

FIG. 1

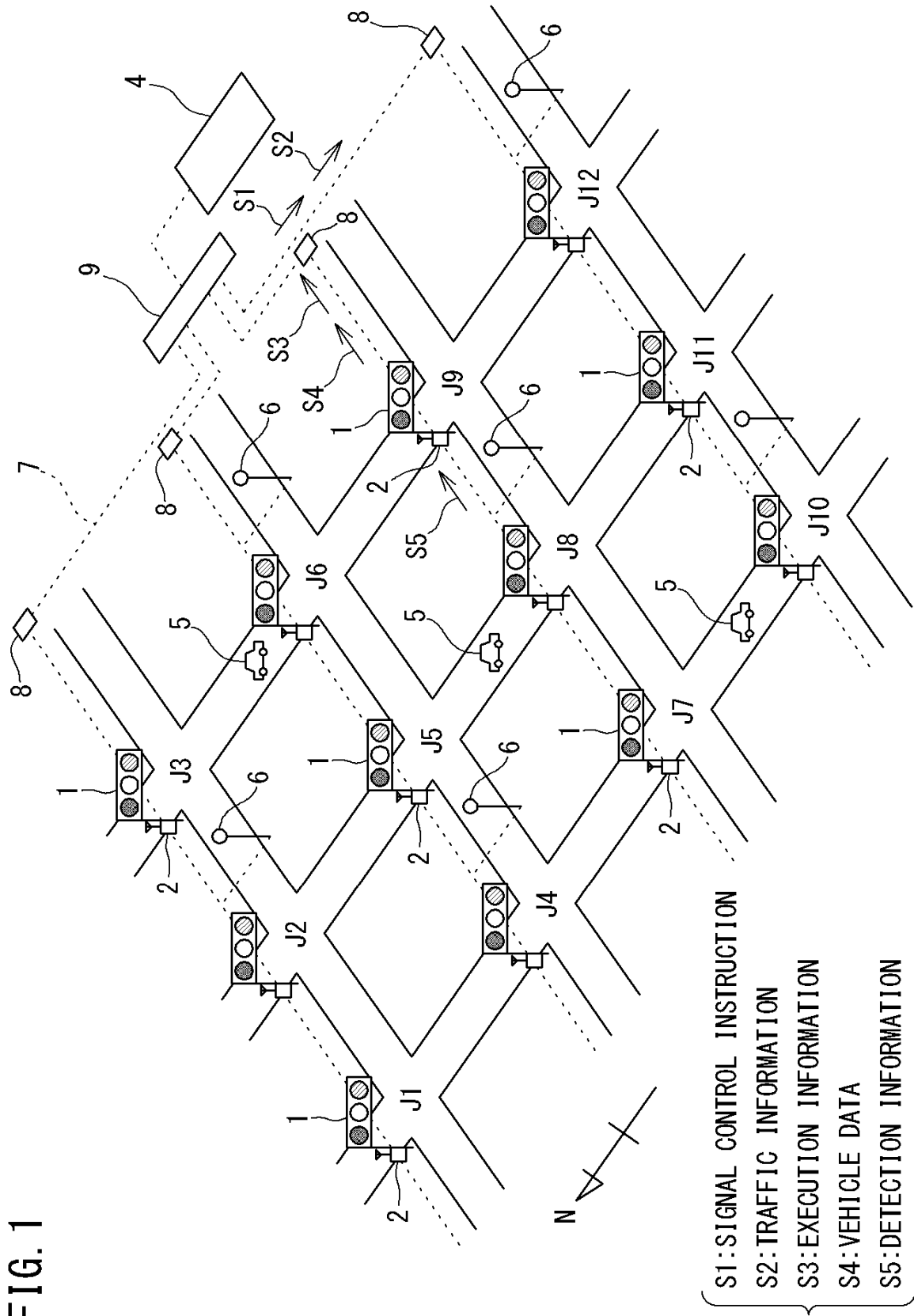


FIG. 2

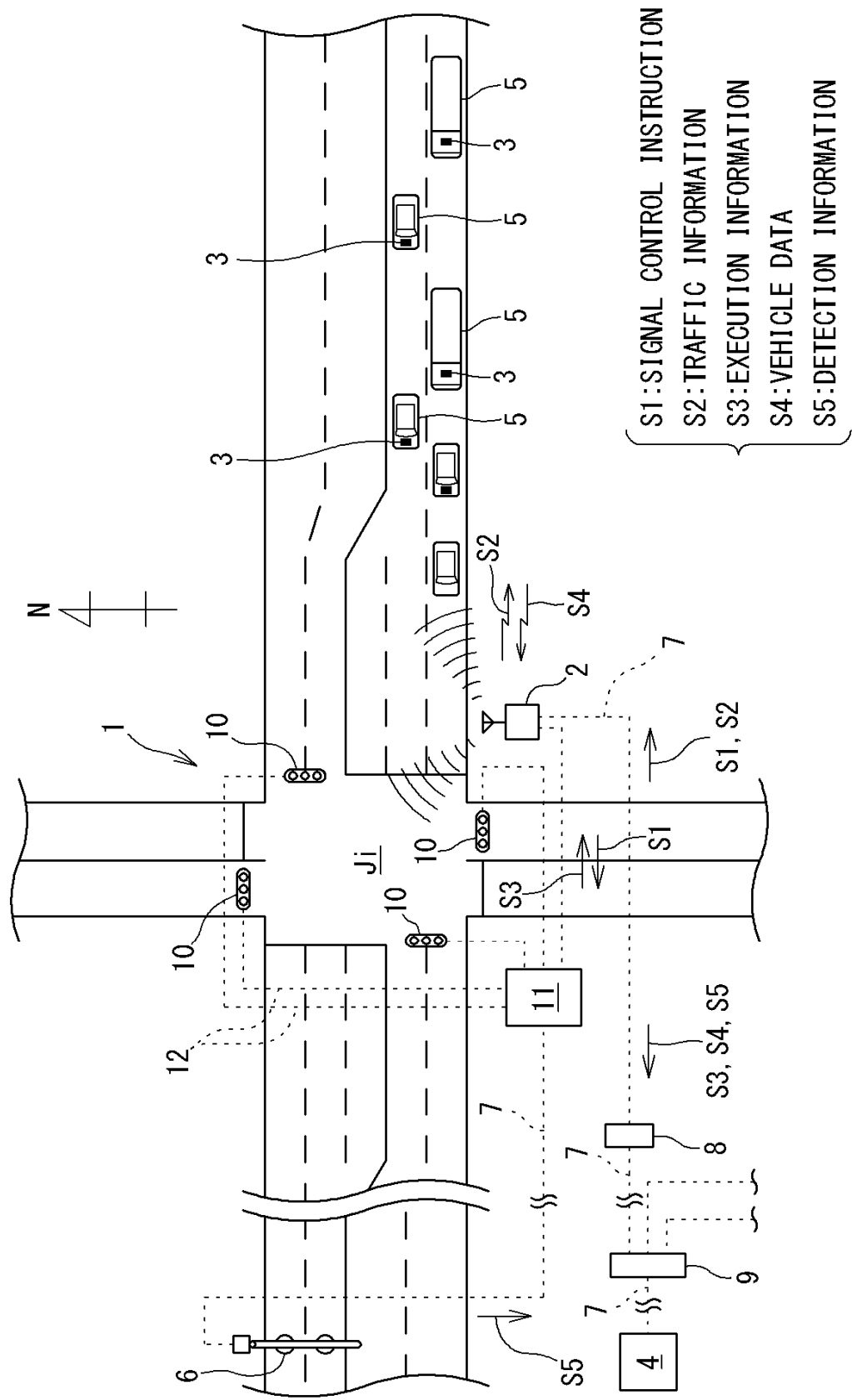
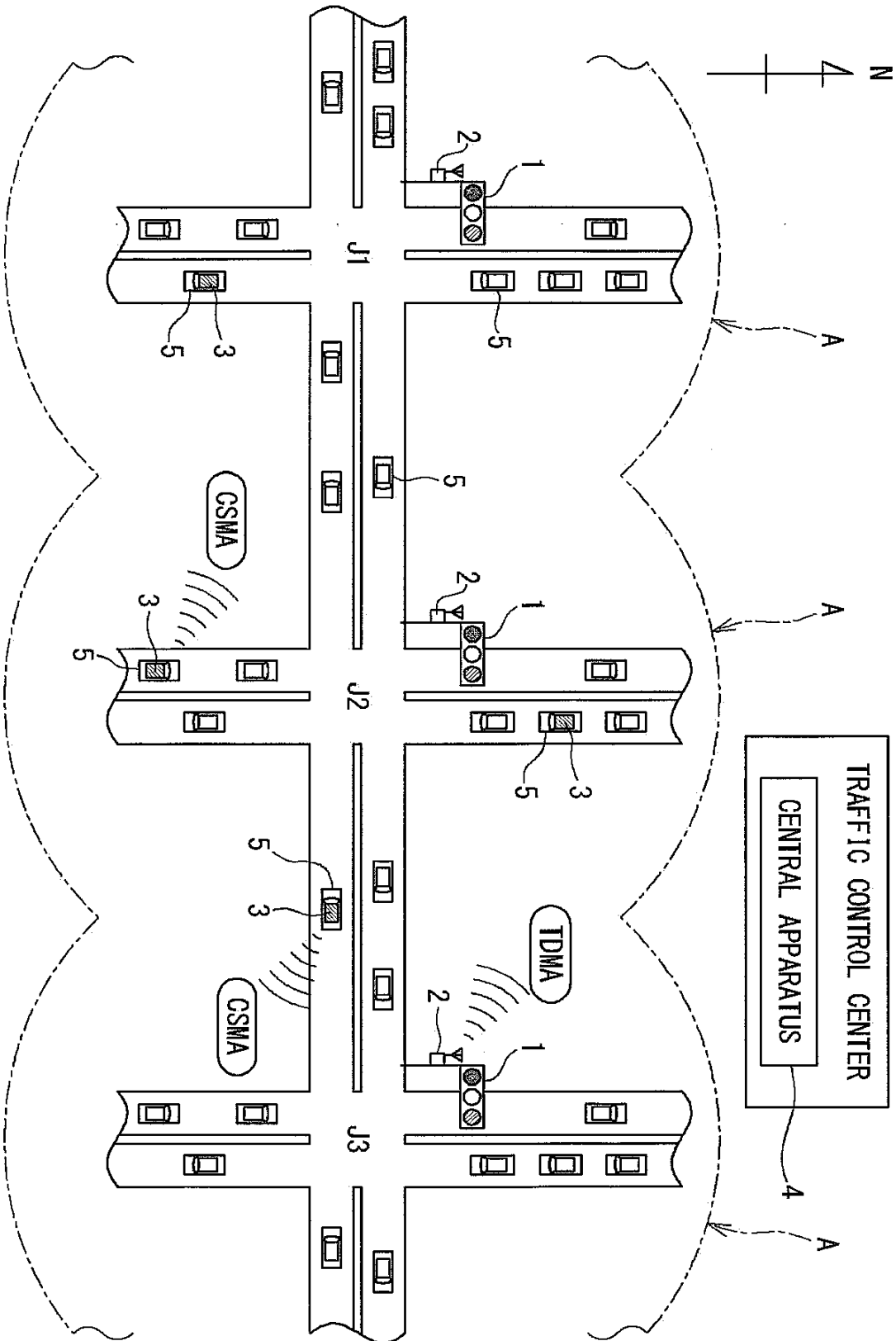


FIG. 3



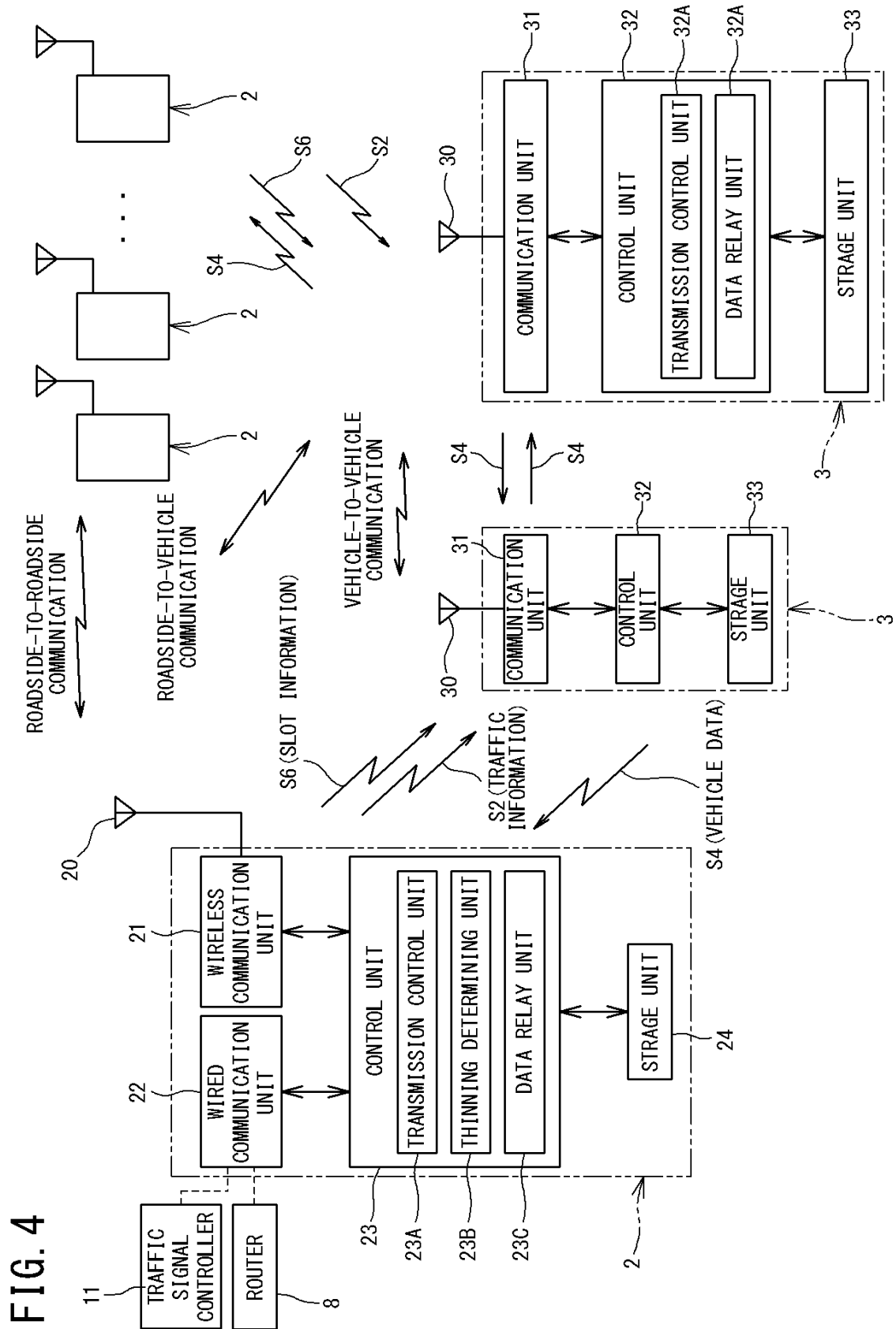


FIG. 5

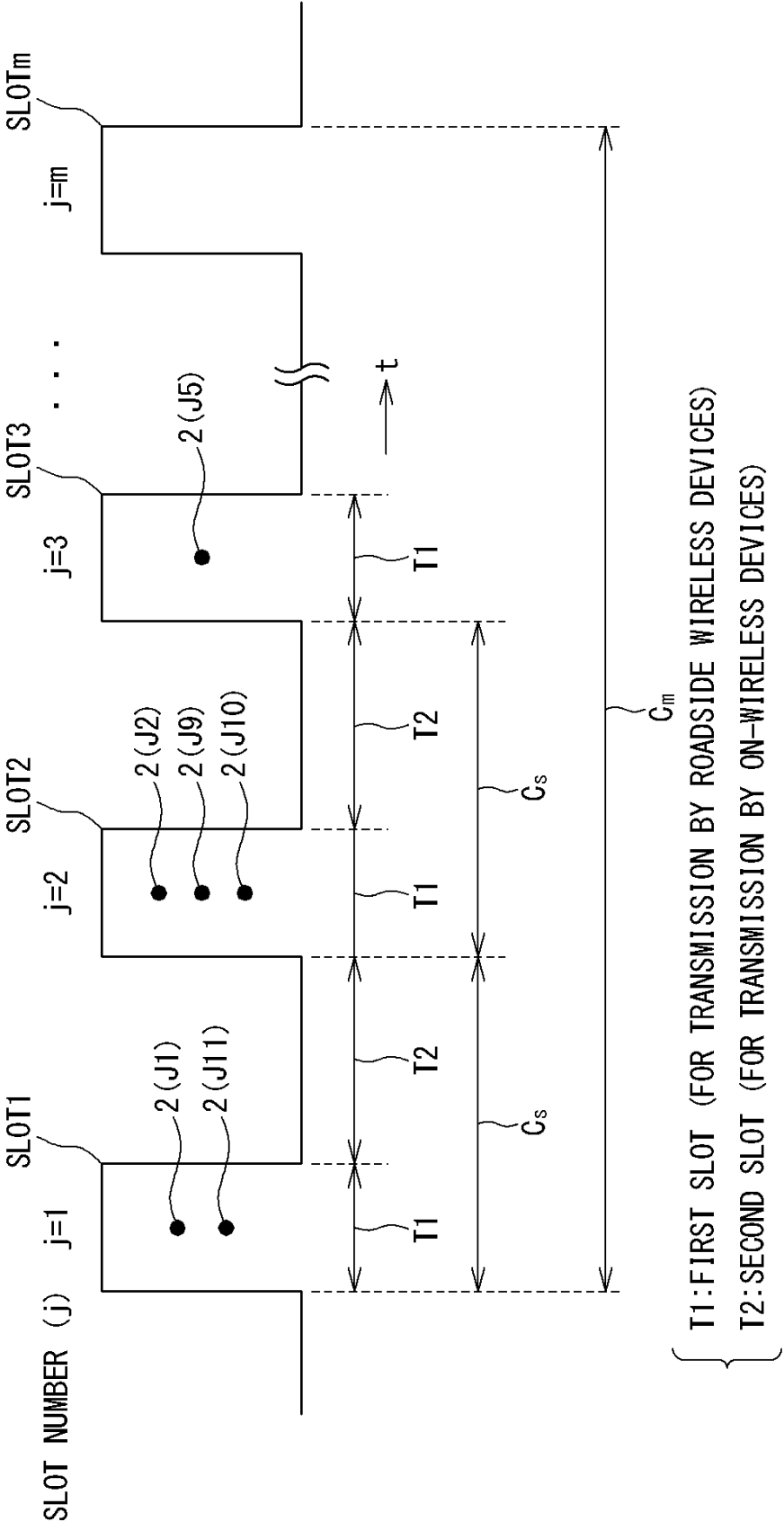


FIG. 6

[FRAME FORMAT FOR VEHICLE-TO-VEHICLE COMMUNICATION]

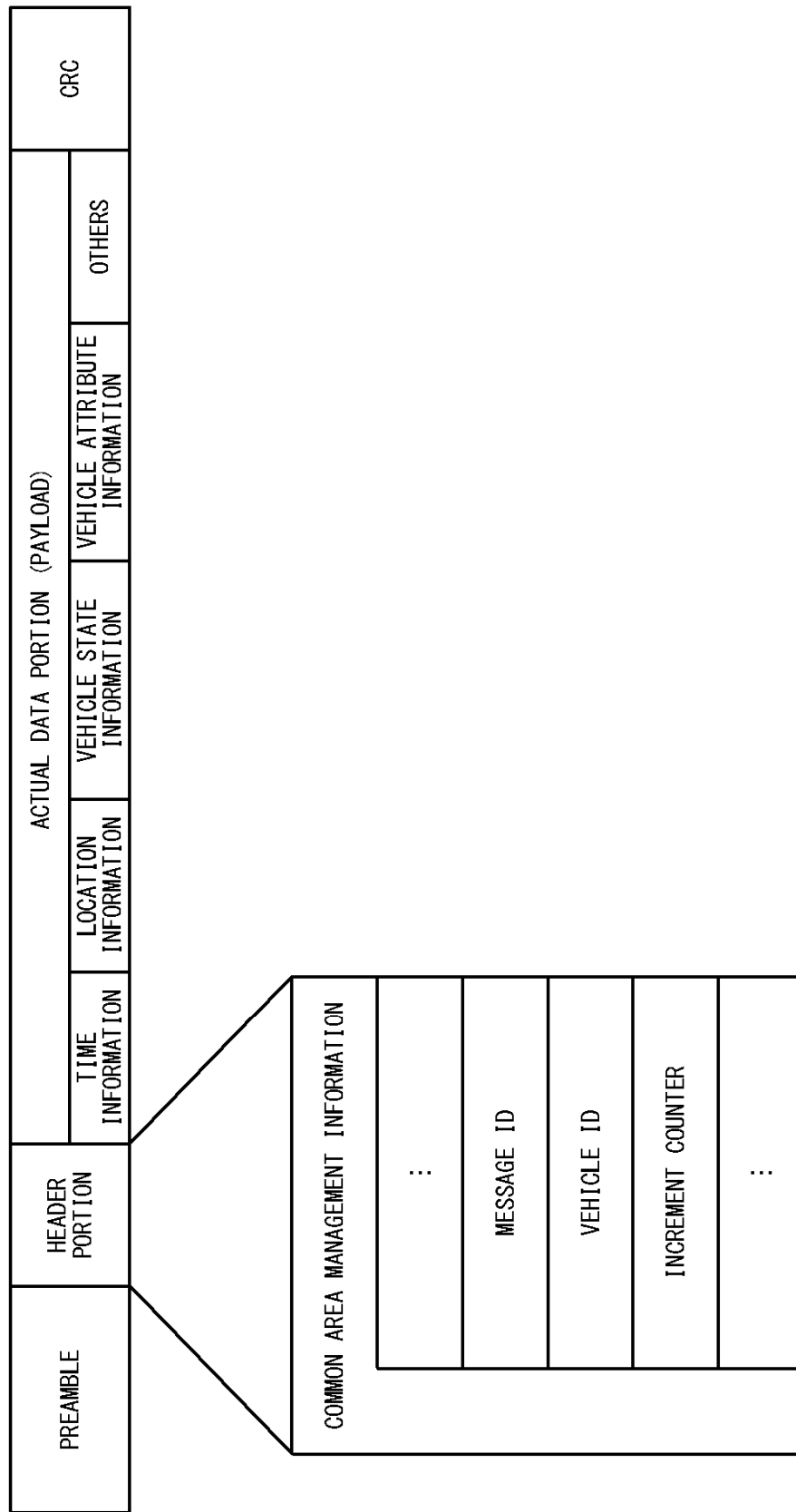
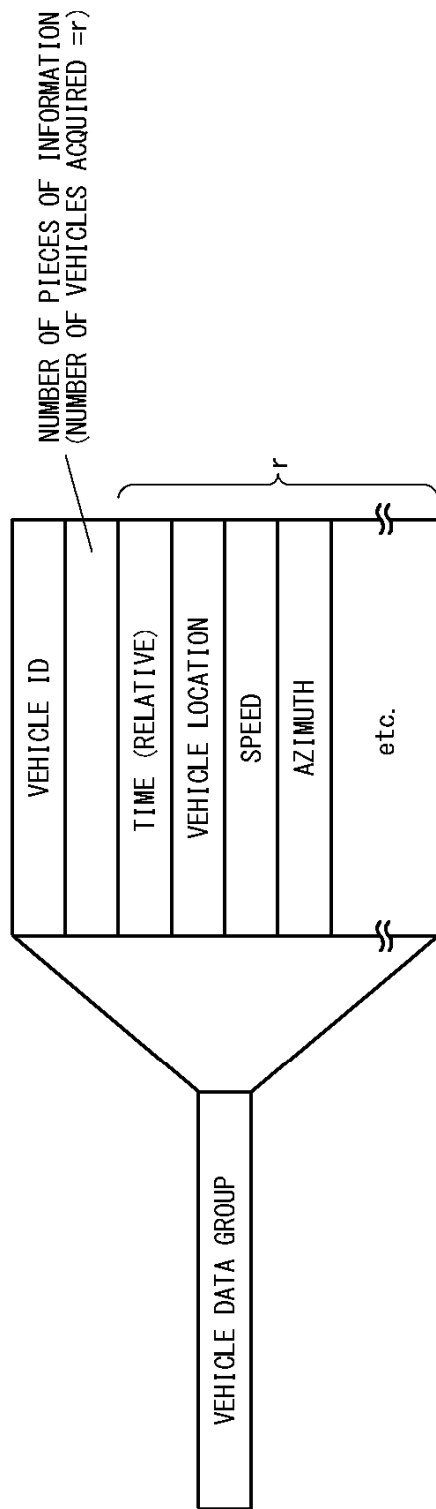


FIG. 7

(a) TRANSMISSION FORMAT ON A VEHICLE-BY-VEHICLE BASIS



(b) TRANSMISSION FORMAT FOR A SNAPSHOT

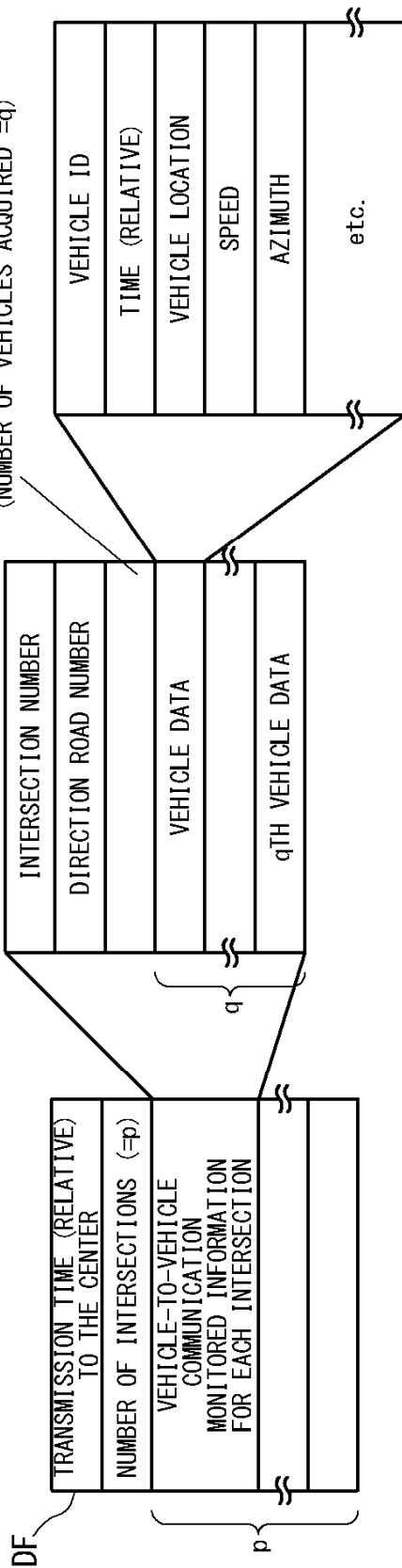


FIG. 8

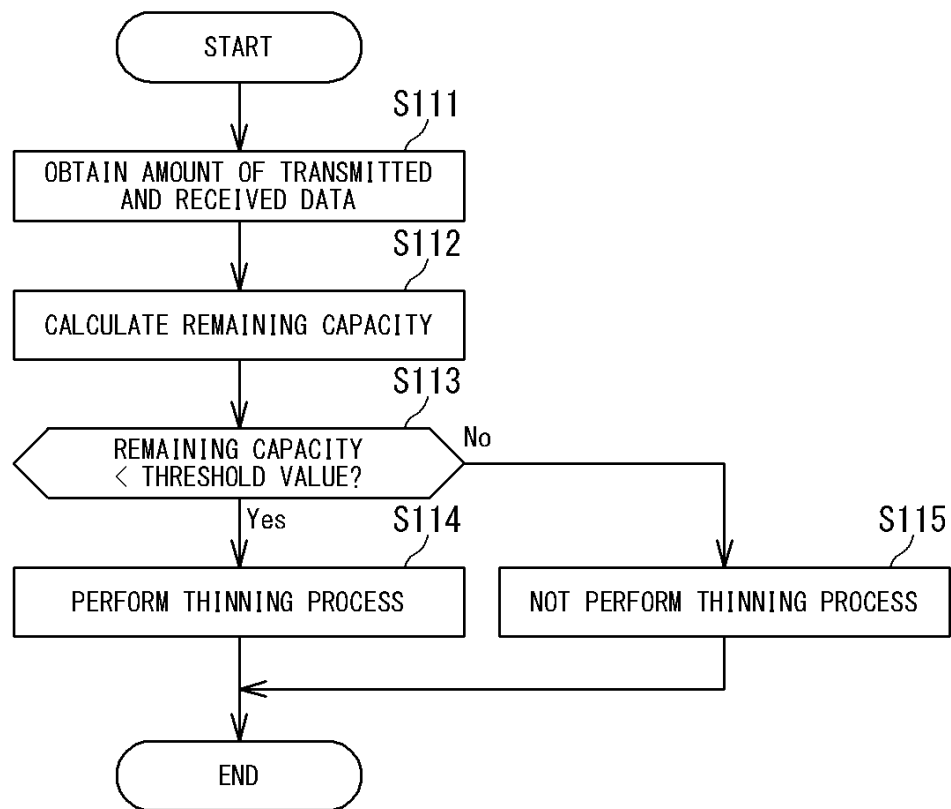


FIG. 9

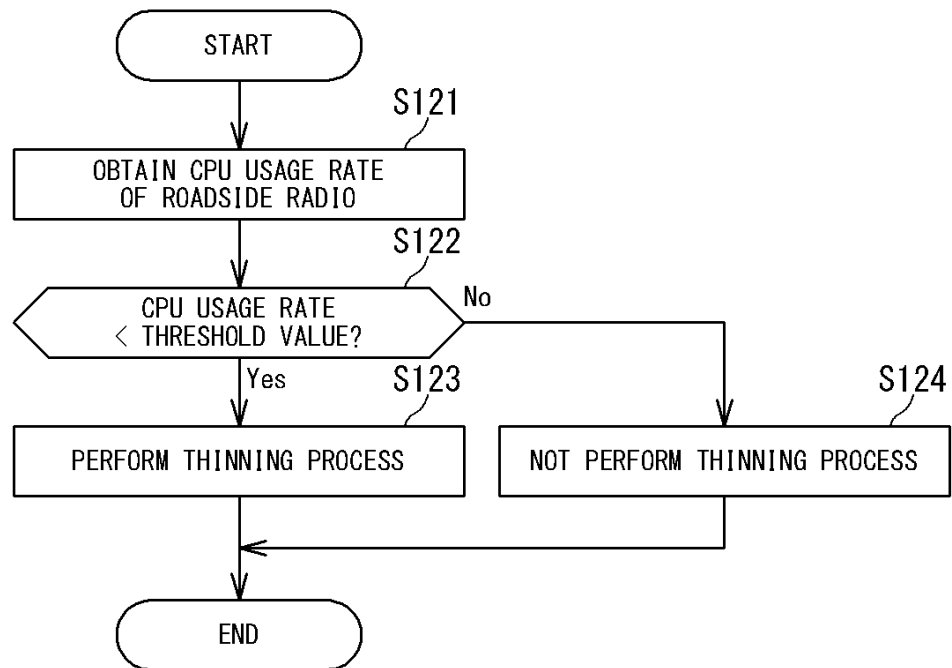


FIG. 10

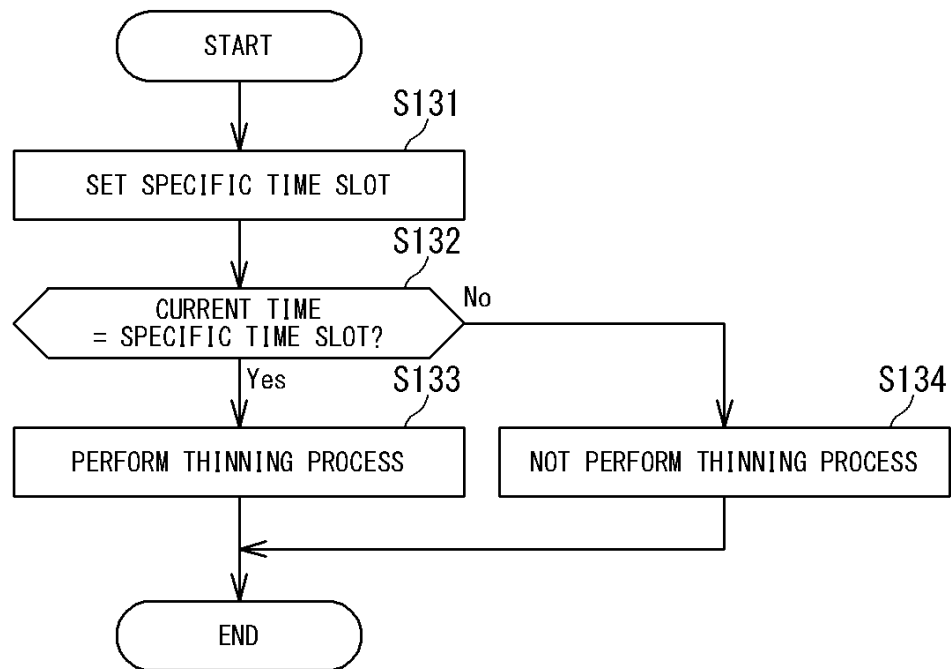


FIG. 11

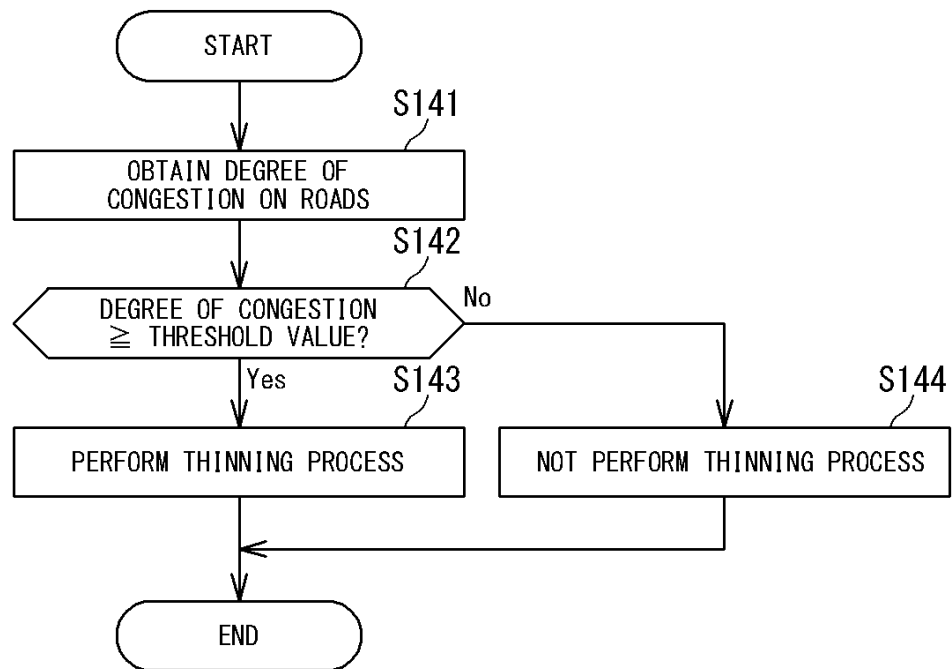


FIG. 12

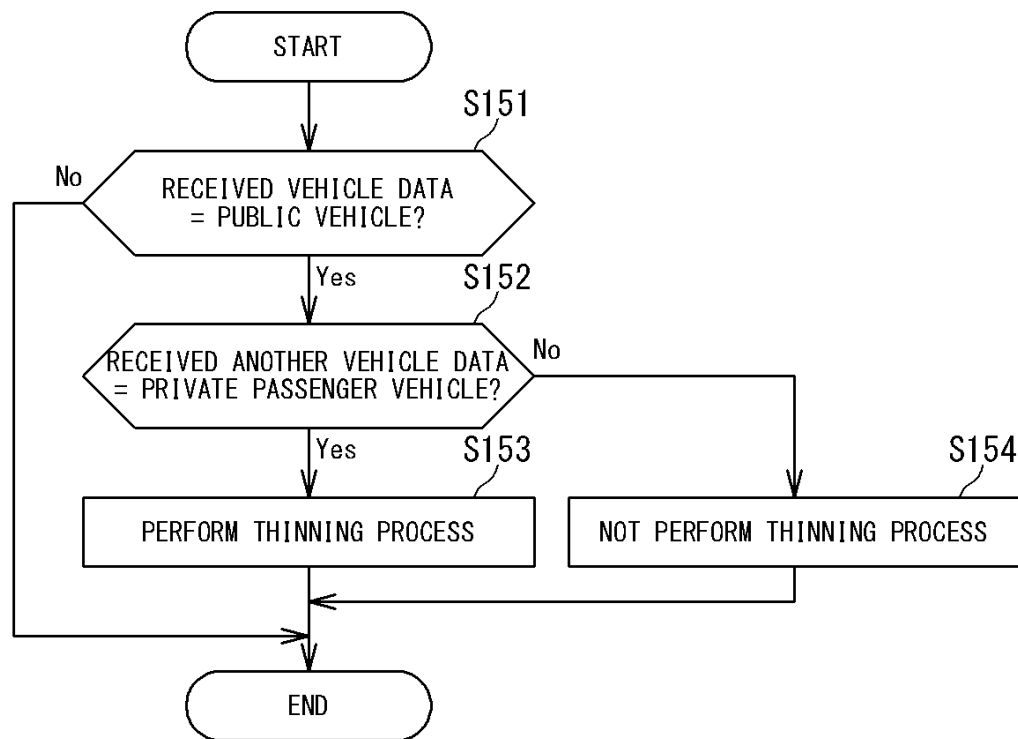


FIG. 13

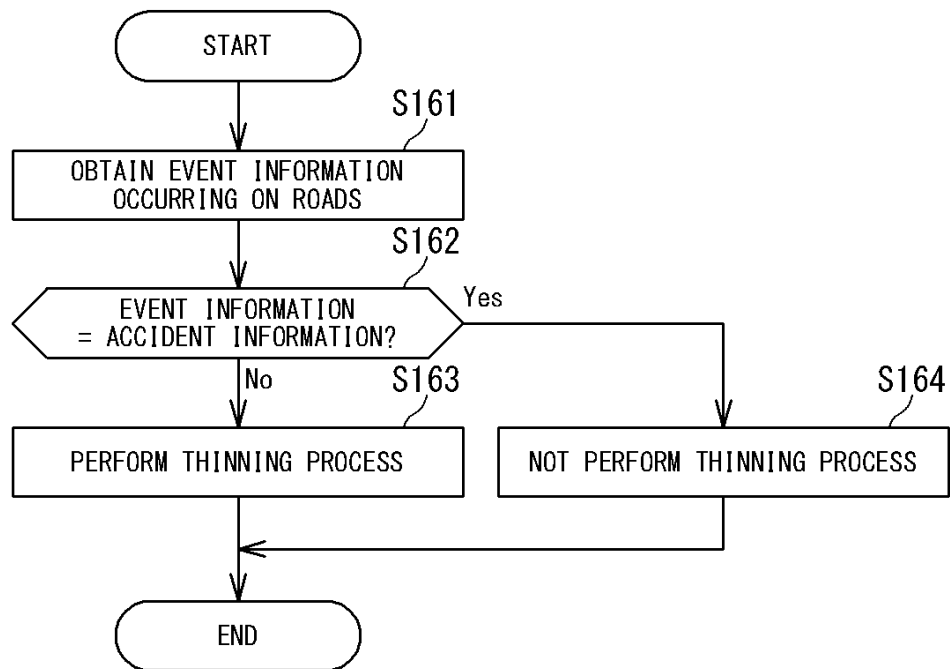


FIG. 14

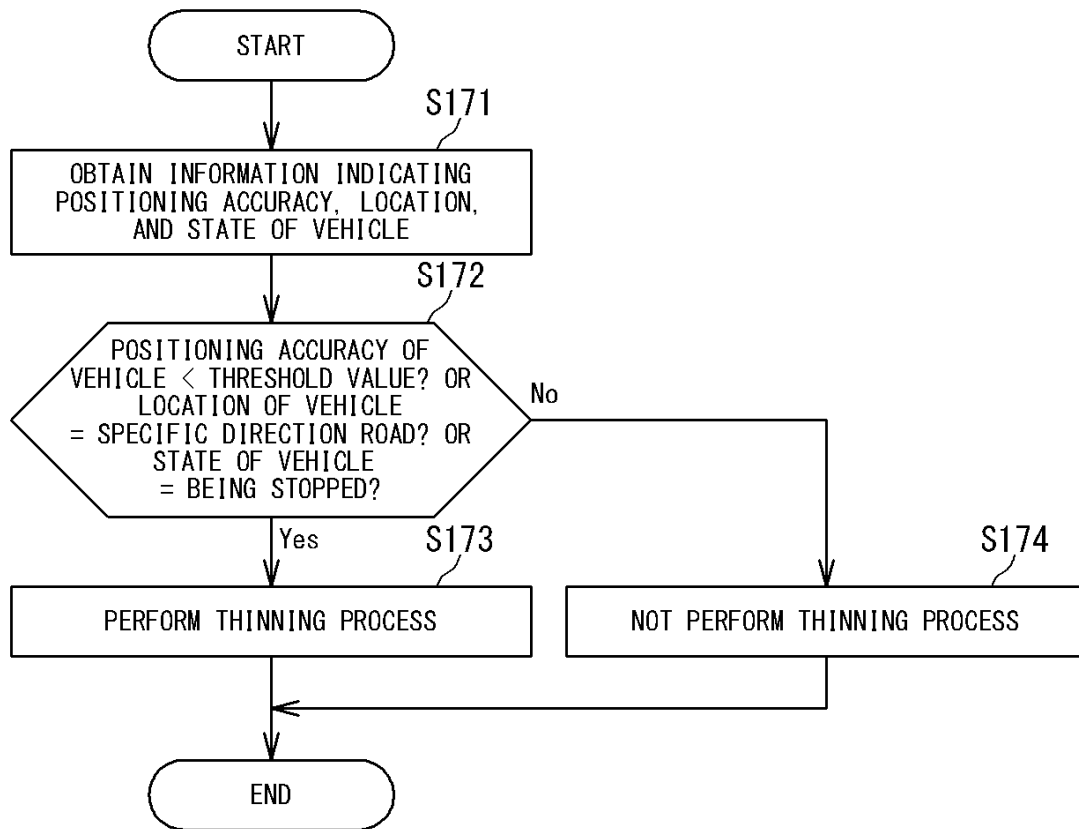


FIG. 15

THINNING LEVEL	THINNING PROCESS TYPES					
	DATA ITEM	SAMPLING INTERVAL	POSITIONING ACCURACY	VEHICLE LOCATION	VEHICLE STATE	AGGREGATION
0	NO THINNING	NO THINNING	NO THINNING	NO THINNING	NO THINNING	NO THINNING
1	FREE AREA	0.5s	CLASS 100 m OR MORE	PREDETERMINED LOCATION OR SMALL AND NARROW AREA	STOP – START TO MOVE	VEHICLE DATA OF VEHICLE PASSING THROUGH SPECIFIC SLAVE STATION INTERSECTIONS
2	UNNECESSARY DATA ITEMS (INCLUDING DATA ITEM INDICATING ABNORMAL VALUE)	1.0s	CLASS 30 m OR MORE	AREAS OTHER THAN ROADS (PARKING LOTS, ETC.)	START TO MOVE – STOP	VEHICLE DATA OF VEHICLE PASSING THROUGH MASTER STATION INTERSECTION WITHOUT PASSING THROUGH SPECIFIC SLAVE STATION INTERSECTIONS
3	DATA ITEMS NOT NECESSARY FOR TRAFFIC FLOW DIAGNOSIS	2.0s	CLASS 10 m OR MORE	ROADS OTHER THAN CONNECTING ROADS AT INTERSECTION (SIDE ROADS)	ENTER AREA – ENTER INTERSECTION LEAVE INTERSECTION – LEAVE AREA	-
4	DATA ITEMS OTHER THAN VEHICLE ID, LOCATION, AND TIME	4.0s	CLASS 5 m OR MORE	SPECIFIC DIRECTION ROAD OF CONNECTING ROAD AT INTERSECTION	ENTER INTERSECTION – STOP START TO MOVE – LEAVE INTERSECTION	-
5	DATA ITEMS OTHER THAN VEHICLE ID	6.0s	CLASS 1 m OR MORE	DIRECTION ROADS OTHER THAN SPECIFIC DIRECTION ROAD OF CONNECTING ROAD AT INTERSECTION	-	-
6	THIN ALL	THIN ALL	THIN ALL	THIN ALL	THIN ALL	THIN ALL

FIG. 16

THINNING LEVEL	DETERMINATION CONDITION TYPES					
	COMMUNICATION LINE	COMMUNICATION PROCESSING LOAD	TIME SLOT	TRAFFIC CONDITIONS	SPECIFIC VEHICLE	SPECIFIC EVENT
0	THRESHOLD VALUE a ≤ REMAINING CAPACITY	THRESHOLD VALUE a' ≤ CPU USAGE RATE	0:00 - 3:00	DEGREE OF CONGESTION < THRESHOLD VALUE g	NUMBER OF PUBLIC VEHICLES = 0	NUMBER OF PIECES OF EVENT INFORMATION = 0
1	THRESHOLD VALUE b ≤ REMAINING CAPACITY < THRESHOLD VALUE a	THRESHOLD VALUE b' ≤ CPU USAGE RATE < THRESHOLD VALUE a'	03:00 - 04:00 23:00 - 00:00	THRESHOLD VALUE g ≤ DEGREE OF CONGESTION < THRESHOLD VALUE h	NUMBER OF PUBLIC VEHICLES = 1	NUMBER OF PIECES OF EVENT INFORMATION = 1
2	THRESHOLD VALUE c ≤ REMAINING CAPACITY < THRESHOLD VALUE b	THRESHOLD VALUE c' ≤ CPU USAGE RATE < THRESHOLD VALUE b'	04:00 - 05:00 22:00 - 23:00	THRESHOLD VALUE h ≤ DEGREE OF CONGESTION < THRESHOLD VALUE i	NUMBER OF PUBLIC VEHICLES = 2	NUMBER OF PIECES OF EVENT INFORMATION = 2
3	THRESHOLD VALUE d ≤ REMAINING CAPACITY < THRESHOLD VALUE c	THRESHOLD VALUE d' ≤ CPU USAGE RATE < THRESHOLD VALUE c'	05:00 - 06:00 21:00 - 22:00	THRESHOLD VALUE i ≤ DEGREE OF CONGESTION < THRESHOLD VALUE j	NUMBER OF PUBLIC VEHICLES = 3	NUMBER OF PIECES OF EVENT INFORMATION = 3
4	THRESHOLD VALUE e ≤ REMAINING CAPACITY < THRESHOLD VALUE d	THRESHOLD VALUE e' ≤ CPU USAGE RATE < THRESHOLD VALUE d'	06:00 - 07:00 09:00 - 16:00 19:00 - 21:00	THRESHOLD VALUE j ≤ DEGREE OF CONGESTION < THRESHOLD VALUE k	NUMBER OF PUBLIC VEHICLES = 4	NUMBER OF PIECES OF EVENT INFORMATION = 4
5	THRESHOLD VALUE f ≤ REMAINING CAPACITY < THRESHOLD VALUE e	THRESHOLD VALUE f' ≤ CPU USAGE RATE < THRESHOLD VALUE e'	07:00 - 09:00 17:00 - 19:00	THRESHOLD VALUE k ≤ DEGREE OF CONGESTION	NUMBER OF PUBLIC VEHICLES = 5	NUMBER OF PIECES OF EVENT INFORMATION = 5
6	REMAINING CAPACITY < THRESHOLD VALUE f	CPU USAGE RATE < THRESHOLD VALUE f'	-	-	-	-

FIG. 17

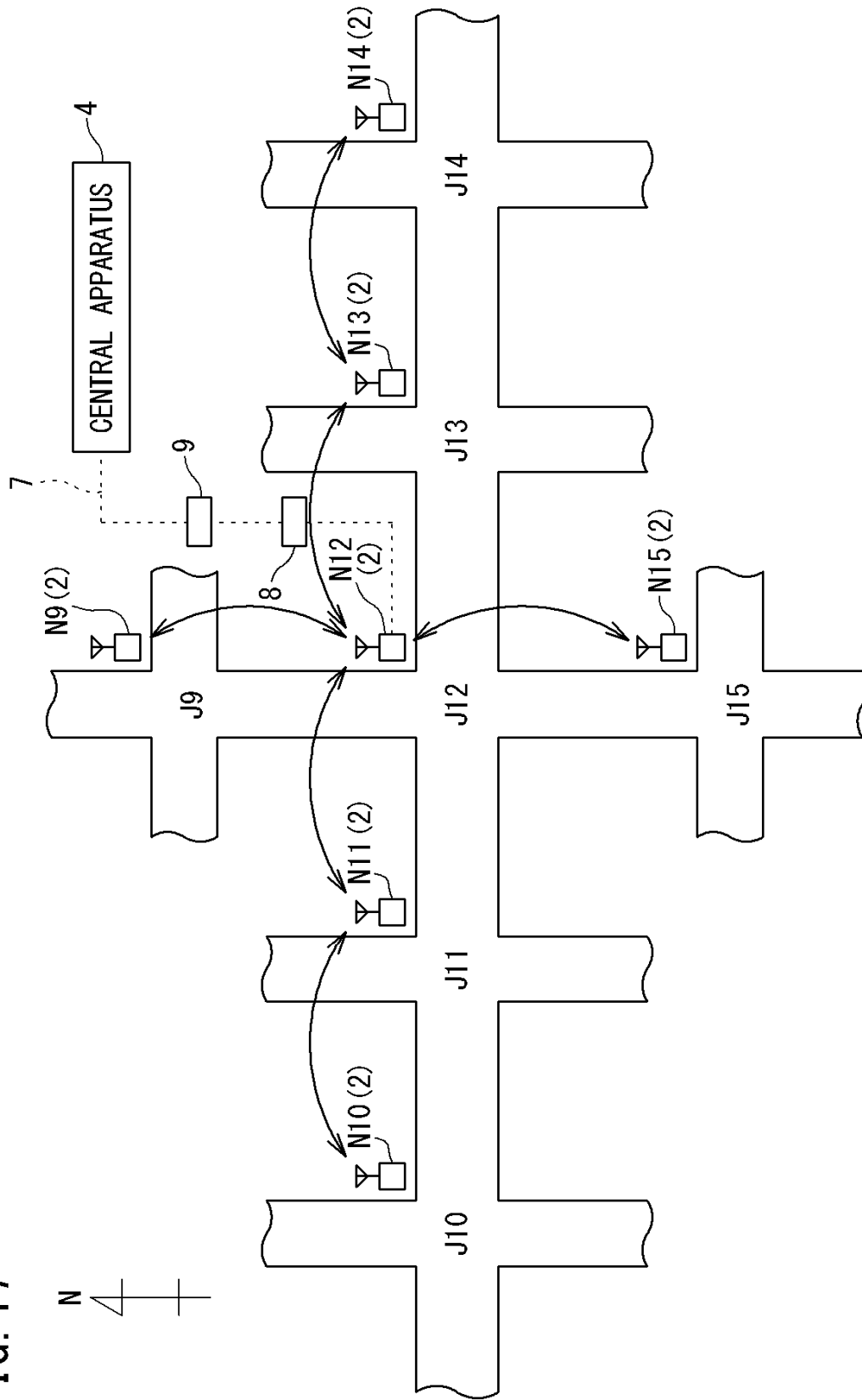


FIG. 18

THINNING LEVEL	DETERMINATION CONDITION TYPES			
	POSITIONING ACCURACY	VEHICLE LOCATION	VEHICLE STATE	AGGREGATION
0	CLASS 1 m OR MORE	SPECIFIC DIRECTION ROAD OF CONNECTING ROAD AT INTERSECTION (FLOW-IN ROAD OF MAIN ROAD)	UPON EVENT	-
1	CLASS 5 m OR MORE	DIRECTION ROADS OTHER THAN SPECIFIC DIRECTION ROAD OF CONNECTING ROAD AT INTERSECTION	ENTER INTERSECTION - STOP START TO MOVE - LEAVE INTERSECTION	TRAVELING ROUTE WHERE A VEHICLE PASSES THROUGH SPECIFIC SLAVE STATION INTERSECTIONS
2	CLASS 10 m OR MORE	ROADS OTHER THAN CONNECTING ROADS AT INTERSECTION (SIDE ROADS)	ENTER AREA - ENTER INTERSECTION LEAVE INTERSECTION - LEAVE AREA	-
3	CLASS 30 m OR MORE	AREAS OTHER THAN ROADS (PARKING LOTS, ETC.)	START TO MOVE - STOP	-
4	CLASS 100 m OR MORE	PREDETERMINED LOCATION OR SMALL AND NARROW AREA	STOP - START TO MOVE	-
5	-	-	-	-
6	-	-	-	TRAVELING ROUTE WHERE A VEHICLE PASSES THROUGH MASTER STATION INTERSECTION WITHOUT PASSING THROUGH SPECIFIC SLAVE STATION INTERSECTIONS