What is claimed is:

1. A control method of a rubber-tired train, wherein the rubber-tired train comprises multiple cars connected in series in turn, the cars include a relatively front car and a relatively rear car, and the front car is able to rotate in a horizontal plane relative to the rear car; and

the method comprises:

acquiring a turning angle of the front car at a target position;

determining a turning angle of the rear car at the target position according to the turning angle of the front car; and

when it is determined that the rear car reaches the target position, controlling the rear car to steer according to the determined turning angle of the rear car;

the front of a bottom of the car is provided with a first wheelset, and the rear of the bottom of the car is provided with a second wheelset; and

controlling the car to steer comprises:

controlling the first wheelset to steer when the first wheelset at the bottom of the car reaches the target position; and

controlling the second wheelset to steer when the second wheelset at the bottom of the car reaches the target position;

a locomotive at a front end of the rubber-tired train is taken as the front car; and

controlling the first wheelset to steer when the first wheelset at the bottom of the car reaches the target position comprises:

acquiring mileage of the locomotive; and

controlling the first wheelset of the rear car to steer when it is determined that the first wheelset of the rear car reaches the target position according to the mileage of the locomotive and a distance between the first wheelset of the rear car and the first wheelset at the bottom of the locomotive;

wherein acquiring mileage of the locomotive comprises:

acquiring the number of magnetic nails arranged on a ground detected by a magnetic sensor and a current vehicle speed detected by a speed sensor; and

determining the mileage of the locomotive according to the number of the magnetic nails and the current vehicle speed.

2. The method according to claim 1, wherein controlling the first wheelset to steer when the first wheelset at the bottom of the car reaches the target position comprises:

acquiring position information of the car; and

controlling the first wheelset to steer when it is determined that the first wheelset at the bottom of the car reaches the target position according to the position information of the car.

3. The method according to claim 1, wherein controlling the second wheelset to steer when the second wheelset at the bottom of the car reaches the target position comprises:

acquiring position information of the car; and

controlling the second wheelset to steer when it is determined that the second wheelset at the bottom of the car reaches the target position according to the position information of the car.

4. The method according to claim 1, wherein

controlling the second wheelset to steer when the second wheelset at the bottom of the car reaches the target comprises:

acquiring mileage of the locomotive; and

controlling the second wheelset at the bottom of the locomotive to steer when it is determined that the second wheelset at the bottom of the locomotive reaches the target position according to the mileage of the locomotive and a distance between the second wheelset at the bottom of the locomotive and the first wheelset at the bottom of the

locomotive, or

controlling the second wheelset of the rear car to steer when it is determined that the second wheelset of the rear car reaches the target position according to the mileage of the locomotive and a distance between the second wheelset of the rear car and the first wheelset at the bottom of the locomotive.

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5. The method according to claim 1, wherein determining the mileage of the locomotive according to the number of the magnetic nails and the current vehicle speed comprises:

determining the mileage of the front car according to the following formula:

$$S = M \times D + \ (t_2 - t_1) \ \times V;$$

where S is the mileage of the front car, M is the number of the magnetic nails, D is a preset distance between adjacent magnetic nails, V is a current vehicle speed, t_2 is a current time when the speed sensor sends signals, and t_1 is a current time when the magnetic sensor sends signals.

6. The method according to claim 1, wherein a locomotive at a front end of the rubber-tired train is taken as the front car; and

acquiring a turning angle of the front car at a target position comprises:

acquiring a route deviation between a current route of the locomotive and a target running route; and

determining a turning angle of a first wheelset of the front car at the target position according to the route deviation.

7. The method according to claim 1, wherein a locomotive at a front end of the rubber-tired train is taken as the front car; and

acquiring a turning angle of the front car at a target position comprises:

receiving an input steering control instruction, and determining a turning angle of a first wheelset of the locomotive according to the steering control instruction.

8. The method according to claim 1, wherein a locomotive at a front end of the rubber-tired train is taken as the front car; and

determining a turning angle of the rear car according to the turning angle of the front car comprises:

determining a turning angle of each wheelset of each rear car according to a turning angle of a first wheelset of the locomotive; and

the method further comprises:

determining a turning angle of a second wheelset at a bottom of the locomotive according to the turning angle of the first wheelset of the locomotive.

9. A control system of a rubber-tired train, wherein the rubber-tired train comprises multiple cars connected in series in turn, the cars include a relatively front car and a relatively rear car, and the front car is able to rotate in a horizontal plane relative to the rear car; and

the control system comprises:

a processing module used for acquiring a turning angle of the front car at a target position and determining a turning angle of the rear car at the target position according to the turning angle of the front car; and

a control module used for controlling the rear car to steer according to the determined turning angle of the rear car when it is determined that the rear car reaches the target position;

the front of a bottom of the car is provided with a first wheelset, and the rear of the bottom of the car is provided with a second wheelset; and the control module is used for:

controlling the first wheelset to steer when the first wheelset at the bottom of the car reaches the target position; and

controlling the second wheelset to steer when the second wheelset at the bottom of the car reaches the target position;

wherein a locomotive at a front end of the rubber-tired train is taken as the front car; and the control module is used for:

acquiring the number of magnetic nails arranged on a ground detected by a magnetic sensor and a current vehicle speed detected by a speed sensor;

determining the mileage of the locomotive according to the number of the magnetic nails and the current vehicle speed; and

controlling the first wheelset of the rear car to steer when it is determined that the first wheelset of the rear car reaches the target position according to the mileage of the locomotive and a distance between the first wheelset of the rear car and the first wheelset at the bottom of the locomotive.

10. A rubber-tired train, comprising:

multiple cars connected in series in turn and the control system according to claim 12, wherein the cars include a relatively front car and a relatively rear car, and the front car is hinged to the rear car through a trailer bogie, so that the front car is able to rotate relative to the rear car.

11. The rubber-tired train according to claim 10, wherein the trailer bogie comprises:

two axles, two ends of each said axle being respectively provided with wheels which are able to rotate relative to the axle;

two frames extending in a direction perpendicular to the axles and located between the two axles, each having an end connected to the adjacent axle, as well as an end hinged to the other frame, and being able to rotate relatively in the horizontal plane;

suspension devices symmetrically arranged on the axles, a top of the suspension device being connected to a vehicle body; and

a traction device having an end connected to the axle, as well as an end connected to

the vehicle body.

12. The rubber-tired train according to claim 11, wherein the frame comprises a frame connecting part and a frame hinging part, the frame connecting part is connected between the axle and the frame hinging part, frame buffer devices are symmetrically arranged on two sides of the frame hinging part in a horizontal direction, and an end, away from the frame connecting part, of the frame hinging part is connected to a first rotator or a second rotator.

13. The rubber-tired train according to claim 12, wherein a width of an end, connected to the frame connecting part, of the frame hinging part is greater than that of the end connected to the other frame, and a width of the frame hinging part gradually decreases in the direction from the axle to a frame hinging position; and the first frame hinging part is provided with a plurality of vertical through holes, and a side wall, facing the frame connecting part, of the through hole is provided with a bolt hole of which a center line extends in the horizontal direction, so as to be connected to the frame connecting part by a bolt passing through the bolt hole.

14. The rubber-tired train according to claim 11, wherein the trailer bogie comprises a frame buffer device which is arranged on at least one said frame to serve as a buffer when the two frames are in rotary contact.