

ABSTRACT

In a detection method of a loading anomaly, relationship between a steering control value of a vehicle and a proper turning radius for the steering control value is constructed as a control map (step S0). An actual turning radius of the vehicle is calculated by using a self-location detection function of the vehicle (step S1). A difference between the proper turning radius and the actual turning radius is calculated by using the control map (steps S2-S3). It is determined that a loading anomaly of a cargo loaded on the vehicle has occurred (step S5) when the difference lies outside a predetermined first reference range (YES in step S4).

FIG. 3