7. An in-vehicle unit that is used in each of a plurality of host vehicles including a subject vehicle and at least one nearby vehicle near the subject vehicle,

each in-vehicle unit comprising:

a sensor instrument that successively outputs an output value corresponding to an installation state of the in-vehicle unit on each of the host vehicles; and

an inter-vehicle communicator that transmits and receives information using inter-vehicle communication,

the in-vehicle unit used in the subject vehicle, comprising:

a criterion value setting section that

receives a different-unit installation state index that is transmitted via the inter-vehicle communicator using the inter-vehicle communication and

sets successively a criterion value of an installation state index from the received different-unit installation state index,

the different-unit installation state index being specified based on an output value from the sensor instrument that successively outputs an output value corresponding to an installation state of the in-vehicle unit on each of the at least one nearby vehicle;

a self-unit installation state index specification section that specifies a self-unit installation state index concerning the in-vehicle unit in the subject vehicle based on an output value from the sensor instrument in the in-vehicle unit in the subject vehicle; and

a self-unit anomaly detection section that detects an abnormal installation state indicating that the in-vehicle unit on the subject vehicle is not installed at a standard position

by comparing the criterion value set by the criterion value setting section with the self-unit installation state index specified by the self-unit installation state index specification section.

8. The in-vehicle unit according to claim 7, wherein

the in-vehicle unit used in the subject vehicle includes:

11. The in-vehicle unit according to any one of claims 1 through 9, wherein the sensor instrument includes an inertial sensor.

12. The in-vehicle unit according to any one of claims 1 through 9, wherein:
the sensor instrument includes an illuminance sensor; and
the installation state index is an illuminance detected by the illuminance sensor.

13. The in-vehicle unit according to any one of claims 1 through 9, wherein:
the sensor instrument includes an inertial sensor; and
the installation state index is either
an installation posture angle of the in-vehicle unit, or
a time-variable quantity of an installation posture angle of the in-vehicle unit.