

# 訂正

13-20125194 ヒヤリハットデータベースの分析結果に基づく緊急自動ブレーキ試験の検討

藤田 光伸、道旗 繁樹、斎藤 一則、河村 賢二

Test of Autonomous Emergency Braking System Based on Near-miss Incident Database

Mitsunobu Fujita Shigeki Michihata Kazunori Saito Kenji Kawamura

訂正箇所	誤（Before Correction）	正（After Correction）	内容																																				
前刷集 Fig.4 内の凡例	<table><tr><th colspan="2">Car</th><td></td></tr><tr><th>A</th><th>B</th><td></td></tr><tr><td></td><td></td><td>The car stopped successfully</td></tr><tr><td></td><td></td><td>Collision was mitigated</td></tr><tr><td></td><td></td><td>Only warning sounded (not mitigated)</td></tr><tr><td></td><td></td><td>No warning sounded (not mitigated)</td></tr></table>	Car			A	B				The car stopped successfully			Collision was mitigated			Only warning sounded (not mitigated)			No warning sounded (not mitigated)	<table><tr><th colspan="2">Car</th><td></td></tr><tr><th>A</th><th>B</th><td></td></tr><tr><td></td><td></td><td>The car stopped successfully</td></tr><tr><td></td><td></td><td>Collision was mitigated</td></tr><tr><td></td><td></td><td>Only warning sounded (not mitigated)</td></tr><tr><td></td><td></td><td>No warning sounded (not mitigated)</td></tr></table>	Car			A	B				The car stopped successfully			Collision was mitigated			Only warning sounded (not mitigated)			No warning sounded (not mitigated)	×の色が 逆
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学術講演会前刷集正誤表

( Errata of Proceedings)

文献番号に誤りがありました。

誤 (Error)	前刷集 35-12 #174-201205220
正 (Correct)	前刷集 35-12 #174-20125220

セッション名: No.49-12 燃費向上技術 I  
座長: 青柳 友三(新エイシーイー)  
開催日・時間: 5.24(木) 9:30~12:10  
会場:502  
講演番号:237  
講演名:商用車向廃熱回生用熱音響スターリングエンジンの研究

正誤表

場所	誤	正
p.3 右下から 5 行目	直径を <u>20</u> %大きく	直径を <u>50</u> %大きく
P.5 Fig.16 図中	Simuration	simulation
P.6 左上から 1 行目	4. 5. 熱音響スターリングヒートポンプの実験結果および考察	削除
P.6 右上から 6 行目	温度比 <u>1.7</u> で	温度比 <u>1.5~1.7</u> で

学術講演会前刷集正誤表

( Errata of Proceedings/Summarized Papers)

講 (Presentation) No. 239	演 (Registration) No. 20125367	学術講演会前刷集 (Proceedings) No. 49-12
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誤 (Error)	正 (Correct)
P22 左段 13 行目 偶力が発生しない	偶力を発生しない位置
P26 左段 2 行目 「図 12 に示す。」の後に追記	「(ただし, 道路勾配に準じた横力付与に関しては, 一部タイヤの試験で不安定であったため, 横力の付与がない状態での結果で比較した.)」を追記.

～正誤表～

355 パイロット噴射と組み合わせたアフター噴射のスモーク低減効果 (20125291)  
堀部直人 田村一生 濱田貴之 Liu Long 石山拓二

➤ Fig.11～13の凡例および噴射圧力 $p_j$ の表示

《正》 $p_j=125\text{MPa}$

《誤》 $p_j=120\text{MPa}$

➤ Fig.14に凡例追加

————  $p_j=90\text{MPa}$   
———— 125MPa