

WLTP DHC subgroup		
Date	30/10/09	
Title	In-use data collection plan	
	Region	Japan
Working paper number	WLTP-DHC-02-07	

SAMPLE

1.0. Introduction

This in-use data collection plan was developed by Japanese experts based on the agreement during DHC meeting.

2.0. Schedule

	Dec.09	Jan.10	Feb.10	Mar.10	Apr.10	May.10	Jun.10	Jul.10	Aug.10	Sep.10	
1. Review currently available data											
2. Test vehicle selection	selection →	procurement →									
3. Test location/ route selection	→										
4. Planning (# of driver, test period, etc.)	→										
5. Data collection		preparation →		Location A →		Location B →		Location C →			
6. Data check & review					→		→		→		
7. Statistical information				→							

3.0. Contents

3.1. Review currently available data

- Data collection area : Tokyo and Osaka
- Data collection period : in 2003 and 2004
- Data collected road type : Urban and rural

- Test vehicles : 10 vehicles (see below table)
- Collected data : Time, Vehicle speed, Engine speed

Parameter	Vehicle A	Vehicle B	Vehicle J
Vehicle category	Passenger car	Light duty commercial vehicle		Passenger car
	S.R. 1 category (1-1,)	S.R. 1 category (1-2)		S.R. 1 category (2)
Engine type	Gasoline	Diesel		HEV
Engine displacement	0.8 L	1.8 L		2 L
Curb mass (kg)	1020 kg	1540 kg		1950 kg
Transmission type	Manual	Automatic		Automatic
Number of gears	5	NA		NA
Power:Mass	44.1 kW/Ton	51.9 kW/Ton		43.6 kW/ton
Maximum rated power	45kW	80kW		60 kW + 25kW
Maximum rated speed	115 km/h	180km/h		180 km/h
Number of passengers	4	5		5
Maximum load	250 kg	500 kg		500 kg
Year model first registered	2004	2006		2008
Make	ABC	DEF		GHI
Model	abc	def		ghi
GSI	No	No		Yes
Adaptive speed limit indicator	Yes	No		No

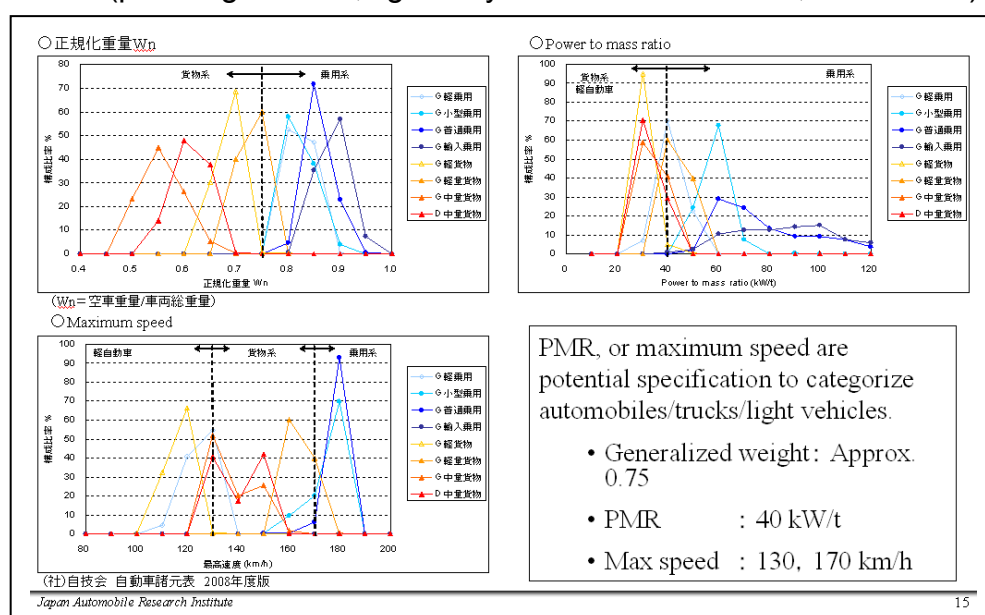
Since no data is available on Motorway road, Japan will make a plan to collect data on Motorway.

Since data for urban and rural are met criteria of data collection guideline, no further data collection on urban and rural road is planned.

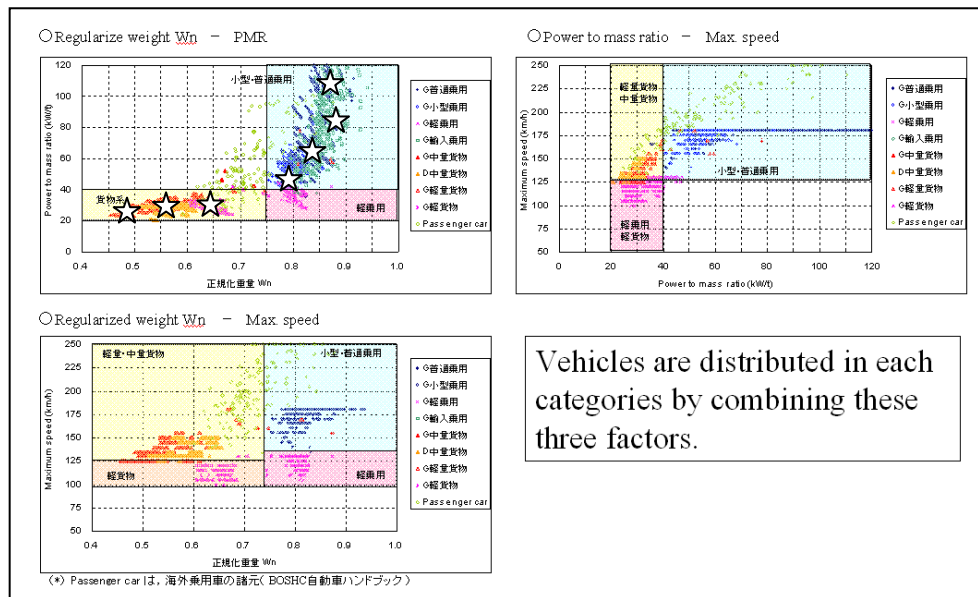
3.2. Vehicle selection

3.2.1 Japanese sales mix of major vehicle category

(passenger cares, light duty commercial vehicles, mini trucks)



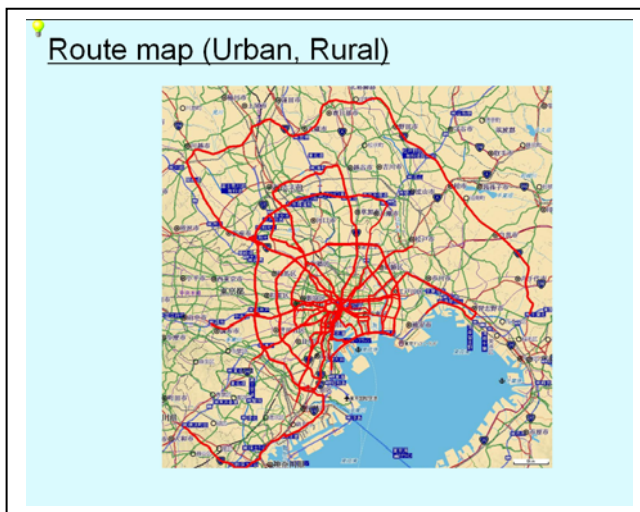
3.2.2 Vehicle performance distribution



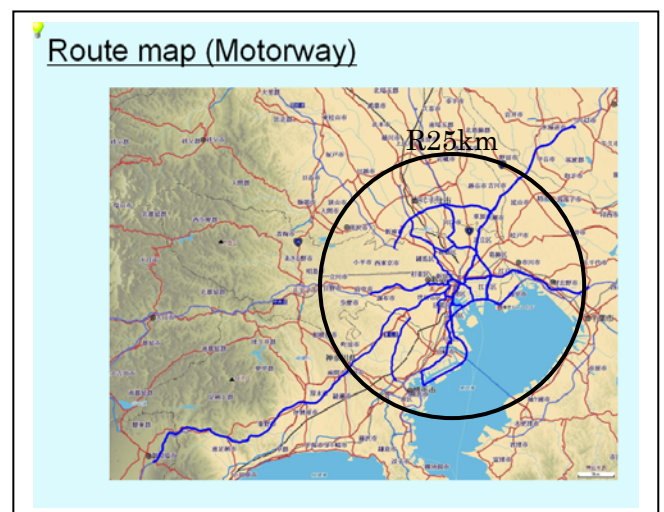
For detailed vehicle parameter, please refer the attachment.

Test vehicles (☆) fairly cover wide range of Japanese market.

3.3. Test location and route selection



Tokyo and Osaka area



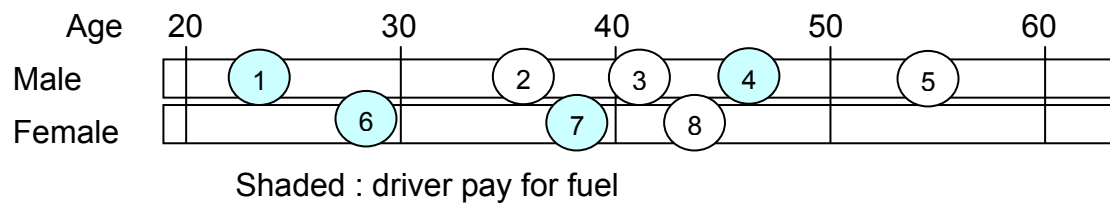
Tokyo and Kanto area

3.4. Driving conditions

3.4.1. Driving behaviour

No instruction was made other than to follow overall traffic flow.

3.4.2. Driver selection



3.4.3. Road type

Table 3.4. Road type definitions (Japan)

	Urban	Rural	Motorway
Definition	Paved roads in urban areas with a speed limit ≤ 50 km/hour (exclude mountain areas)	Paved non-motorways outside and inside urban areas with a speed limit between 50 and 80 km/hour	Paved motorways (multi-lane roads specifically constructed and controlled for fast traffic)

Photographic/videographic evidence of roads are also provided.

3.4.4. Season/weather conditions

Data collection will be terminated only when speed limit is intentionally reduced due to weather conditions (snow, heavy rain, etc)

3.4.5. Time of data collection

Data collection will be executed on each test vehicle during the following period.

	Weekday On-peak	Weekday Off-peak	Weekend
Urban	X	X	X
Rural	X	X	
Motorway	X	X	

3.5. Amount of data to be collected

Target amount of data to be collected on each test vehicle.

	Weekday On-peak	Weekday Off-peak	Weekend
Urban	500 km	300 km	200 km
Rural	800 km	200 km	
Motorway	500 km	500 km	

4.0. Statistical information

Japan will generate the weighting factors by using the traffic census data.

The following matrix will be filled out.

	Urban			Rural			Motorway		
	Weekday		Week-end	Weekday		Week-end	Weekday		Week-end
	On-peak	Off-peak		On-peak	Off-peak		On-peak	Off-peak	
Passenger Car (PC)									
LD Commercial Vehicle (LD _{CV})									