 km/h or faster	deceleration behavior (0.5 G or more)	curve at high speeds (60 km/h or faster)
	369 (No. of	18.1%	4.9%
(1) Before service	verificies/zouays)		
(1) Before service(2) After service	471 (No. of vehicles/28days)	15.9%	4.2%























