FIG. 1

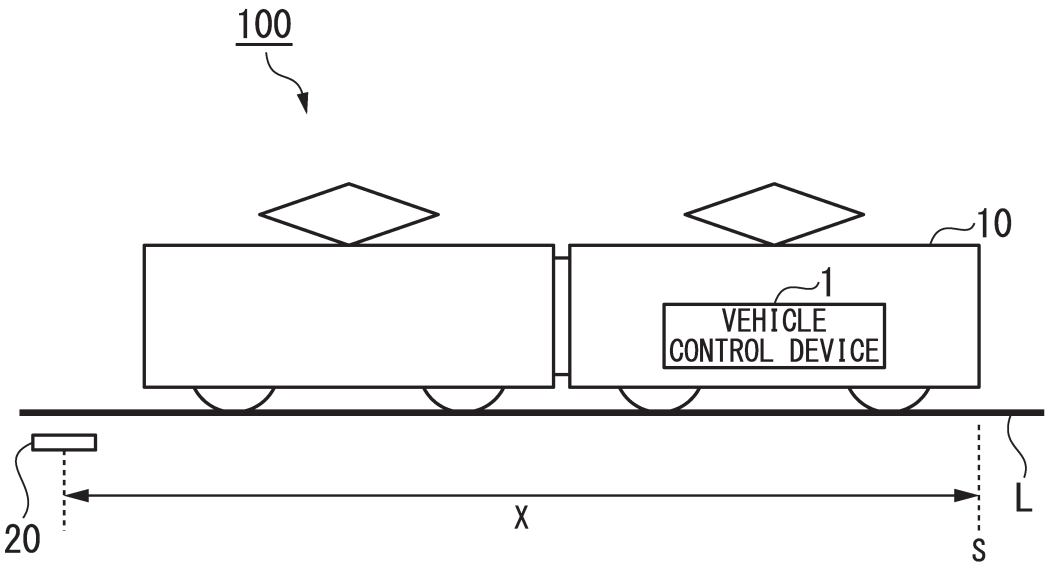

100
10
1
VEHICLE
CONTROL DEVICE
20
X
S
L

FIG. 2

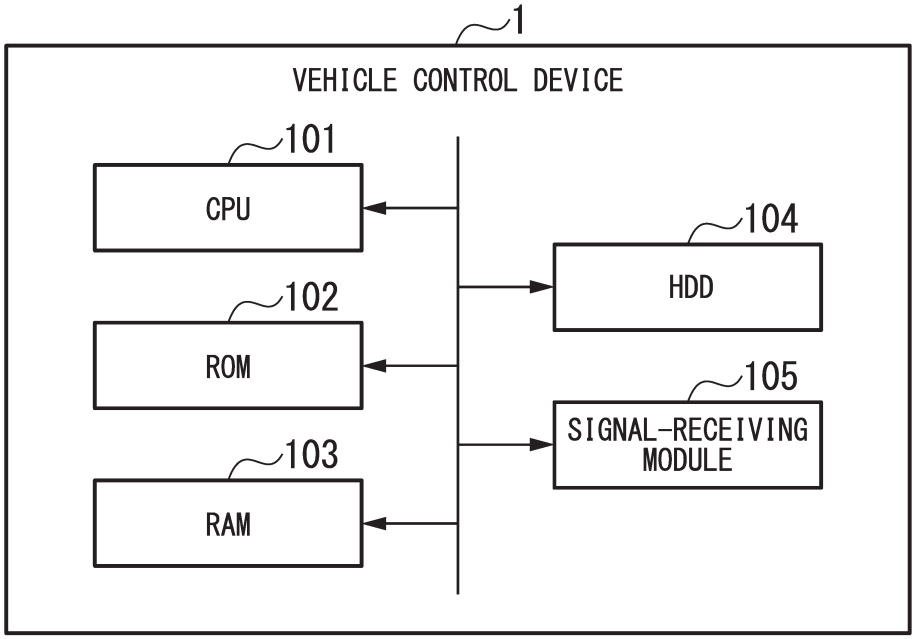

1
VEHICLE CONTROL DEVICE
101
CPU
102
ROM
103
RAM
104
HDD
105
SIGNAL-RECEIVING
MODULE

FIG. 3

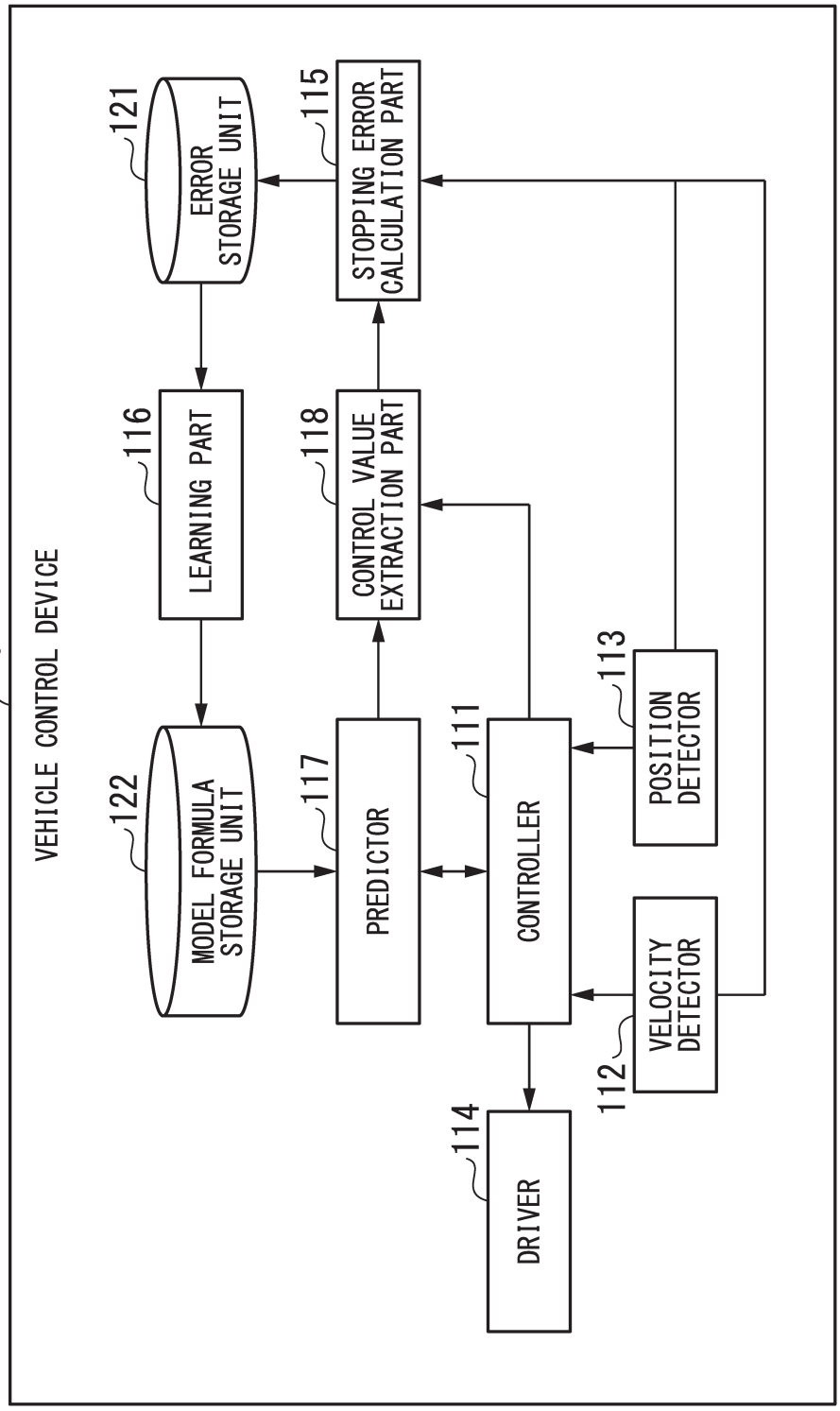

1
VEHICLE CONTROL DEVICE
121
ERROR STORAGE UNIT
115
STOPPING ERROR CALCULATION PART
116
LEARNING PART
118
CONTROL VALUE EXTRACTION PART
122
MODEL FORMULA STORAGE UNIT
117
PREDICTOR
111
CONTROLLER
113
POSITION DETECTOR
112
VELOCITY DETECTOR
114
DRIVER

FIG. 4

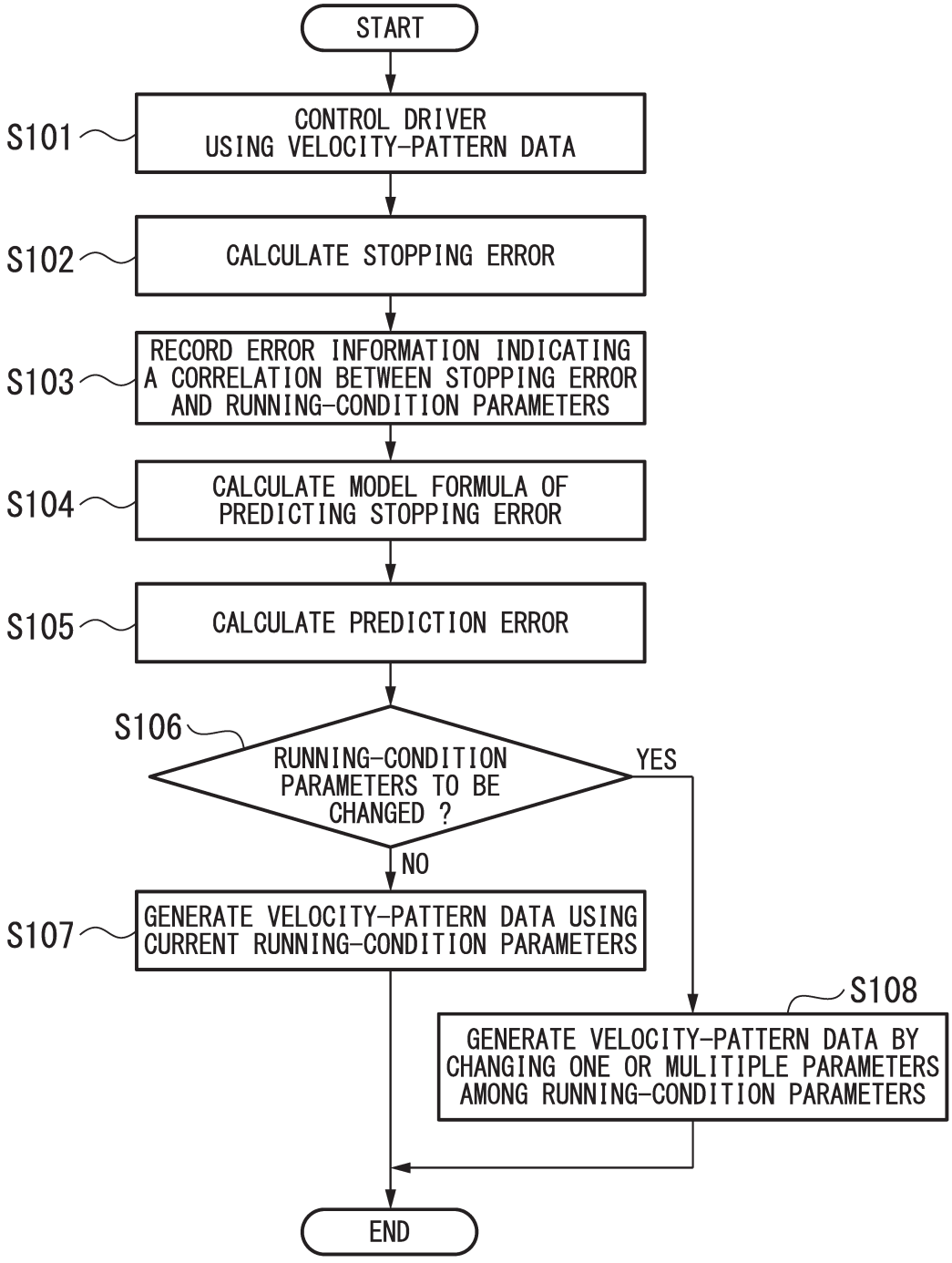

START
S101
CONTROL DRIVER USING VELOCITY-PATTERN DATA
S102
CALCULATE STOPPING ERROR
S103
RECORD ERROR INFORMATION INDICATING A CORRELATION BETWEEN STOPPING ERROR AND RUNNING-CONDITION PARAMETERS
S104
CALCULATE MODEL FORMULA OF PREDICTING STOPPING ERROR
S105
CALCULATE PREDICTION ERROR
S106
RUNNING-CONDITION PARAMETERS TO BE CHANGED ?
YES
NO
S107
GENERATE VELOCITY-PATTERN DATA USING CURRENT RUNNING-CONDITION PARAMETERS
S108
GENERATE VELOCITY-PATTERN DATA BY CHANGING ONE OR MULITIPLE PARAMETERS AMONG RUNNING-CONDITION PARAMETERS
END

FIG. 5

DEPARTURE STATION	ARRIVAL STATION	STOPPING ERROR	PARAMETER 1	PARAMETER 2	···
A	B	3cm	3	1	
B	C	5cm	3	1	
C	D	7cm	3	1	
D	C	2cm	3	1	
C	B	-10cm	3	1	
B	A	2cm	3	1	

FIG. 6

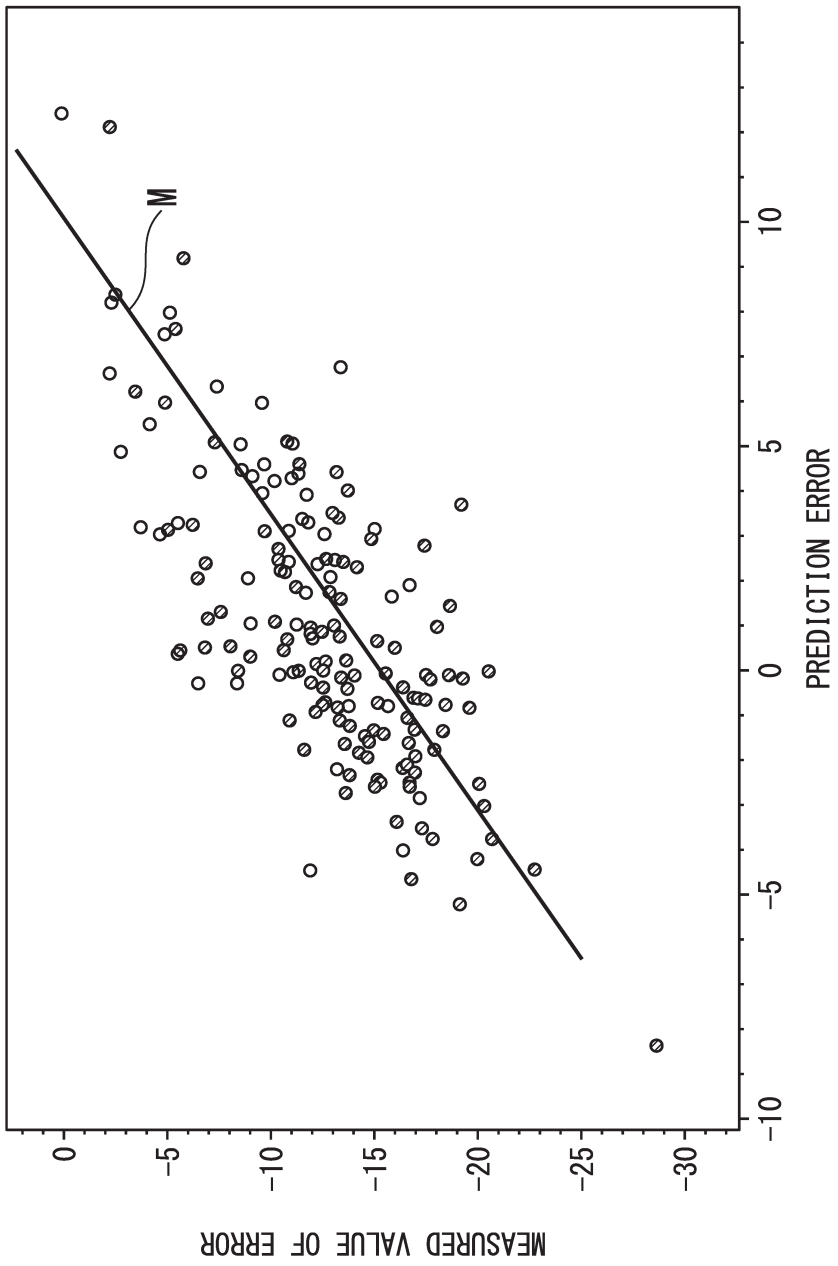
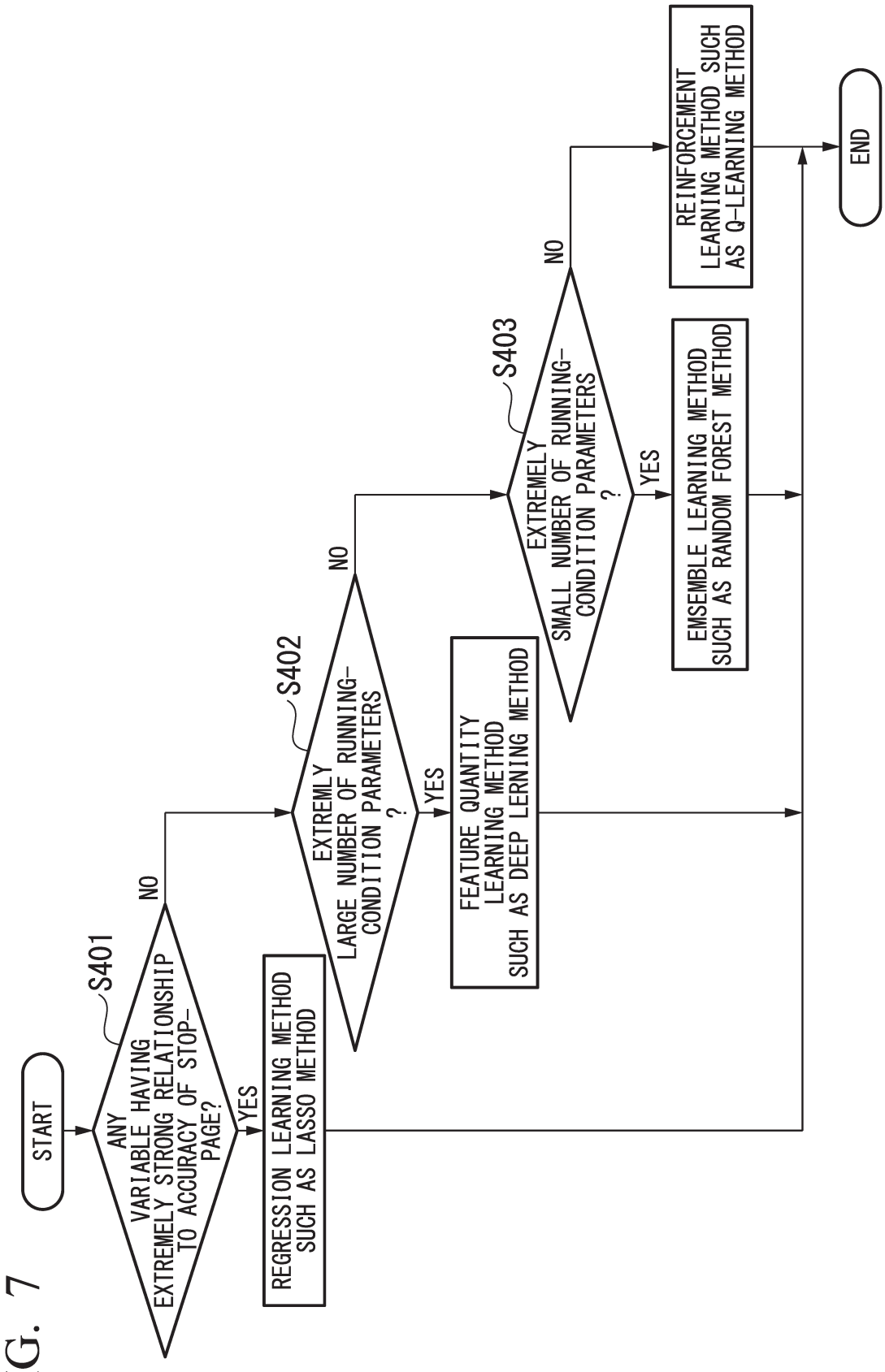

M
0
-5
-10
-15
-20
-25
-30
-10
-5
0
5
10
PREDICTION ERROR
MEASURED VALUE OF ERROR

FIG. 7


START
S401
ANY VARIABLE HAVING EXTREMELY STRONG RELATIONSHIP TO ACCURACY OF STOP-PAGE?
YES
NO
REGRESSION LEARNING METHOD SUCH AS LASSO METHOD
S402
EXTREMLY LARGE NUMBER OF RUNNING-CONDITION PARAMETERS ?
YES
NO
FEATURE QUANTITY LEARNING METHOD SUCH AS DEEP LERNING METHOD
S403
EXTREMELY SMALL NUMBER OF RUNNING-CONDITION PARAMETERS ?
YES
NO
EMSEMBLE LEARNING METHOD SUCH AS RANDOM FOREST METHOD
REINFORCEMENT LEARNING METHOD SUCH AS Q-LEARNING METHOD
END