

ISO containers

System for the contactless inspection of containers, particularly ~~ISO-containers~~, within a loading and unloading plant

The invention relates to a system for the contactless inspection of containers, particularly ISO-containers, within a loading and unloading plant, having at least one screening device arranged in an inspection station, wherein the container to be inspected can be transported to and away from the inspection station by means of a driverless transport vehicle.

A manned mobile platform for contactless inspection of containers is already known from the German laid-open document DE 103 13 248 A1, these containers being loaded and unloaded in ports by means of a container bridge. As far as function is concerned, the platform can be compared to a gantry crane and can be moved along a quay via a gantry frame on rails in parallel with and below a container bridge and independently of the container bridge. In order to be able to pick up containers to be inspected from the quay and to be able to set them down after inspection, the platform has a lifting device and a set-down location for the containers, which is arranged on the gantry crane. A screening device is arranged in the region of the set-down location and consists essentially of a radiation source, an oppositely arranged radiation detector and a shield. By means of the radiation source the container is screened substantially horizontally using X-rays or gamma-rays. The shield serves to protect the people operating the platform or the screening device.

Furthermore, from the German laid-open document DE 11 2004 001 701 T5 a system for the inspection of goods in a container in port areas is already known. The container is located in that case on a transport surface of a lorry. The system consists essentially of a screening device and a towing device for the lorry. The screening device is stationary and has a radiation source, a first collimator, a second collimator and a detector. The radiation source is pivotable in order to orientate the screening rays emitted therefrom in respect of the vertical position of the container on the lorry. In this way it is possible to adapt the screening device to different vertical heights of the transport surfaces of the lorries. The container is screened substantially horizontally. Since the screening device is stationary, the lorry is towed by the towing device along a screening channel and past the screening device. The towing device consists of a