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(54) **VEHICLE MANUFACTURING SYSTEM,
VEHICLE MANUFACTURING METHOD,
AND NON-TRANSITORY COMPUTER
READABLE MEDIUM**

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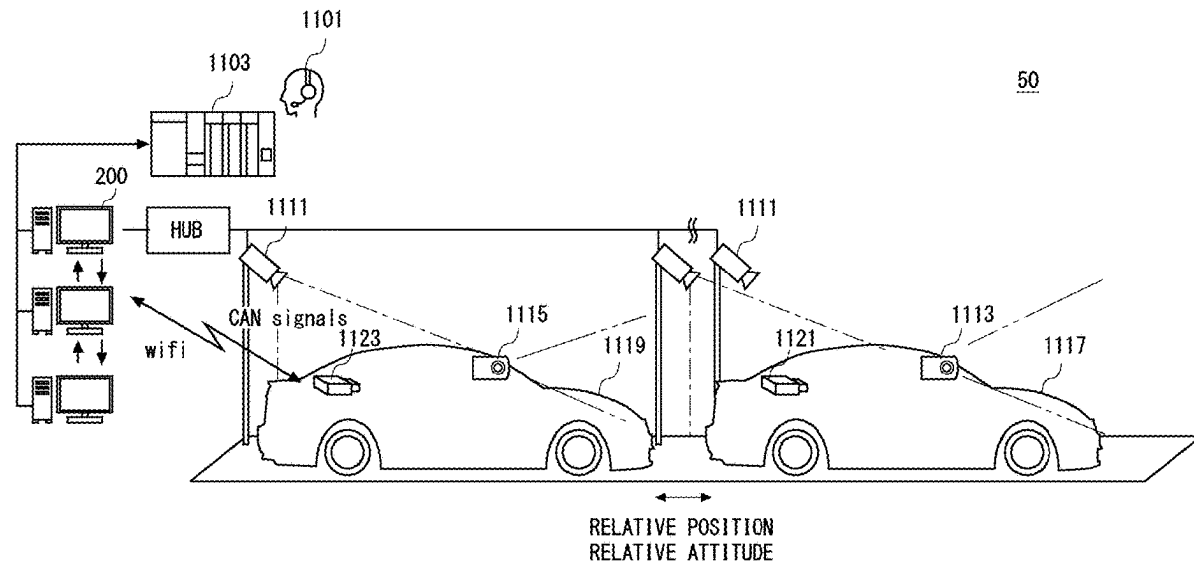
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(57) **ABSTRACT**

A vehicle manufacturing system includes: a first information acquisition unit configured to acquire first information indicating positions and attitudes of a plurality of vehicles from outside of the plurality of vehicles, the plurality of vehicles being manufactured step by step while they are continuously moving; a first determination unit configured to determine whether or not a second information acquisition unit configured to acquire second information indicating a position and an attitude of a vehicle in front of or behind at least one of the vehicles is available; and a position and attitude acquisition unit configured to acquire the positions and attitudes of the vehicles by using the first information when the first determination unit determines that the second information acquisition unit is not available.



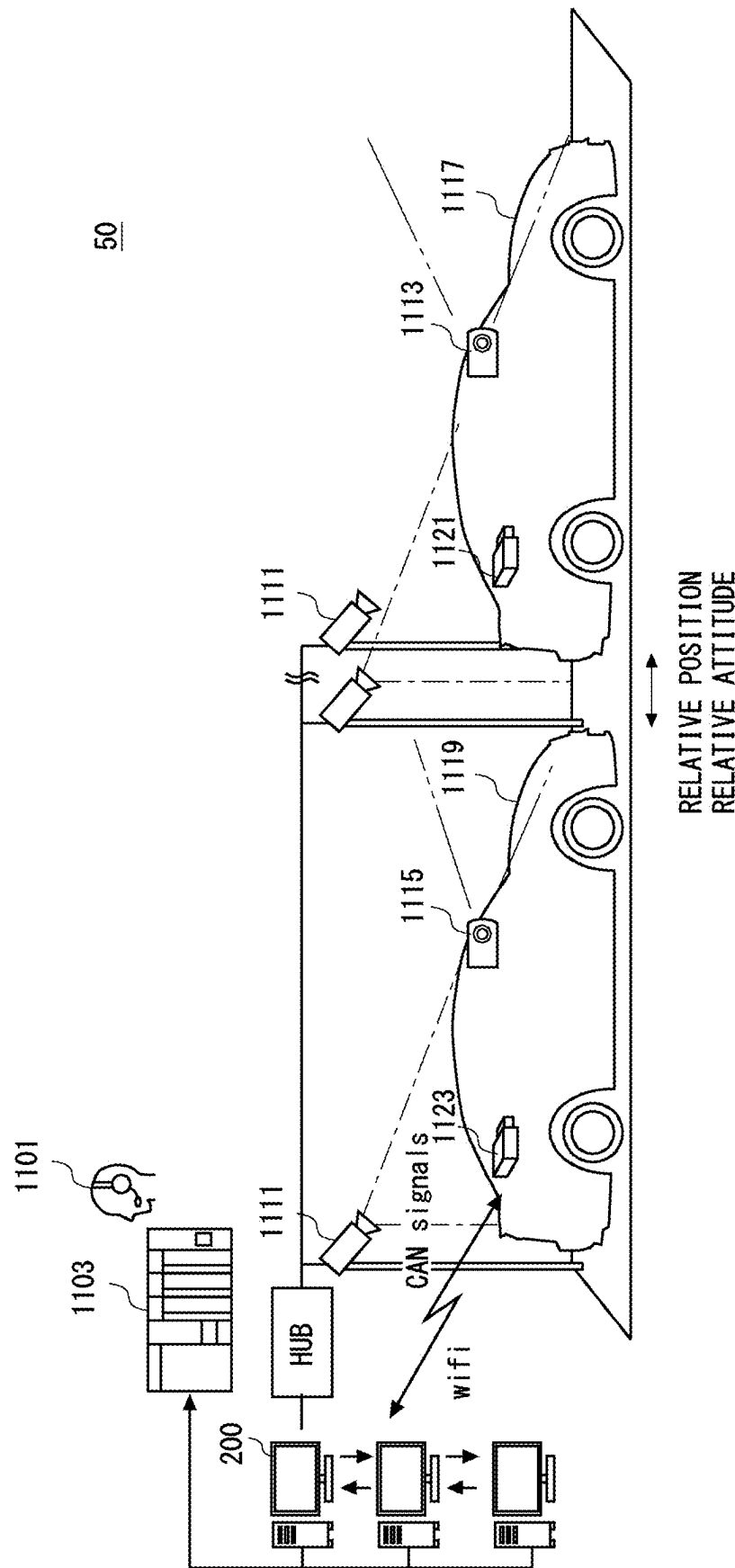


Fig. 1

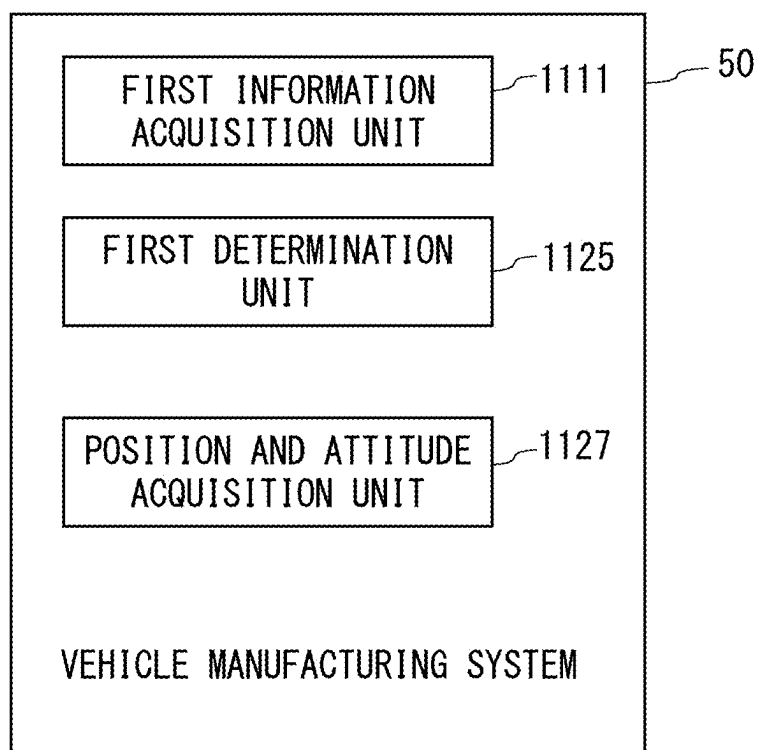


Fig. 2

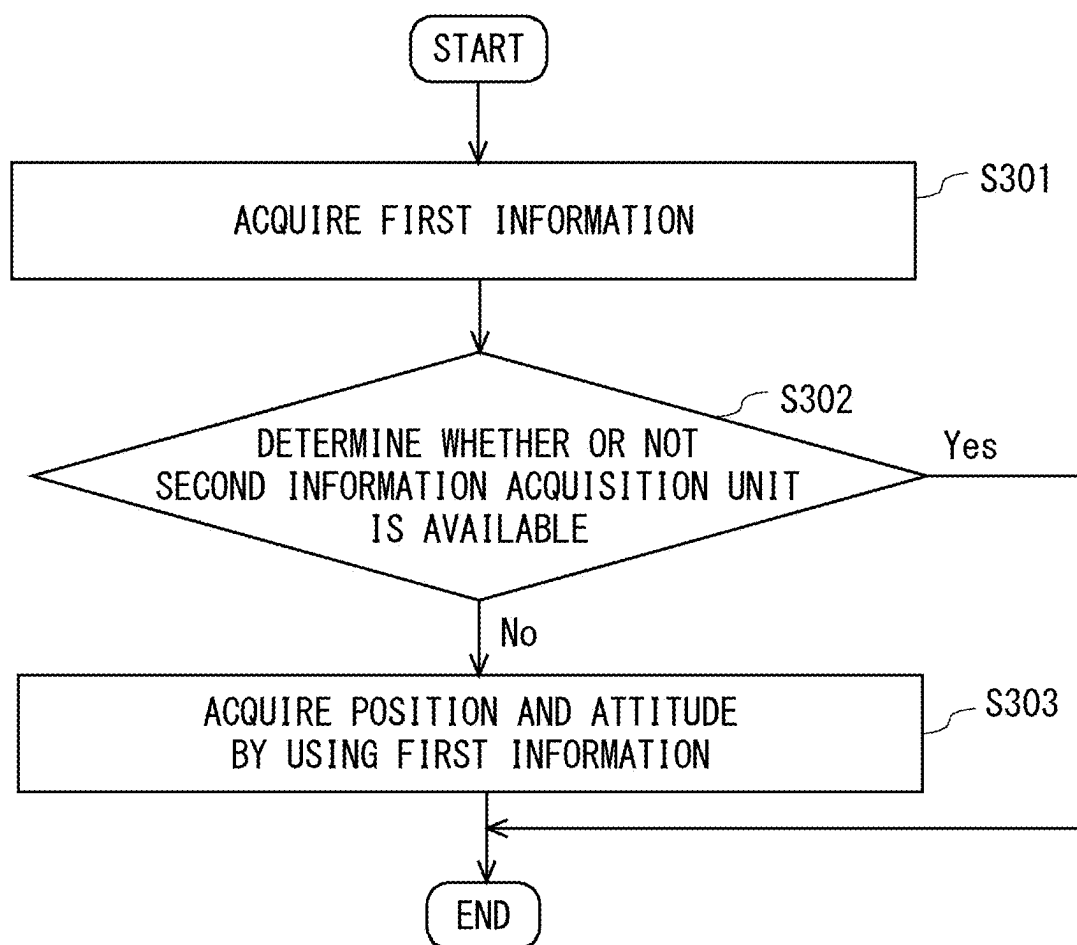


Fig. 3

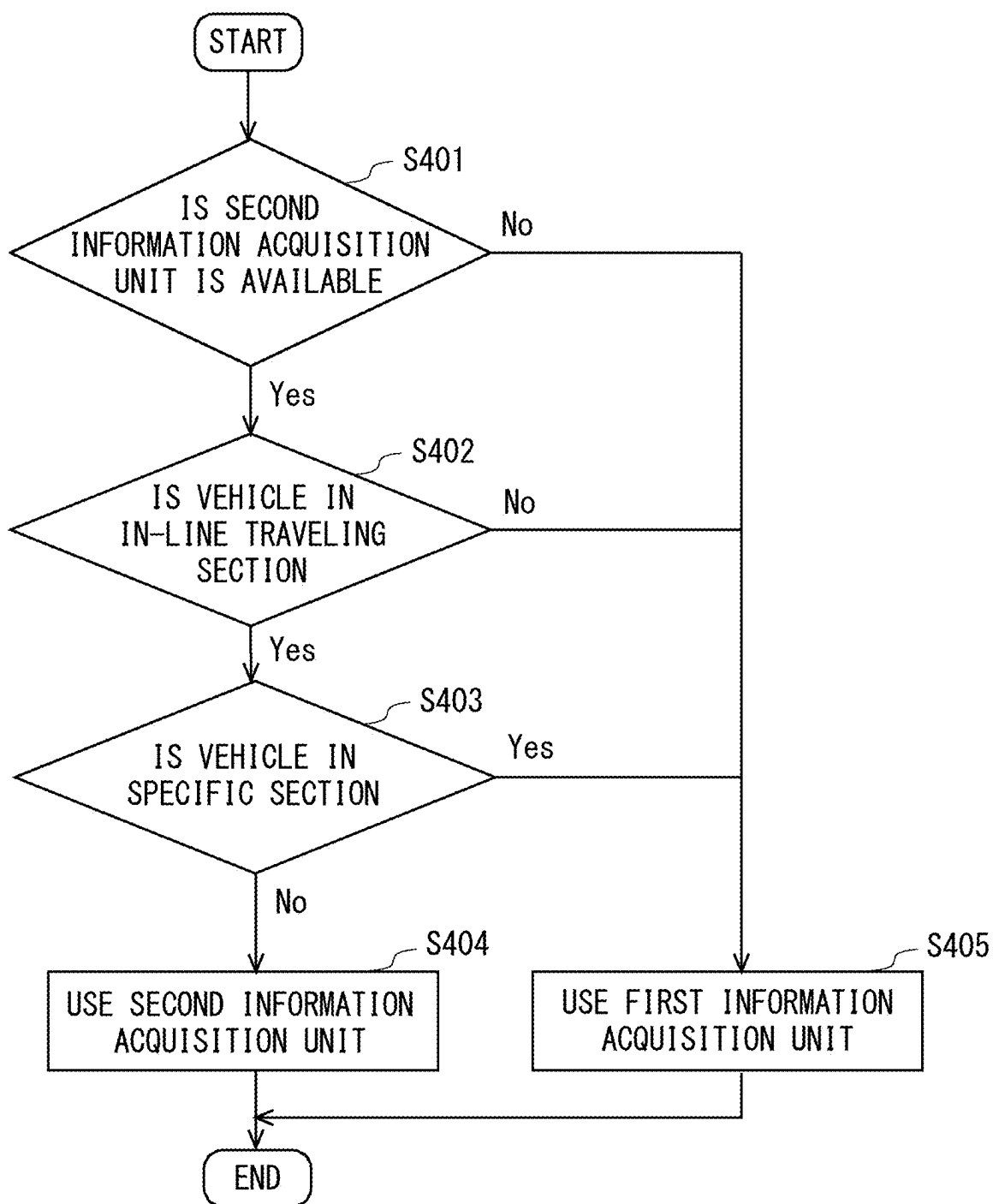


Fig. 4

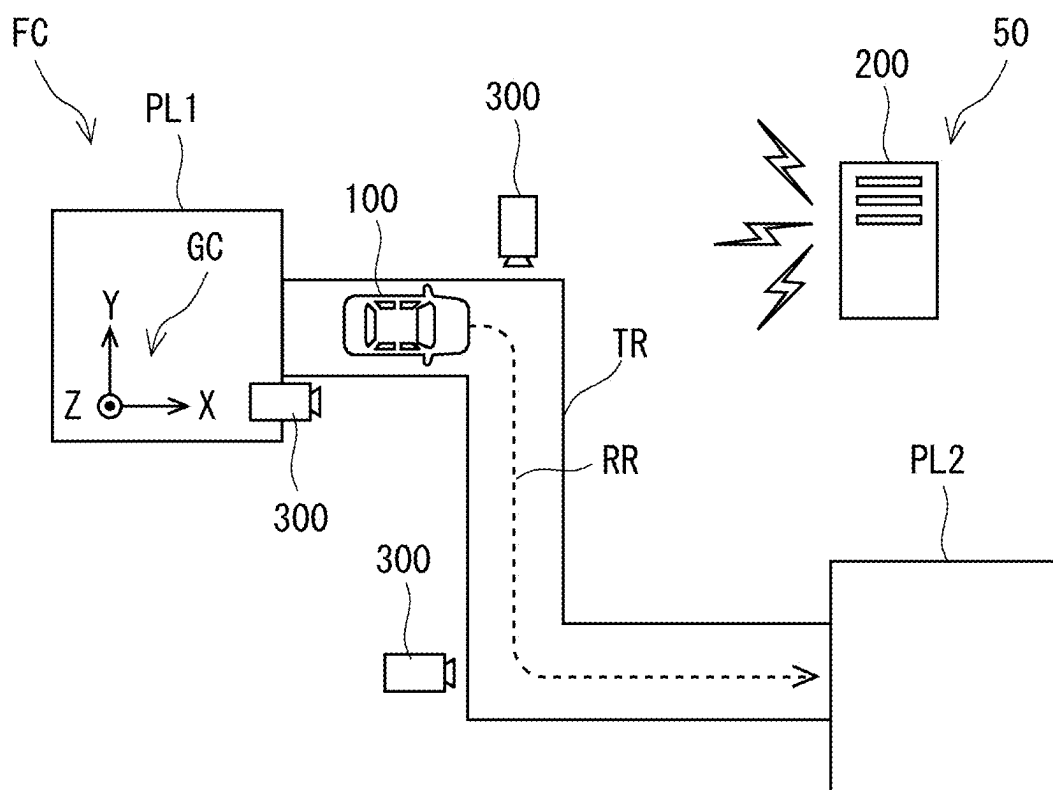


Fig. 5

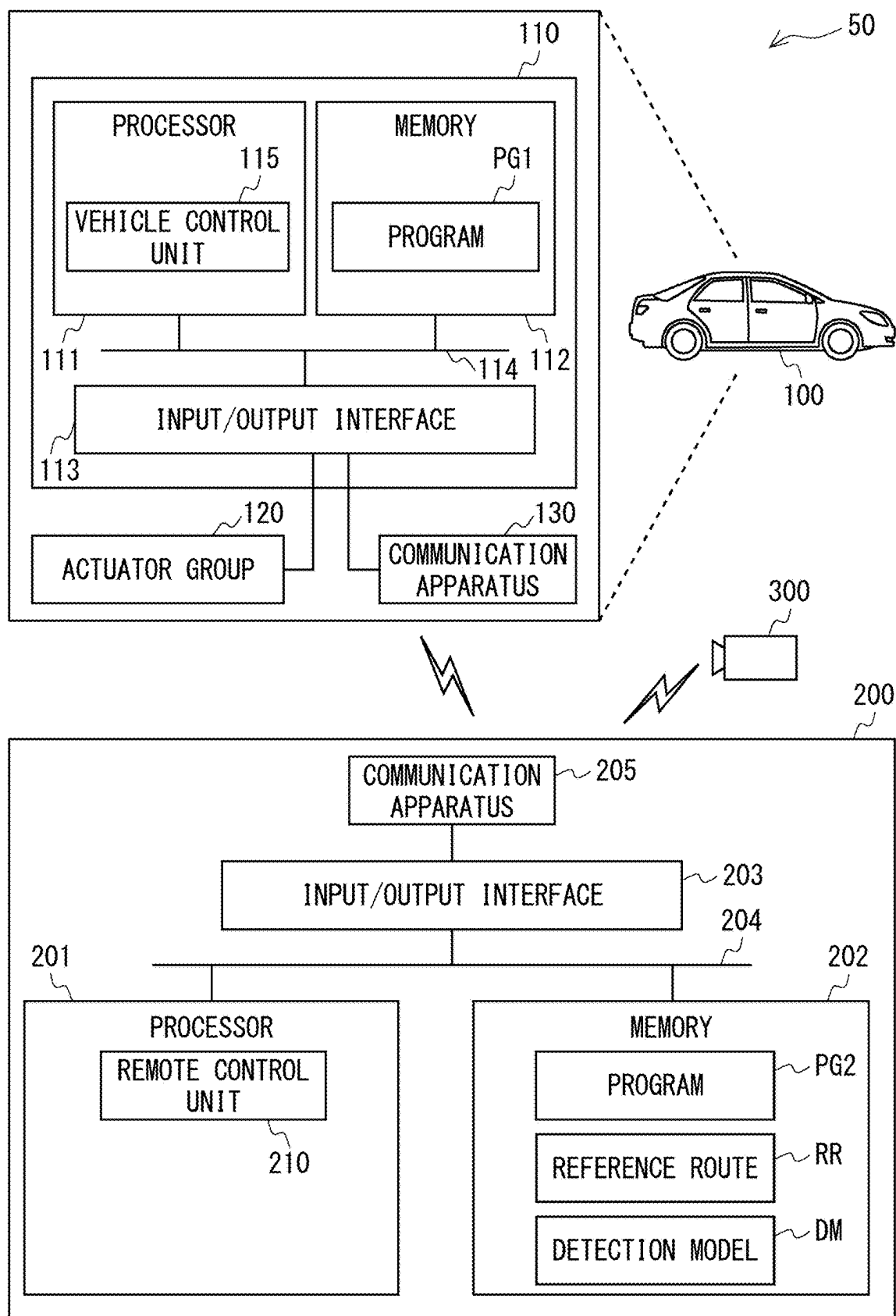


Fig. 6

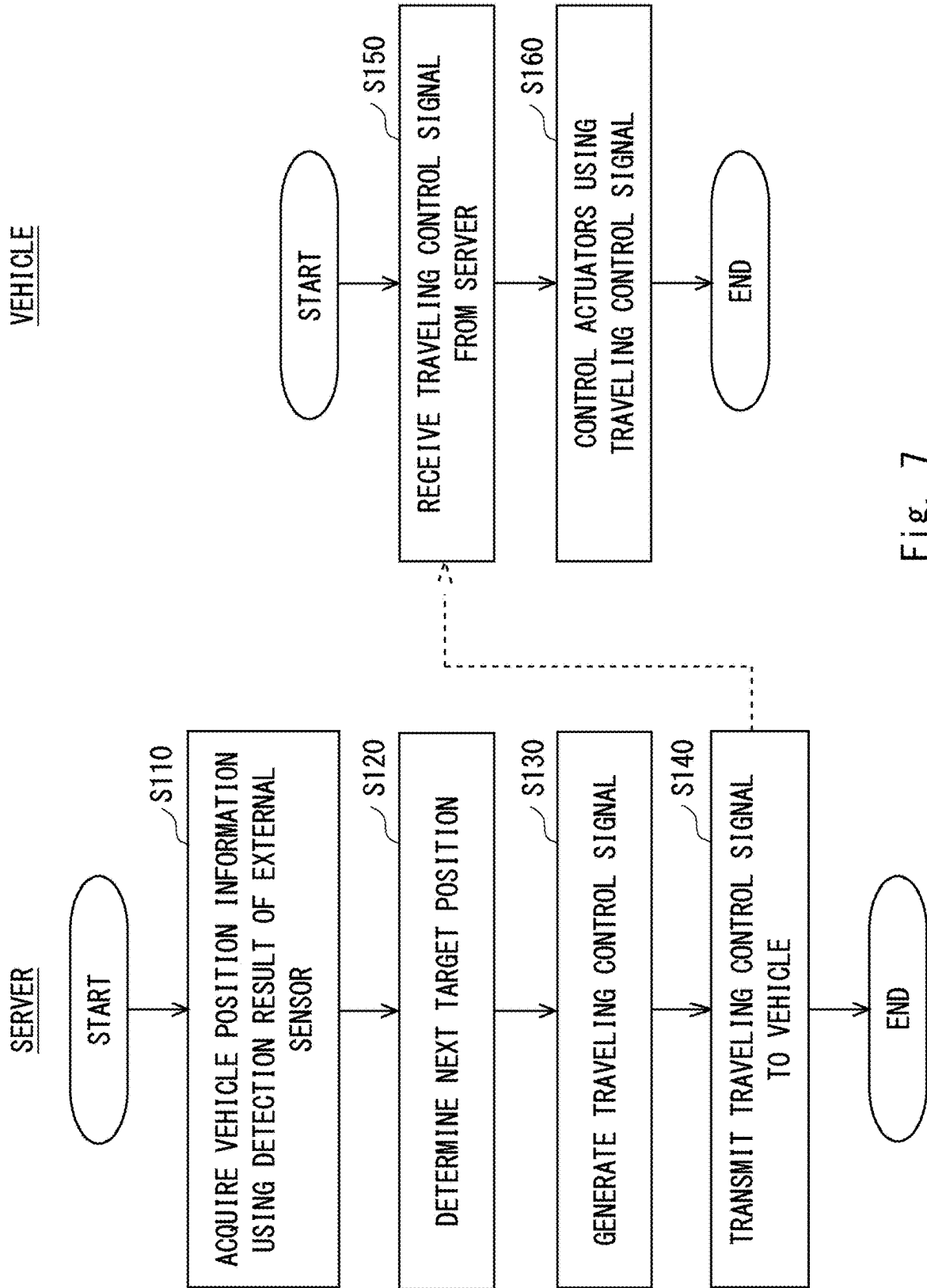


Fig. 7

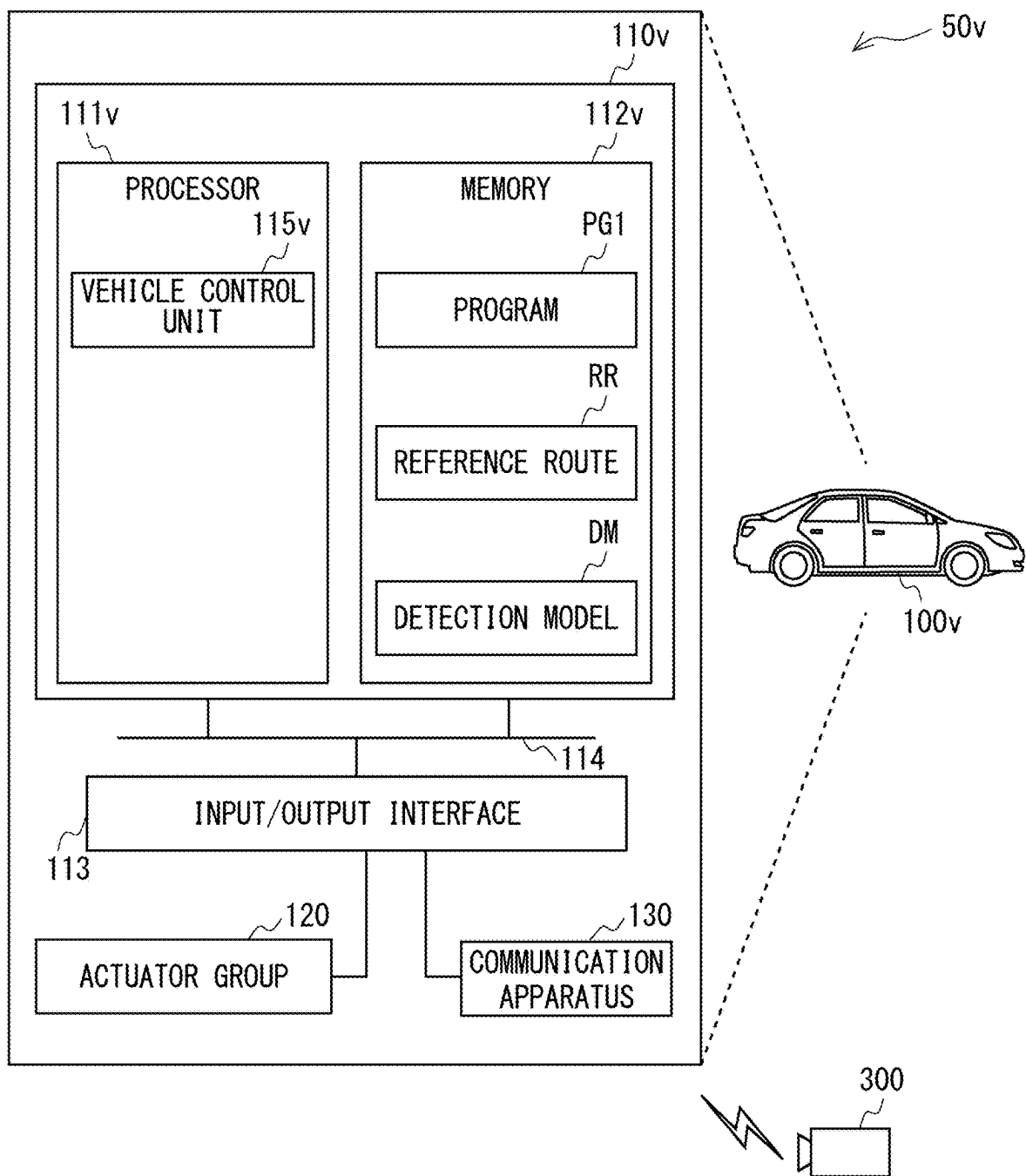


Fig. 8

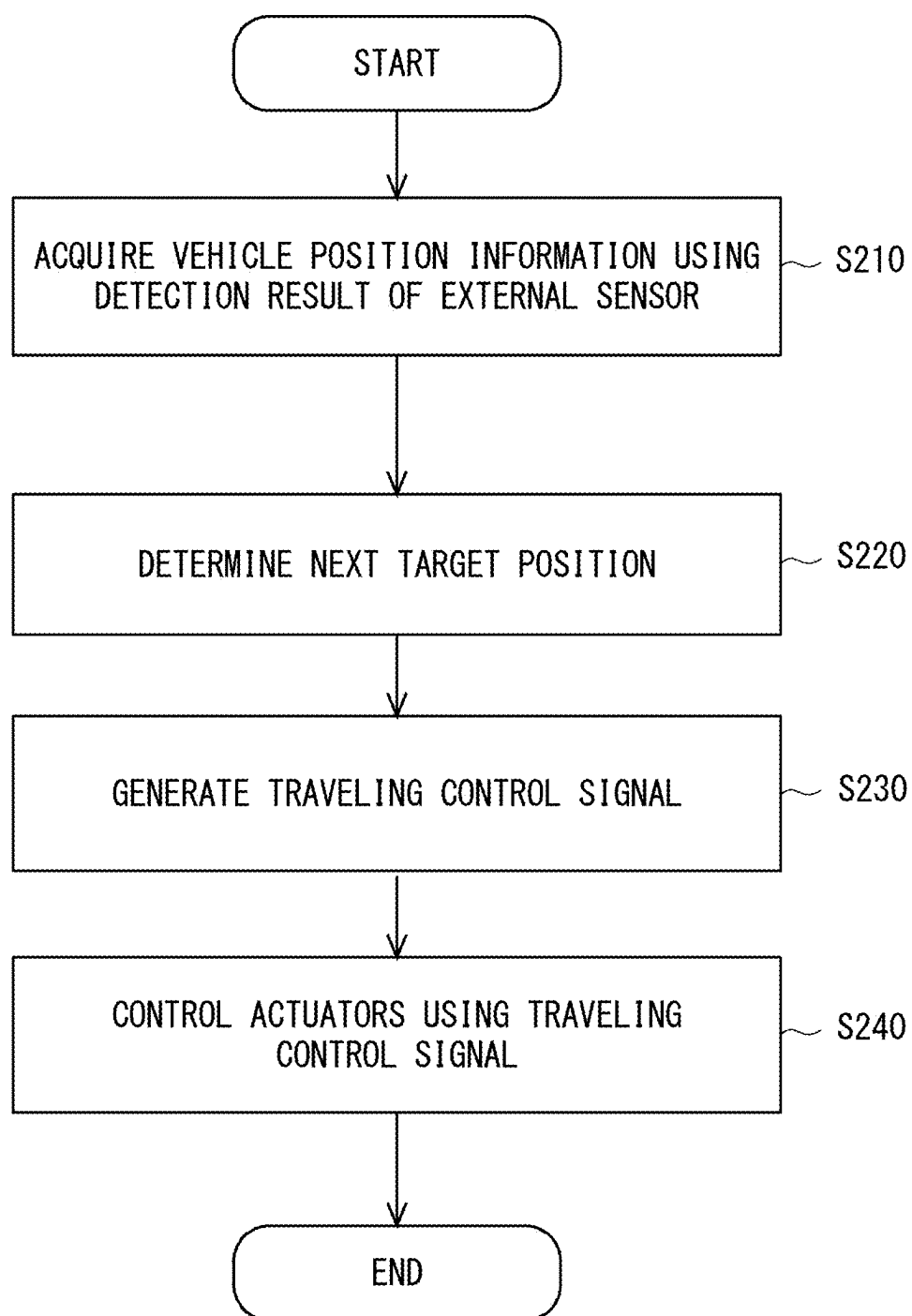


Fig. 9

**VEHICLE MANUFACTURING SYSTEM,
VEHICLE MANUFACTURING METHOD,
AND NON-TRANSITORY COMPUTER
READABLE MEDIUM**

**CROSS REFERENCE TO RELATED
APPLICATIONS**

[0001] This application is based upon and claims the benefit of priority from Japanese patent application No. 2024-024430, filed on Feb. 21, 2024, the disclosure of which is incorporated herein in its entirety by reference.

BACKGROUND

[0002] The present disclosure relates to a vehicle manufacturing system, a vehicle manufacturing method, and a program.

[0003] Patent Literature 1 discloses that vehicles travel autonomously or under remote control in a manufacturing system for manufacturing vehicles.

[0004] Patent Literature 1: Published Japanese Translation of PCT International Publication for Patent Application, No. 2017-538619

SUMMARY

[0005] However, Patent Literature 1 discloses only that vehicles are remotely controlled by using information obtained outside the vehicles. Therefore, an object of the present disclosure is to provide a vehicle manufacturing system capable of determining whether information on positions and attitudes of a plurality of vehicles can be acquired inside the vehicles, and when the information cannot be acquired inside the vehicles, acquiring the information on the positions and attitudes of the plurality of vehicles by using information obtained outside the vehicles.

[0006] A vehicle manufacturing system according to the present disclosure includes:

[0007] first information acquisition means for acquiring first information indicating positions and attitudes of a plurality of vehicles from outside of the plurality of vehicles, the plurality of vehicles being manufactured step by step while they are continuously moving;

[0008] first determination means for determining whether or not second information acquisition means for acquiring second information indicating a position and an attitude of a vehicle in front of or behind at least one of the vehicles is available; and

[0009] position and attitude acquisition means for acquiring the positions and attitudes of the vehicles by using the first information when the first determination means determines that the second information acquisition means is not available.

[0010] By the above-described configuration, it is possible to provide a vehicle manufacturing system capable of determining whether information on positions and attitudes of a plurality of vehicles can be acquired inside the vehicles, and when the information cannot be acquired inside the vehicles, acquiring the information indicating the positions and attitudes of the plurality of vehicles by using information obtained outside the vehicles.

[0011] The vehicle manufacturing system according to the present disclosure further includes second determination means for determining whether or not the plurality of vehicles are in an in-line traveling section when the first

determination means determines that the second information acquisition means is available, in which

[0012] when the second determination means determines that the plurality of vehicles are not in the in-line traveling section, the position and attitude acquisition means acquires the positions and attitudes of the vehicles by using the first information.

[0013] By the above-described configuration, the vehicle manufacturing system determines whether or not the vehicles are in the in-line traveling section, and when the vehicles are not in the in-line traveling section, can acquire information indicating the positions and attitudes of the plurality of vehicles by using information obtained outside the vehicles.

[0014] The vehicle manufacturing system according to the present disclosure further includes third determination means for determining whether or not the plurality of vehicles are in a specific section when the second determination means determines that the plurality of vehicles are in the in-line traveling section, in which

[0015] when the third determination means determines that the plurality of vehicles are in the specific section, the position and attitude acquisition means acquires the positions and attitudes of the vehicles by using the first information, and

[0016] when the third determination means determines that the plurality of vehicles are not in the specific section, the position and attitude acquisition means acquires the positions and attitudes of the vehicles by using the second information.

[0017] By the above-described configuration, when the vehicles are in the specific section, the vehicle manufacturing system acquires information indicating the positions and attitudes of the plurality of vehicles by using information obtained outside the vehicles. Further, when the vehicles are in the in-line traveling section but are not in the specific section, the vehicle manufacturing system acquires information indicating the positions and attitudes of the plurality of vehicles inside the vehicles.

[0018] In the vehicle manufacturing system according to the present disclosure, the specific section is a section in which the plurality of vehicles make a U-turn, a section in which the turning curvature is large, a slope, or a section in which the vehicles face outside light.

[0019] The above-described configuration is an example of the specific section. The specific section is a section in which it is difficult to acquire information indicating the position and attitude inside the vehicle, or a section in which an error in the information indicating the position and attitude is large.

[0020] In the vehicle manufacturing system according to the present disclosure, when the first determination means determines that the second information acquisition means is not available and the first information acquisition means cannot acquire the position and attitude of a vehicle, the position and attitude acquisition means acquires the position and attitude of the vehicle by using third information acquisition means of a vehicle in front of or behind the vehicle of which the position and attitude are to be acquired.

[0021] By the above-described configuration, the vehicle manufacturing system can acquire information indicating the position and attitude of a given vehicle by using the information acquisition means of a vehicle in front of or behind the given vehicle.

[0022] In the vehicle manufacturing system according to the present disclosure, the second information acquisition means has already been calibrated.

[0023] The information acquisition means provided in a vehicle cannot acquire accurate information when it has not been calibrated. By the above-described configuration, the information acquisition means provided in the vehicle can acquire accurate information.

[0024] In the vehicle manufacturing system according to the present disclosure,

[0025] the first information acquisition means is a photographing apparatus, a LiDAR, a radar, a GPS, or an ultrasonic sensor, and

[0026] the second information acquisition means is a photographing apparatus, a LiDAR, a radar, a GPS, or an ultrasonic sensor.

[0027] The above-described configuration is an example of the first and second information acquisition means.

[0028] A method for manufacturing vehicles according to the present disclosure includes:

[0029] acquiring first information indicating positions and attitudes of a plurality of vehicles from first information acquisition means present outside the plurality of vehicles, the plurality of vehicles being manufactured step by step while they are continuously moving;

[0030] determining whether or not second information acquisition means for acquiring second information indicating a position and an attitude of a vehicle in front of or behind at least one of the vehicles is available; and

[0031] acquiring the position and attitude of the vehicle by using the first information when it is determined that the second information acquisition means is not available.

[0032] By the above-described configuration, it is possible to provide a method for manufacturing vehicles in which it is determined whether information on positions and attitudes of a plurality of vehicles can be acquired inside the vehicles, and when the information cannot be acquired inside the vehicles, the information on the positions and attitudes of the plurality of vehicles are acquired by using information obtained outside the vehicles.

[0033] A program according to the present disclosure causes an information processing apparatus to:

[0034] acquire first information indicating positions and attitudes of a plurality of vehicles from first information acquisition means present outside the plurality of vehicles, the plurality of vehicles being manufactured step by step while they are continuously moving;

[0035] determine whether or not second information acquisition means for acquiring second information indicating a position and an attitude of a vehicle in front of or behind at least one of the vehicles is available; and

[0036] acquire the position and attitude of the vehicle by using the first information when it is determined that the second information acquisition means is not available.

[0037] By the above-described configuration, it is possible to provide a program for causing an information processing apparatus to determine whether information on positions and attitudes of a plurality of vehicles can be acquired inside the vehicles, and when the information cannot be acquired inside the vehicles, acquire the information on the positions and attitudes of the plurality of vehicles by using information obtained outside the vehicles.

[0038] According to the present disclosure, it is possible to provide a vehicle manufacturing system and the like capable of determining whether information on positions and attitudes of a plurality of vehicles can be acquired inside the vehicles, and when the information cannot be acquired inside the vehicles, acquiring the information on the positions and attitudes of the plurality of vehicles by using information obtained outside the vehicles.

[0039] The above and other objects, features and advantages of the present disclosure will become more fully understood from the detailed description given hereinbelow and the accompanying drawings.

BRIEF DESCRIPTION OF DRAWINGS

[0040] FIG. 1 is a schematic diagram showing an overview of a vehicle manufacturing system according to an embodiment;

[0041] FIG. 2 is a block diagram showing a configuration of a vehicle manufacturing system according to an embodiment;

[0042] FIG. 3 is a flowchart 1 of a vehicle manufacturing method according to an embodiment;

[0043] FIG. 4 is a flowchart 2 of a vehicle manufacturing method according to an embodiment.

[0044] FIG. 5 is a diagram for explaining control of the traveling of a vehicle;

[0045] FIG. 6 is a control block diagram for explaining Travel Control Example 1;

[0046] FIG. 7 is a flowchart for explaining Travel Control Example 1;

[0047] FIG. 8 is a control block diagram for explaining Travel Control Example 2; and

[0048] FIG. 9 is a flowchart for explaining Travel Control Example 2.

DESCRIPTION OF EMBODIMENTS

Embodiments

[0049] Embodiments according to the present disclosure will be described hereinafter with reference to the drawings. However, the invention specified in the claims is not limited to the below-shown embodiments. Further, all the components/structures described in the embodiments are not necessarily indispensable as means for solving the problem. For clarifying the explanation, the following description and drawings are partially omitted and simplified as appropriate. The same reference numerals (or symbols) are assigned to the same elements throughout the drawings and redundant descriptions thereof are omitted as appropriate.

Description of Overview of Vehicle Manufacturing System According to Embodiment

[0050] FIG. 1 is a schematic diagram showing an overview of a vehicle manufacturing system according to an embodiment. An overview of a vehicle manufacturing system 50 according to an embodiment will be described with reference to FIG. 1. The vehicle manufacturing system 50 is used in a vehicle manufacturing factory.

[0051] As shown in FIG. 1, the vehicle manufacturing system 50 includes a server 200, a first information acquisition unit 1111, second information acquisition units 1113 and 1115, a first vehicle 1117, a second vehicle 1119, and radio communication terminals 1121 and 1123. A manager

1101 and a production management system 1103 are present outside the vehicle manufacturing system.

[0052] The manager 1101 is a person who works in the factory. For example, the manager 1101 is a manager or an operator for the production management system 1103 or a process performed therein. The manager 1101 manages the vehicle manufacturing system 50.

[0053] The production management system 1103 is a manufacturing execution system, and is a system for monitoring and managing equipment in the factory and work performed therein by workers by linking with each part of the production line of the factory. The production management system 1103 acquires information from BOP (Bill Of Process)/BOE (Bill Of Equipment). Further, the production management system 1103 also includes a production instruction database for providing information about instructions in regard to the production to the vehicle manufacturing system. The instructions in regard to the production are instructions for people and equipment, such as instructions in regard to parts to be used or procedures to be followed, in addition to types and specifications of individual products according to a production plan.

[0054] The first and second vehicles 1117 and 1119 are a plurality of vehicles which are manufactured step by step while they are continuously moving. Hereinafter, the first and second vehicles 1117 and 1119 are also referred to as vehicles 100. The vehicle 100, i.e., each of vehicles 100, includes an ECU (Electronic Control Unit), and also includes a battery and a motor mounted on the body of the vehicle. Further, tires are attached to the vehicle, so that the vehicle can autonomously travel.

[0055] More specifically, the vehicle 100 is a battery electric vehicle (BEV: Battery Electric Vehicle). Note that the vehicle 100 is not limited to electric vehicles, and may be, for example, an electric motorcycle, an electric bicycle, an electric kickboard, a hybrid vehicle, or a fuel cell vehicle. Further, the vehicle 100 may be a vehicle equipped with wheels or endless tracks, e.g., caterpillars, and may be, for example, a passenger car, a truck, a bus, a two-wheeled vehicle, a four-wheeled vehicle, a tank, a construction vehicle, or any of other types of vehicles. Further, the vehicle 100 is not limited to vehicles, and may be an electric vertical takeoff and landing aircraft (so-called a flying car). The vehicle 100 becomes a completed vehicle step by step as parts are assembled into the vehicle 100 while it is traveling by itself.

[0056] In the vehicle 100, first information indicating its position and attitude (e.g., orientation and the like) is acquired by the first information acquisition unit 1111, so that the vehicle 100 moves while being controlled by the server 200. For the first information acquisition unit 1111, for example, a LiDAR (Light Detection And Ranging) or a photographing apparatus can be used. The photographing apparatus may be an RGB camera, an RGBD camera, an infrared camera, or the like. Further, the first information acquisition unit 1111 may be a radar, a GPS (Global Positioning System), or an ultrasonic sensor. The first information is an image or a distance. The first information acquisition unit 1111 acquires the distance and the image of the vehicle 100, and the server 200 calculates the relative position and the relative attitude of the vehicle 100. The server 200 may perform an image analysis by using AI (Artificial Intelligence) in order to acquire the position and attitude of the vehicle from the image. The position indicates

a distance between the vehicle and another vehicle, and the attitude indicates the orientation or steering angle of the vehicle.

[0057] The second information acquisition unit 1113 is provided in the first vehicle 1117. The second information acquisition unit 1115 is provided in the second vehicle 1119. Each of the second information acquisition units 1113 and 1115 acquires second information indicating the position and attitude of a vehicle in front of or behind the vehicle in which the second information acquisition unit is provided. Although FIG. 1 shows that the second information acquisition unit acquires only second information in regard to the vehicle in front of the vehicle in which the second information acquisition unit is provided, it may acquire second information in regard to the vehicle behind the vehicle in which the second information acquisition unit is provided. Each of the second information acquisition units 1113 and 1115 is, for example, a radar or a photographing apparatus. The second information acquisition unit may be a LiDAR, a GPS, or an ultrasonic sensor. The second information is an image or a distance. The second information acquisition units 1113 and 1115 acquire distances to the vehicles in front of or behind the first and second vehicles 1117 and 1119, respectively, in which the second information acquisition units are provided and images thereof. Then, the server 200 calculates relative positions and relative attitudes of the vehicles in front of or behind the first and second vehicles 1117 and 1119 in which the second information acquisition units are provided. The server 200 may perform image analyses by using AI (Artificial Intelligence) in order to acquire positions and attitudes of the vehicles from the images.

[0058] The radio communication terminal 1121 is provided in the first vehicle 1117. The radio communication terminal 1123 is provided in the second vehicle 1119. The radio communication terminal 1121 transmits the second information acquired by the second information acquisition unit 1113 of the first vehicle 1117 to the server 200 through CAN (Controller Area Network) communication. Similarly, the radio communication terminal 1123 transmits the second information acquired by the second information acquisition unit 1115 of the second vehicle 1119 to the server 200 through CAN communication.

[0059] The server 200 is an information processing apparatus including a memory and a processor, and functions as a vehicle manufacturing control apparatus for controlling the vehicle manufacturing system. For example, the server 200 receives results of detections by the first information acquisition unit 1111 and the second information acquisition units 1113 and 1115. The server 200 controls the vehicles according to the detection results and the like. The server 200 may be composed of one apparatus or a plurality of apparatuses. The server 200 may be a cloud server that processes some or all of its functions in a distributed manner.

[0060] The server 200 processes, for example, signals received from the first information acquisition unit 1111. The server 200 acquires positions and attitudes of a plurality of vehicles 100 including the first and second vehicles 1117 and 1119 by using the first information acquired from the first information acquisition unit 1111.

[0061] The server 200 processes, for example, signals received from the second information acquisition units 1113 and 1115. The server 200 acquires positions and attitudes of a plurality of vehicles 100 including the first and second

vehicles 1117 and 1119 by using the second information acquired from the second information acquisition units 1113 and 1115.

[0062] The server 200 determines whether or not the second information acquisition units 1113 and 1115 are available. When the server 200 determines that the second information acquisition units 1113 and 1115 are not available, it acquires the positions and attitudes of the vehicles by using the first information. By the above-described configuration, it is possible to provide a vehicle manufacturing system capable of determining whether information on positions and attitudes of a plurality of vehicles can be acquired inside the vehicles, and when the information cannot be acquired inside the vehicles, acquiring the information indicating the positions and attitudes of the plurality of vehicles by using information obtained outside the vehicles.

[0063] When the server 200 determines that the second information acquisition units 1113 and 1115 are available, it determines whether or not the plurality of vehicles are in an in-line traveling section. When the server 200 determines that the plurality of vehicles are not in the in-line traveling section, it acquires the positions and attitudes of the vehicles by using the first information. By the above-described configuration, the vehicle manufacturing system determines whether or not the vehicles are in an in-line traveling section, and when the vehicles are not in the in-line traveling section, it acquires information indicating the positions and attitudes of the plurality of vehicles by using information obtained outside the vehicles.

[0064] When the server 200 determines that the plurality of vehicles are in the in-line traveling section, it determines whether or not the plurality of vehicles are in a specific section. When the server 200 determines that the plurality of vehicles are in the specific section, it acquires the positions and attitudes of the vehicles by using the first information. When the server 200 determines that the plurality of vehicles are not in the specific section, it acquires the positions and attitudes of the vehicles by using the second information. By the above-described configuration, when the vehicles are in the specific section, the vehicle manufacturing system acquires information indicating the positions and attitudes of the plurality of vehicles by using information obtained outside the vehicles. Further, when the vehicles are in the in-line traveling section and are not in the specific section, the vehicle manufacturing system acquires information indicating the positions and attitudes of the plurality of vehicles inside the vehicles.

[0065] The specific section is a section in which the plurality of vehicles make a U-turn, a section in which the turning curvature is large, a slope, or a section in which the vehicles face outside light. In such a section, it is impossible to obtain sufficient data by using the second information acquisition units 1113 and 1115. Therefore, it is preferred to acquire the positions and attitudes of the vehicles by using the first information in the specific section.

[0066] When the server 200 determines that the second information acquisition units 1113 and 1115 are not available and the first information acquisition unit 1111 cannot acquire the position and attitude of a vehicle, it acquires the position and attitude of the vehicle by using the third information acquisition unit of a vehicle in front or behind the vehicle of which the position and attitude are to be acquired. Information indicating the position and attitude of a given vehicle

can be acquired by using the information acquisition unit of a vehicle in front or behind the given vehicle.

[0067] It is preferred that the second information acquisition units 1113 and 1115 have already been calibrated. By the above-described configuration, the information acquisition unit provided in the vehicle can acquire accurate information.

[0068] The first information acquisition unit 1111, the second information acquisition units 1113 and 1115, and the third information acquisition unit may also be referred to as the first information acquisition means, the second information acquisition means, and the third information acquisition means, respectively.

Description of Configuration of Vehicle Manufacturing System According to Embodiment

[0069] FIG. 2 is a block diagram showing a configuration of a vehicle manufacturing system according to an embodiment. The configuration of the vehicle manufacturing system according to the embodiment will be described with reference to FIG. 2.

[0070] As shown in FIG. 2, the vehicle manufacturing system 50 includes a first information acquisition unit 1111, a first determination unit 1125, and a position and attitude acquisition unit 1127. The first determination unit 1125 and the position and attitude acquisition unit 1127 are a part of the function of the server 200.

[0071] The first information acquisition unit 1111 acquires first information indicating the positions and attitudes of a plurality of vehicles, which are manufactured step by step while they are continuously moving, from the outside of the plurality of vehicles. The first information acquisition unit 1111 is preferably, for example, an infrastructure camera or a LiDAR. The first information acquisition unit 1111 acquires distances between a plurality of vehicles and steering-angle directions thereof.

[0072] The first determination unit 1125 determines whether or not the second information acquisition unit for acquiring second information indicating the position and attitude of a vehicle in front of or behind at least one of the vehicles is available.

[0073] At least one of the second information acquisition units 1113 and 1115 is provided in at least one vehicle, and acquires second information indicating the position and attitude of a vehicle in front of or behind the vehicle in which the second information acquisition unit is provided. Each of the second information acquisition units 1113 and 1115 can acquire a distance to the vehicle in front of or behind the vehicle in which the second information acquisition unit is provided and a steering-angle direction thereof.

[0074] When the first determination unit 1125 determines that the second information acquisition units 1113 and 1115 are available, the position and attitude acquisition unit 1127 acquires the position and attitude of the vehicle by using the first information.

[0075] The first determination unit 1125 and the position and attitude acquisition unit 1127 may also be referred to as the first determination means and the position and attitude acquisition means, respectively.

[0076] By the above-described configuration, it is possible to provide a vehicle manufacturing system capable of determining whether information on positions and attitudes of a plurality of vehicles can be acquired inside the vehicles, and when the information cannot be acquired inside the vehicles,

acquiring the information on the positions and attitudes of the plurality of vehicles by using information obtained outside the vehicles.

Description of Vehicle Manufacturing Method 1 According to Embodiment

[0077] FIG. 3 is a flowchart 1 of a vehicle manufacturing method according to an embodiment. The vehicle manufacturing method 1 according to the embodiment will be described with reference to FIG. 3.

[0078] As shown in FIG. 3, the first information acquisition unit 1111 acquires first information (Step S301). The first information acquisition unit 1111 acquires first information indicating the positions and attitudes of a plurality of vehicles, which are manufactured step by step while they are continuously moving, from the outside of the plurality of vehicles.

[0079] Next, the first determination unit 1125 determines whether or not the second information acquisition units 1113 and 1115 are available (Step S302). The first determination unit 1125 determines whether or not the second information acquisition unit for acquiring second information indicating the position and attitude of a vehicle in front of or behind at least one of the vehicles is available.

[0080] When the second information acquisition unit is not available (No in Step S302), the position and attitude acquisition unit 1127 acquires the position and attitude by using the first information (Step S303). When the first determination unit determines that the second information acquisition unit is not available, the position and attitude acquisition unit 1127 acquires the position and attitude of the vehicle by using the first information. When the second information acquisition unit is available (Yes in Step S302), the series of processes are finished.

[0081] By the above-described configuration, it is possible to provide a method for manufacturing vehicles in which it is determined whether information on positions and attitudes of a plurality of vehicles can be acquired inside the vehicles, and when the information cannot be acquired inside the vehicles, the information on the positions and attitudes of the plurality of vehicles are acquired by using information obtained outside the vehicles.

Description of Vehicle Manufacturing Method 2 According to Embodiment

[0082] FIG. 4 is a flowchart 2 of a vehicle manufacturing method according to an embodiment. The vehicle manufacturing method 2 according to the embodiment will be described with reference to FIG. 4.

[0083] As shown in FIG. 4, first, the first determination unit 1125 determines whether the second information acquisition units 1113 and 1115 are available (Step S401). When the second information acquisition units 1113 and 1115 are not available (No in Step S401), the first information acquisition unit 1111 is used (Step S405). The position and attitude acquisition unit 1127 acquires the positions and attitudes of the vehicles by using the first information acquisition unit 1111.

[0084] When the second information acquisition unit are available (Yes in Step S401), the second determination unit determines whether or not the vehicles are in an in-line traveling section (Step S402). The second determination unit determines whether or not a plurality of vehicles are in an

in-line traveling section. When the vehicles are not in the in-line traveling section (No in Step S402), the first information acquisition unit 1111 is used (Step S405). The position and attitude acquisition unit 1127 acquires the positions and attitudes of the vehicles by using the first information acquisition unit 1111.

[0085] When the vehicles are in the in-line traveling section (Yes in Step S402), the third determination unit determines whether or not the vehicles are in a specific section (Step S403). When the vehicles are in the specific section (Yes in Step S403), the first information acquisition unit 1111 is used (Step S405). The position and attitude acquisition unit 1127 acquires the positions and attitudes of the vehicles by using the first information acquisition unit 1111. When the vehicles are not in the specific section (No in Step S403), the second information acquisition units 1113 and 1115 are used (Step S404). The position and attitude acquisition unit 1127 acquires the positions and attitudes of the vehicles by using the second information acquisition units 1113 and 1115.

[0086] By the above-described configuration, it is possible to provide a method for manufacturing vehicles in which it is determined whether information on positions and attitudes of a plurality of vehicles can be acquired inside the vehicles, and when the information cannot be acquired inside the vehicles, the information on the positions and attitudes of the plurality of vehicles are acquired by using information obtained outside the vehicles.

[0087] Note that the second determination unit and the third determination unit may also be referred to as second determination means and third determination means, respectively.

A. Traveling Control Example 1

[0088] FIG. 5 is a conceptual diagram showing a configuration of a system 50 in Traveling Control Example 1. The system 50 includes at least one vehicle 100 as a mobile object, a server 200, and at least one external sensor 300.

[0089] Note that when the mobile object is an object other than the vehicle, each of the terms “vehicle” and “car” in the present disclosure can be replaced with a “mobile object” as appropriate, and the term “traveling” can be replaced with a “movement” as appropriate.

[0090] The vehicle 100 is configured to be able to travel by an unattended operation. The “unattended operation” means an operation (e.g., driving) that does not rely on a traveling operation performed by an occupant (e.g., a driver). The traveling operation means an operation related to at least one of “running”, “turning”, and “stopping” of the vehicle 100. The unattended operation is carried out by automatic or manual remote control using an apparatus located outside the vehicle 100, or by autonomous control of the vehicle 100. An occupant (e.g., a driver or a passenger) who does not perform a traveling operation may be on board the vehicle 100 which is traveling by an unattended operation. Examples of occupants who do not perform a traveling operation includes a person simply sitting on a seat of the vehicle 100 and a person who performs an operation other than the traveling operation, such as assembling, inspecting, and operating switches while being on board the vehicle 100. Note that the operation (e.g., driving) by a traveling operation performed by an occupant may be referred to as a “manned operation (or piloted operation)”.

[0091] In this specification, the “remote control” includes “full remote control” in which all the operations of the vehicle 100 are completely determined from the outside of the vehicle 100, and “partial remote control” in which some of the operations of the vehicle 100 are determined from the outside of the vehicle 100. Further, the “autonomous control” includes “full autonomous control” in which the vehicle 100 autonomously controls its own operations without receiving any information from an apparatus located outside the vehicle 100, and “partial autonomous control” in which the vehicle 100 autonomously controls its own operations by using information received from an apparatus located outside the vehicle 100.

[0092] In this embodiment, the system 50 is used in a factory FC in which vehicles 100 are manufactured. The reference coordinate system of the factory FC is a global coordinate system GC. That is, any position in the factory FC is represented by X, Y and Z-coordinates in the global coordinate system GC. The factory FC includes a first place PL1 and a second place PL2. The first and second places PL1 and PL2 are connected to each other by a track TR (e.g., passageway) on which a vehicle 100 can travel. The factory FC includes a plurality of external sensors 300 along the track TR. The positions of the external sensors 300 in the factory FC are adjusted in advance. The vehicle 100 moves from the first place PL1 to the second place PL2 through the track TR by an unattended operation.

[0093] FIG. 6 is a block diagram showing a configuration of the system 50. The vehicle 100 includes a vehicle control apparatus 110 for controlling various units of the vehicle 100, an actuator group 120 including at least one actuator driven under the control of the vehicle control apparatus 110, and a communication apparatus 130 for communicating with an external apparatus such as the server 200 through wireless communication. The actuator group 120 includes an actuator of a driving unit for accelerating the vehicle 100, an actuator of a steering unit for changing the traveling direction of the vehicle 100, and an actuator of a braking unit for decelerating the vehicle 100.

[0094] The vehicle control apparatus 110 is composed of a computer including a processor 111, a memory 112, an input/output interface 113, and an internal bus 114. The processor 111, the memory 112, and the input/output interface 113 are connected to each other through the internal bus 114 so that they can bidirectionally communicate with each other. The actuator group 120 and the communication apparatus 130 are connected to the input/output interface 113. The processor 111 implements various functions including the function as the vehicle control unit 115 by executing a program PG1 stored in the memory 112.

[0095] The vehicle control unit 115 drives the vehicle 100 by controlling the actuator group 120. The vehicle control unit 115 can drive the vehicle 100 by controlling the actuator group 120 by using a driving control signal received from the server 200. The driving control signal is a control signal for driving the vehicle 100. In this embodiment, the driving control signal includes an acceleration and a steering angle of the vehicle 100 as parameters. In other embodiments, the driving control signal may include a speed of the vehicle 100 as a parameter instead of or in addition to the acceleration of the vehicle 100.

[0096] The server 200 is composed of a computer including a processor 201, a memory 202, an input/output interface 203, and an internal bus 204. The processor 201, the memory

202, and the input/output interface 203 are connected through the internal bus 204 so that they can bidirectionally communicate with each other. A communication apparatus 205 for communicating with various apparatuses located outside the server 200 is connected to the input/output interface 203. The communication apparatus 205 can communicate with the vehicle 100 through wireless communication, and can communicate with each of the external sensors 300 through wired communication or wireless communication. The processor 201 implements various functions including the function as the remote-control unit 210 by executing a program PG2 stored in the memory 202.

[0097] The remote-control unit 210 acquires a detection result obtained by a sensor, generates a driving control signal for controlling the actuator group 120 of the vehicle 100 by using the detection result, and transmits the generated driving control signal to the vehicle 100. In this way, the remote-control unit 210 drives the vehicle 100 by remote control. The remote-control unit 210 may generate and output, in addition to the driving control signal, control signals for controlling various auxiliary apparatuses provided in the vehicle 100 and actuators for operating various types of equipment such as wipers, power windows, and lamps. That is, the remote-control unit 210 may operate these various types of equipment and various auxiliary apparatuses by remote control.

[0098] The external sensor 300 is a sensor located outside the vehicle 100. The external sensor 300 in this embodiment is a sensor for capturing (e.g., finding and keeping track of) the vehicle 100 from outside the vehicle 100. The external sensor 300 includes a communication apparatus (not shown) and can communicate with other apparatuses such as the server 200 through wired communication or wireless communication.

[0099] Specifically, the external sensor 300 is formed by a camera (e.g., a still camera or a video camera). A camera, which functions as the external sensor 300, takes an image (e.g., a still image or a moving image) including (i.e., showing therein) the vehicle 100 and outputs the taken image as a detection result.

[0100] FIG. 7 shows a flowchart showing a procedure of processes for controlling the traveling of a vehicle 100 in a traveling control example. In the procedure of processes shown in FIG. 7, the processor 201 of the server 200 functions as the remote-control unit 210 by executing the program PG2. Further, the processor 111 of the vehicle 100 functions as the vehicle control unit 115 by executing the program PG1.

[0101] In a step S110, the processor 201 of the server 200 acquires vehicle position information of the vehicle 100 by using a detection result output from the external sensor 300. The vehicle position information is position information based on which a driving control signal is generated. In this embodiment, the vehicle position information includes the position and orientation of the vehicle 100 in the global coordinate system GC of the factory FC. Specifically, in a step S110, the processor 201 acquires vehicle position information by using the photographed image acquired from the camera serving as the external sensor 300.

[0102] Specifically, in the step S110, the processor 201 acquires the position of the vehicle 100 by, for example, detecting the external shape of the vehicle 100 from the photographed image, calculating the coordinates of the positioning point of the vehicle 100 in the coordinate system

of the photographed image, i.e., in the local coordinate system, and converting the calculated coordinates into coordinates in the global coordinate system GC. The external shape of the vehicle **100** included (i.e., shown) in the photographed image can be detected by, for example, inputting the photographed image into a detection model DM using artificial intelligence. The detection model DM is prepared, for example, in the system **50** or outside the system **50**, and stored in the memory **202** of the server **200** in advance. Examples of the detection model DM include a trained machine-learning model that has been trained to perform either semantic segmentation or instance segmentation. As this machine-learning model, for example, a convolutional neural network (hereinafter also referred to as a CNN) trained through supervised learning using a learning data set can be used. The learning data set includes, for example, a plurality of training images each including the vehicle **100** and labels each indicating whether a respective area in the training image is an area indicating the vehicle **100** or an area that does not indicate a mobile object. When the CNN is trained, it is preferred that parameters of the CNN are updated by backpropagation (error back-propagation method) so that errors between output results by the detection model DM and labels are reduced. Further, the processor **201** can acquire the orientation of the vehicle **100** by, for example, estimating it based on the orientation of the moving vector of the vehicle **100** calculated from changes in the positions of the feature points of the vehicle **100** between frames of the photographed images by using an optical flow method.

[0103] In a step S120, the processor **201** of the server **200** determines a target position to which the vehicle **100** should go next. In this embodiment, the target position is represented by X, Y and Z-coordinates in the global coordinate system GC. In the memory **202** of the server **200**, a reference route RR, which is a route along which the vehicle **100** should travel, is stored in advance. A route is represented by a node indicating a starting point, a node(s) indicating a passing point(s), a node indicating a destination, and links connecting these nodes with one another. The processor **201** determines a target position to which the vehicle **100** should go next by using the vehicle position information and the reference route RR. The processor **201** determines the target position of the vehicle **100** ahead of the current position thereof on the reference route RR.

[0104] In a step S130, the processor **201** of the server **200** generates a driving control signal for driving the vehicle **100** toward the determined target position. The processor **201** calculates the traveling speed of the vehicle **100** based on the changes in the position of the vehicle **100**, and compares the calculated traveling speed with the target speed. When the traveling speed is lower than the target speed, the processor **201** determines, as a whole, the acceleration of the vehicle **100** so that the vehicle **100** accelerates, whereas when the traveling speed is higher than the target speed, the processor **201** determines the acceleration so that the vehicle **100** decelerates. Further, when the vehicle **100** is positioned on the reference route RR, the processor **201** determines the steering angle and the acceleration of the vehicle **100** so that the vehicle **100** does not deviate from the reference route RR, whereas when the vehicle **100** is not positioned on the reference route RR, i.e., the vehicle **100** has deviated from the reference route RR, the processor **201** determines the

steering angle and the acceleration so that the vehicle **100** returns to the reference route RR.

[0105] In a step S140, the processor **201** of the server **200** transmits the generated driving control signal to the vehicle **100**. The processor **201** repeats the acquisition of the position of the vehicle **100**, the determination of a target position, the generation of a driving control signal, the transmission of the driving control signal, and the like in a predetermined cycle.

[0106] In a step S150, the processor **111** of the vehicle **100** receives the driving control signal transmitted from the server **200**. In a step S160, the processor **111** of the vehicle **100** controls the actuator group **120** by using the received driving control signal, and thereby drives the vehicle **100** so as to travel at the acceleration and the steering angle indicated by the driving control signal. The processor **111** repeats the reception of a driving control signal and the control of the actuator group **120** at a predetermined cycle. According to the system **50** in this example, it is possible to drive the vehicle **100** by remote control, and thereby move the vehicle **100** without using conveyance equipment such as a crane or a conveyor.

B: Traveling Control Example 2

[0107] FIG. 8 is an explanatory diagram showing a schematic configuration of a system **50v** in Traveling Control Example 2. This example differs from Traveling Control Example 1 because the system **50v** does not include the server **200**. Further, a vehicle **100v** in the configuration can travel by autonomous control performed by the vehicle **100v** itself. The rest of the configuration is the same as that described above unless otherwise specified.

[0108] In this example, a processor **111v** of a vehicle control apparatus **110v** functions as a vehicle control unit **115v** by executing a program PG1 stored in a memory **112v**. The vehicle control unit **115v** acquires an output result obtained by a sensor, generates a driving control signal by using the output result, and outputs the generated driving control signal and thereby operates the actuator group **120**. By doing so, the vehicle control unit **115v** can make the vehicle **100v** travel by autonomous control performed by the vehicle **100** itself. In this example, in addition to the program PG1, a detection model DM and a reference route RR are stored in the memory **112v** in advance.

[0109] FIG. 9 shows a flowchart showing a procedure of processes for controlling the traveling of the vehicle **100v** in Traveling Control Example 2. In the processing procedure shown in FIG. 9, the processor **111v** of the vehicle **100v** functions as the vehicle control unit **115v** by executing the program PG1.

[0110] In a step S210, the processor **111v** of the vehicle control apparatus **110v** acquires vehicle position information by using a detection result output from a camera which is an external sensor **300**. In a step S220, the processor **111v** determines a target position to which the vehicle **100v** should go next. In a step S230, the processor **111v** generates a driving control signal for making the vehicle **100v** travel toward the determined target position. In a step S240, the processor **111v** controls the actuator group **120** by using the generated driving control signal, and thereby makes the vehicle **100v** travel according to parameters indicated by the driving control signal. The processor **111v** repeats the acquisition of vehicle position information, the determination of a target position, the generation of a driving control signal,

and the control of actuators in a predetermined cycle. According to the system **50v** in this example, it is possible to make the vehicle **100v** travel by autonomous control performed by the vehicle **100v** itself without having the server **200** remotely control the vehicle **100v**.

YY: Other Traveling Control Examples

[0111] (YY1) In the above-described examples, the external sensor **300** is a camera. However, the external sensor **300** may not be a camera and may be, for example, LiDAR (Light Detection And Ranging). In this case, the detection result output from the external sensor **300** may be 3D (three-dimensional) point cloud data representing the vehicle **100**. In this case, the server **200** and the vehicle **100** may acquire vehicle position information by template matching between the 3D point cloud data, which is the detection result, and reference point cloud data prepared in advance.

[0112] (YY2) In Traveling Control Example 1, a series of processes from the acquisition of vehicle position information to the generation of a driving control signal are performed by the server **200**. However, at least some of the processes from the acquisition of vehicle position information to the generation of a driving control signal may be performed by the vehicle **100**. For example, the below-shown Embodiments (1) to (3) may be adopted.

[0113] (1) The server **200** may acquire vehicle position information, determine a target position to which the vehicle **100** should go next, and generate a route from the current position of the vehicle **100** indicated by the acquired vehicle position information to the target position. The server **200** may generate a route to a target position which is located between the current position and the destination, or generate a route to the destination. The server **200** may transmit the generated route to the vehicle **100**. The vehicle **100** may generate a driving control signal so as to travel along the route received from the server **200**, and control the actuator group **120** by using the generated driving control signal.

[0114] (2) The server **200** may acquire vehicle position information and transmit the acquired vehicle position information to the vehicle **100**. The vehicle **100** may determine a target position to which the vehicle **100** should go next, generate a route from the current position of the vehicle **100** indicated by the received vehicle position information to the target position, generate a driving control signal so as to travel along the generated route, and control the actuator group **120** by using the generated driving control signal.

[0115] (3) In the above-described Embodiments (1) and (2), the vehicle **100** may be equipped with an internal sensor, and a detection result output from the internal sensor may be used for at least either the generation of a route or the generation of a driving control signal. The internal sensor is a sensor provided in the vehicle **100**. Examples of internal sensors may include a sensor for detecting the motion state of the vehicle **100**, a sensor for detecting the operation state of each unit of the vehicle **100**, and a sensor for detecting the environment around the vehicle **100**. Specifically, examples of internal sensors include a camera, LiDAR, a millimeter-wave radar, an ultrasonic sensor, a GPS sensor, an

acceleration sensor, and a gyro sensor. For example, in the above-described Embodiment (1), the server **200** may acquire a detection result obtained by the internal sensor, and when generating a route, take the detection result of the internal sensor into consideration in the generation of the route. In the above-described Embodiment (1), the vehicle **100** may acquire a detection result obtained by the internal sensor, and when generating a driving control signal, take the detection result of the internal sensor into consideration in the generation of the driving control signal. In the above-described Embodiment (2), the vehicle **100** may acquire a detection result obtained by the internal sensor, and when generating a route, take the detection result of the internal sensor into consideration in the generation of the route. In the above-described Embodiment (2), the vehicle **100** may acquire a detection result obtained by the internal sensor, and when generating a driving control signal, take the detection result of the internal sensor into consideration in the generation of the driving control signal.

[0116] (YY3) In Traveling Control Example 2, the vehicle **100v** may be equipped with an internal sensor, and a detection result output from the internal sensor may be used for at least either the generation of a route or the generation of a driving control signal. For example, the vehicle **100v** may acquire a detection result obtained by the internal sensor, and when generating a route, take the detection result of the internal sensor into consideration in the generation of the route. The vehicle **100v** may acquire a detection result obtained by the internal sensor, and when generating a driving control signal, take the detection result of the internal sensor into consideration in the generation of the driving control signal.

[0117] (YY4) In Traveling Control Example 2, the vehicle **100v** acquires vehicle position information by using a detection result obtained by an external sensor **300**. However, the vehicle **100v** may be equipped with an internal sensor, and the vehicle **100v** may acquire vehicle position information by using the detection result of the internal sensor, determine a target position to which the vehicle **100v** should go next, generate a route from the current position of the vehicle **100v** indicated by the acquired vehicle position information to the target position, generate a driving control signal for traveling along the generated route, and control the actuator group **120** by using the generated driving control signal. In this case, the vehicle **100v** can travel without using the detection result of the external sensor **300** at all. Note that the vehicle **100v** may acquire a target arrival time and traffic congestion information from outside the vehicle **100v** and take the target arrival time and traffic congestion information into consideration in at least either the generation of a route or the generation of a driving control signal. Further, all the functions of the system **50v** may be provided in the vehicle **100v**. That is, the whole processing implemented by the system **50v** according to the present disclosure may be implemented by the vehicle **100v** alone.

[0118] (YY5) In Traveling Control Example 1, the server **200** automatically generates a driving control signal to be transmitted to the vehicle **100**. However,

the server **200** may generate a driving control signal to be transmitted to the vehicle **100** according to an operation performed by an operator who is present outside the vehicle **100**. For example, an operator present outside the vehicle **100** may operate a controlling apparatus including a display for displaying a photographed image output from an external sensor **300**, a steering wheel, an accelerator pedal, and a brake pedal for remotely controlling the vehicle **100**, and a communication apparatus for communicating with the server **200** through wired communication or wireless communication. Then, the server **200** may generate a driving control signal according to operations performed on the controlling apparatus.

[0119] (YY6) In each of the above-described traveling control examples, it is sufficient if the vehicle **100** has a configuration capable of moving the vehicle **100** by an unattended operation. For example, the vehicle **100** may be in the form of a platform including the below-described configuration. Specifically, it is sufficient if the vehicle **100** include at least a vehicle control apparatus **110** and an actuator group **120** in order to perform three functions of “running”, “turning”, and “stopping” by an unattended operation. In the case where the vehicle **100** acquires information from the outside the vehicle **100** in order to perform an unattended operation, it is sufficient if the vehicle **100** further include a communication apparatus **130**. That is, the vehicle **100** capable of moving by an unattended operation may not include at least some of interior components such as a driver’s seat and a dashboard, may not include at least some of exterior components such as a bumper and a fender, and may not include a body shell. In this case, the remaining components such as a body shell may be attached to the vehicle **100** until the vehicle **100** is shipped from the factory FC. Alternatively, the vehicle **100** may be shipped from the factory FC without the remaining components such as a body shell, and then these remaining components such as a body shell may be attached to the vehicle **100** after the shipment. These components may be attached from arbitrary directions such as from above, from below, from front, from rear, from the right side, or from the left side of the vehicle **100**. Further, they may be attached from the same direction or from different directions. Note that in the case of being formed as a platform, its position may be determined in the same manner as the position of the vehicle **100** is determined in the first embodiment.

[0120] (YY7) The vehicle **100** may be manufactured by combining a plurality of modules with each other. The module means a unit composed of a plurality of components that are assembled according to the place in the vehicle **100** at which the module is used and/or according to the function in the vehicle **100**. For example, the platform of the vehicle **100** may be manufactured by combining a front module constituting the front part of the platform, a center module constituting the central part of the platform, and a rear module constituting the rear part of the platform with each other. Note that the number of modules constituting the platform is not limited to three, but may be two or less, or four or more. Further, in addition to or instead of the components constituting the platform, components constituting a

part of the vehicle **100** other than the platform may be assembled into a module. Further, they include various modules including optional exterior components such as a bumper and a grill, and optional interior components such as a seat and a console. Further, what is manufactured is not limited to the vehicle **100**. That is, any type of mobile object may be manufactured by combining a plurality of modules with each other. Such modules may be manufactured, for example, by joining a plurality of components by welding or by using fixtures, or may be manufactured by integrally molding at least some of the components constituting the module into one component by casting. A molding method for integrally molding one component, particularly a relatively large component, may also be called gigacasting or megacasting. For example, the aforementioned front module, the center module, and the rear module may be manufactured by gigacasting.

[0121] (YY8) The conveyance of a vehicle **100** that is carried out by making the vehicle **100** travel by an unattended operation is also called “self-propelled conveyance”. Further, the configuration for carrying out self-propelled conveyance is also called a “vehicle remote control autonomous traveling conveyance system”. Further, the production method for producing vehicles **100** by using self-propelled conveyance is also called “self-propelled production”. In the self-propelled production, for example, at least some of the conveyance of vehicles **100** is carried out by self-propelled conveyance in the factory FC in which vehicles **100** are manufactured.

[0122] (YY9) In each of the above-described traveling control examples, some or all of the functions and processes implemented by software may be implemented by hardware. Further, some or all of the functions and processes implemented by hardware may be implemented by software. As the hardware for implementing various functions in each of the above-described embodiments, various circuits such as integrated circuits and/or discrete circuits may be used.

[0123] Further, some or all of the processes performed in the above-described external sensor **300**, the vehicle **100**, the server **200**, and the like can be implemented in the form of a computer program. Such a program can be stored and provided to the computer by using any type of non-transitory computer readable media. Non-temporary computer readable media include various types of substantial recording media. Examples of the non-transitory computer readable media include a magnetic recording medium (such as a flexible disk, a magnetic tape, and a hard disk drive), a magneto-optic recording medium (such as a magneto-optic disk), a CD-ROM (Read Only Memory), a CD-R, a CD-R/W, and a semiconductor memory (such as a mask ROM, a PROM (Programmable ROM), an EPROM (Erasable PROM), a flash ROM, and a RAM (Random Access Memory)). Further, the program may be supplied to the computer by various types of temporary computer readable media. Examples of transitory computer readable media include electric signals, optical signals, and electromagnetic waves. Temporary computer readable media can provide programs to computers through wired or wireless communication channels such as wires and optical fibers.

[0124] Note that the present invention is not limited to the above-described example embodiments, and they can be modified as appropriate without departing from the scope and spirit of the invention.

[0125] From the disclosure thus described, it will be obvious that the embodiments of the disclosure may be varied in many ways. Such variations are not to be regarded as a departure from the spirit and scope of the disclosure, and all such modifications as would be obvious to one skilled in the art are intended for inclusion within the scope of the following claims.

What is claimed is:

1. A vehicle manufacturing system comprising:
 - a first information acquisition unit configured to acquire first information indicating positions and attitudes of a plurality of vehicles from outside of the plurality of vehicles, the plurality of vehicles being manufactured step by step while they are continuously moving;
 - a first determination unit configured to determine whether or not a second information acquisition unit configured to acquire second information indicating a position and an attitude of a vehicle in front of or behind at least one of the vehicles is available; and
 - a position and attitude acquisition unit configured to acquire the positions and attitudes of the vehicles by using the first information when the first determination unit determines that the second information acquisition unit is not available.
2. The vehicle manufacturing system according to claim 1, further comprising a second determination unit configured to determine whether or not the plurality of vehicles are in an in-line traveling section when the first determination unit determines that the second information acquisition unit is available, wherein
 - when the second determination unit determines that the plurality of vehicles are not in the in-line traveling section, the position and attitude acquisition unit acquires the positions and attitudes of the vehicles by using the first information.
3. The vehicle manufacturing system according to claim 2, further comprising a third determination unit configured to determine whether or not the plurality of vehicles are in a specific section when the second determination unit determines that the plurality of vehicles are in the in-line traveling section, wherein
 - when the third determination unit determines that the plurality of vehicles are in the specific section, the position and attitude acquisition unit acquires the positions and attitudes of the vehicles by using the first information, and
 - when the third determination unit determines that the plurality of vehicles are not in the specific section, the position and attitude acquisition unit acquires the positions and attitudes of the vehicles by using the second information.

4. The vehicle manufacturing system according to claim 3, wherein the specific section is a section in which the plurality of vehicles make a U-turn, a section in which the turning curvature is large, a slope, or a section in which the vehicles face outside light.

5. The vehicle manufacturing system according to claim 1, wherein when the first determination unit determines that the second information acquisition unit is not available and the first information acquisition unit cannot acquire the position and attitude of a vehicle, the position and attitude acquisition unit acquires the position and attitude of the vehicle by using third information acquisition unit of a vehicle in front of or behind the vehicle of which the position and attitude are to be acquired.

6. The vehicle manufacturing system according to claim 1, wherein the second information acquisition unit has already been calibrated.

7. The vehicle manufacturing system according to claim 1, wherein

the first information acquisition unit is a photographing apparatus, a LiDAR, a radar, a GPS, or an ultrasonic sensor, and

the second information acquisition unit is a photographing apparatus, a LiDAR, a radar, a GPS, or an ultrasonic sensor.

8. A method for manufacturing vehicles, comprising:

- acquiring first information indicating positions and attitudes of a plurality of vehicles from a first information acquisition unit present outside the plurality of vehicles, the plurality of vehicles being manufactured step by step while they are continuously moving;
- determining whether or not a second information acquisition unit configured to acquire second information indicating a position and an attitude of a vehicle in front of or behind at least one of the vehicles is available; and
- acquiring the position and attitude of the vehicle by using the first information when it is determined that the second information acquisition unit is not available.

9. A non-transitory computer readable medium storing a program for causing an information processing apparatus to:

- acquire first information indicating positions and attitudes of a plurality of vehicles from a first information acquisition unit present outside the plurality of vehicles, the plurality of vehicles being manufactured step by step while they are continuously moving;
- determine whether or not a second information acquisition unit configured to acquire second information indicating a position and an attitude of a vehicle in front of or behind at least one of the vehicles is available; and
- acquire the position and attitude of the vehicle by using the first information when it is determined that the second information acquisition unit is not available.

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