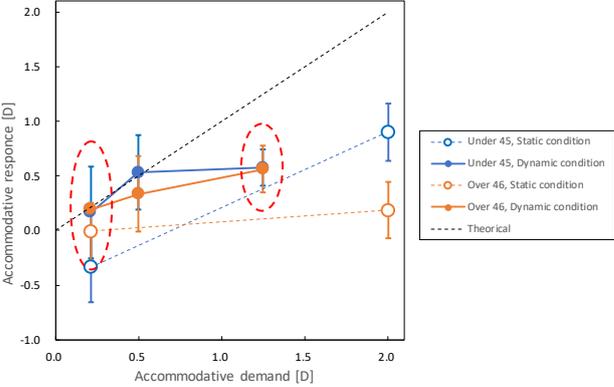
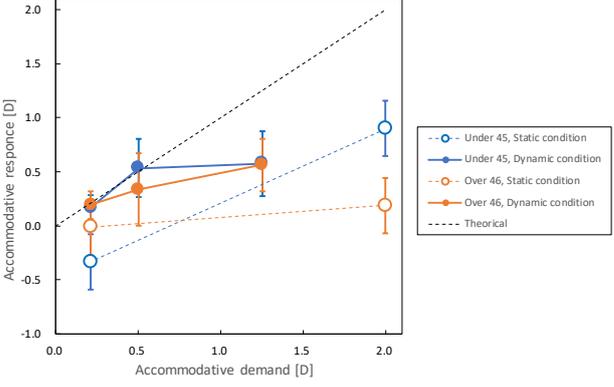


学術講演会予稿集正誤表

( Errata of Proceedings/Summarized Papers)

<p>学術講演会セッション 番号・セッション名 (SessionNo.-Session Name)</p>	<p>セッション番号：124 セッション名：HMI II</p>
<p>講演タイトル (Title)</p>	<p>運転中の HMI 視認を想定した視距離変化に対する調節・輻輳運動の計測と評価</p>
<p>講演者名 (Speaker name) 所属名 (Affiliation)</p>	<p>林 秋好 スズキ株式会社</p>
<p>誤 (Incorrect)</p>	<p>P6. Fig.17 および Summarized Paper Fig.2 の差し替え</p>  <p>The graph plots Accommodative response [D] on the y-axis (ranging from -1.0 to 2.0) against Accommodative demand [D] on the x-axis (ranging from 0.0 to 2.0). A dashed line represents the theoretical response (y=x). Four data series are shown: Under 45 Static (blue dashed line with open circles), Under 45 Dynamic (blue solid line with solid circles), Over 46 Static (orange dashed line with open circles), and Over 46 Dynamic (orange solid line with solid circles). Two points are circled in red: the Under 45 Dynamic point at approximately (0.25, 0.2) and the Over 46 Dynamic point at approximately (1.25, 0.6).</p>
<p>正 (Correct)</p>	 <p>The graph plots Accommodative response [D] on the y-axis (ranging from -1.0 to 2.0) against Accommodative demand [D] on the x-axis (ranging from 0.0 to 2.0). A dashed line represents the theoretical response (y=x). Four data series are shown: Under 45 Static (blue dashed line with open circles), Under 45 Dynamic (blue solid line with solid circles), Over 46 Static (orange dashed line with open circles), and Over 46 Dynamic (orange solid line with solid circles). This graph is identical to the one in the 'Incorrect' section but without the red circles.</p>

学術講演会予稿集正誤表

( Errata of Proceedings/Summarized Papers)

<p>学術講演会セッション 番号・セッション名 (SessionNo.-Session Name)</p>	<p>126・自動運転 I -システム制御-</p>
<p>講演タイトル (Title)</p>	<p>マルチブランドによるトラック隊列走行における CACC のシステム同定</p>
<p>講演者名 (Speaker name) 所属名 (Affiliation)</p>	<p>添野 太一 東京都市大学大学院</p>
<p>誤 (Incorrect)</p>	<div data-bbox="651 779 1257 1182"> </div> <p data-bbox="692 1193 1222 1227">Fig.6 Deceleration vehicle data for company B</p> <p data-bbox="619 1267 1264 1301">p3, 5 行目 : 平均値は <b>0.08</b> m/s<sup>2</sup>, 最大値は <b>0.60</b> m/s<sup>2</sup></p> <div data-bbox="651 1357 1257 1760"> </div> <p data-bbox="692 1805 1222 1839">Fig.10 Deceleration vehicle data for company C</p> <p data-bbox="619 1879 1264 1912">p4, 9 行目 : 平均値は <b>0.19</b> m/s<sup>2</sup>, 最大値は <b>0.67</b> m/s<sup>2</sup></p>

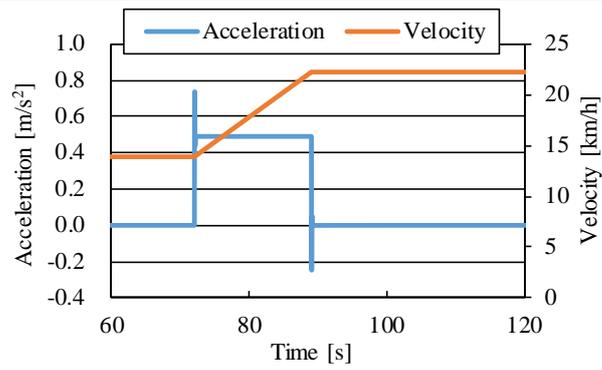


Fig.17 Lead vehicle data of accelerated test

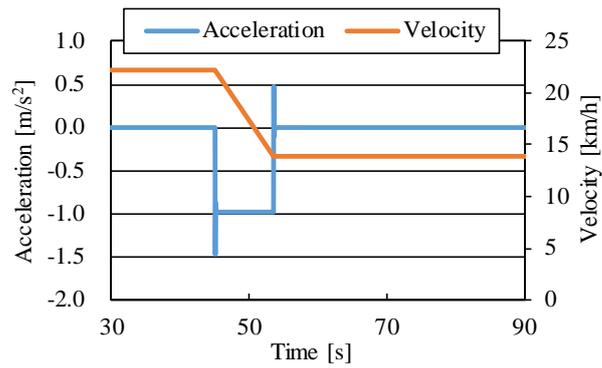


Fig.18 Lead vehicle data of deceleration test

4. まとめ, 6行目

駆動領域では平均絶対値誤差は隊列全体の平均で **0.08**  $m/s^2$  の精度を得た. 制動領域では平均絶対値誤差は隊列全体の平均で **0.18**  $m/s^2$  の精度を得た.

正  
(Correct)

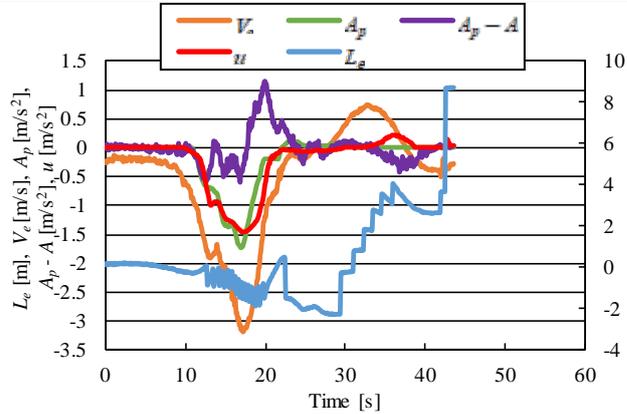


Fig.6 Deceleration vehicle data for company B

p3, 5行目 : 平均値は **0.09**  $m/s^2$ , 最大値は **0.61**  $m/s^2$

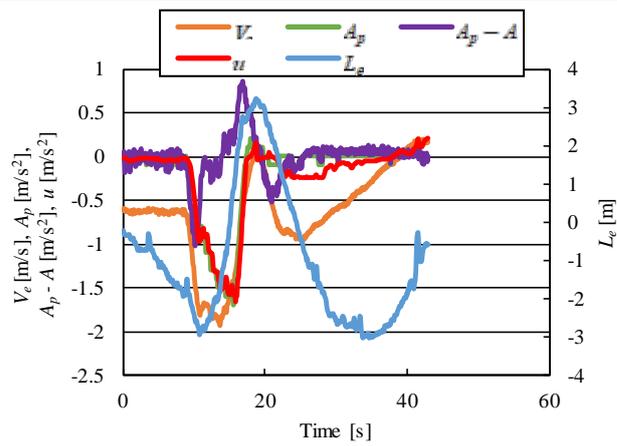


Fig.10 Deceleration vehicle data for company C

p4, 9 行目 : 平均値は 0.18  $m/s^2$ , 最大値は 0.55  $m/s^2$

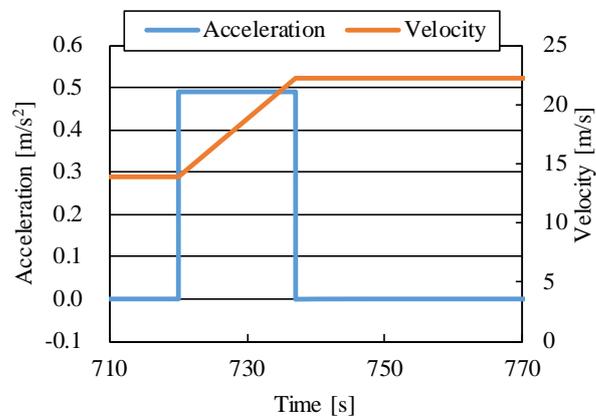


Fig.17 Lead vehicle data of accelerated test

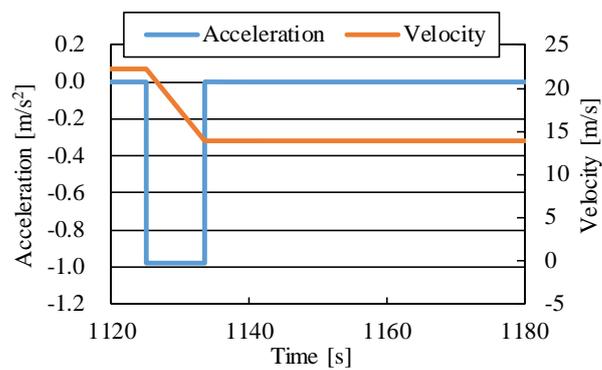


Fig.18 Lead vehicle data of deceleration test

4. まとめ, 6 行目

駆動領域では平均絶対値誤差は隊列全体の平均で 0.1  $m/s^2$  の精度を得た. 制動領域では平均絶対値誤差は隊列全体の平均で 0.15  $m/s^2$  の精度を得た.