CLAIMS:

1. _____A ride system, comprising:

a first ride vehicle having a first magnet extending ~~exposed~~ along a first exterior side of the first ride vehicle and a first additional magnet extending ~~exposed~~ along a first additional exterior side of the first ride vehicle, wherein the first additional exterior side extends transverse to the first exterior side;

a second ride vehicle having a second magnet extending ~~exposed~~ along a second exterior side of the second ride vehicle and a second additional magnet extending ~~exposed~~ along a second additional exterior side of the second ride vehicle, wherein the second additional exterior side extends transverse to the second exterior side; and

a control system configured to control maneuvering of one or both of the first and second ride vehicles to:

establish a first coupling between the first magnet and the second magnet in a first configuration;

establish a second coupling between the first magnet and the second additional magnet in a second configuration;

establish a third coupling between the first additional magnet and the second magnet in a third configuration; and

establish a fourth coupling between the first additional magnet and the second additional magnet in a fourth configuration.

2. The ride system of claim 1, wherein the control system is configured to con-

trol maneuvering of one or both of the first and second ride vehicles into a ~~fifth~~ de-coupled configuration in which there is a total decoupling of the first ride vehicle and the second ride vehicle.

3. The ride system of claim 1, wherein the first ride vehicle comprises a first passenger cabin disposed at least partially between the first exterior side and the first additional exterior side, and the second ride vehicle comprises a second passenger cabin disposed at least partially between the second exterior side and the second additional exterior side.

4. The ride system of claim 1, wherein the first exterior side extends substantially parallel to the first additional exterior side, and the second exterior side extends substantially parallel to the second additional exterior side.

5. The ride system of claim 4, wherein the first exterior side is a first front bumper of the first ride vehicle, the second exterior side is a second front bumper of the second ride vehicle, the first configuration includes the first front bumper and the second front bumper facing opposing directions and each other, the second configuration includes the first front bumper and the second front bumper not coupled and facing in a same direction, and the fourth configuration includes the first front bumper and the second front bumper facing opposing directions and away from each other.

~~6. The ride system of claim 1, wherein the first exterior side extends transverse to the~~

~~first additional exterior side, and the second exterior side extends transverse to the second additional exterior side.~~

6~~7~~. The ride system of claim 1~~6~~, wherein the first exterior side extends substantially perpendicular to the first additional exterior side, and the second exterior side extends substantially perpendicular to the second additional exterior side.

8~~7~~. The ride system of claim 1, comprising

a third ride vehicle having a third magnet extending ~~exposed~~ along a third exterior side of the third ride vehicle and a third additional magnet extending ~~exposed~~ along a third additional exterior side of the third ride vehicle, wherein the third additional exterior side extends transverse to the third exterior side, and wherein the control system is configured to maneuver the first, second, and/or third ride vehicles to:

establish a fifth coupling between the first magnet and the third magnet in a fifth configuration;

establish a sixth coupling between the first magnet and the third additional magnet in a sixth configuration;

establish a seventh coupling between the first additional magnet and the third magnet in a seventh configuration;

establish an eighth coupling between the first additional magnet and the third additional magnet in an eighth configuration;

establish a ninth coupling between the second magnet and the third magnet in a ninth configuration;

establish a tenth coupling between the second magnet and the third additional

magnet in a tenth configuration;

establish an eleventh coupling between the second additional magnet and the third magnet in an eleventh configuration; ~~and~~

establish a twelfth coupling between the second additional magnet and the third additional magnet in a twelfth configuration; and

totally decouple the first ride vehicle, the second ride vehicle, and the third ride vehicle in a decoupled configuration.

~~9~~8. The ride system of claim ~~8~~7, wherein the control system is configured to establish a magnetic coupling of the second ride vehicle to both the first ride vehicle and the third ride vehicle such that the first ride vehicle, the second ride vehicle, and the third ride vehicle form a three-vehicle cluster.

~~10~~9. The ride system of claim 1, wherein:

the first ride vehicle comprises a first proximity sensor and the second ride vehicle comprises a second proximity sensor;

the control system is configured to receive sensor feedback from the first proximity sensor and the second proximity sensor; and

the control system is configured to determine and cause, based at least in part on the sensor feedback, an appropriate coupling between the first magnet and the second magnet or the first magnet and the second additional magnet.

~~11~~10. The ride system of claim 1, comprising an interactive show element, wherein the control system enables an additional coupling of the interactive show element with

the first magnet, the first additional magnet, the second magnet, the second additional magnet, or any combination thereof.

~~12~~11. The ride system of claim 1, wherein the first ride vehicle comprises a first automated guide vehicle (AGV) and the second ride vehicle comprises a second AGV.

~~13~~12. The ride system of claim 11~~12~~, comprising a substantially smooth ride path surface, wherein the first AGV comprises a first wheel set configured to enable movement of the first AGV along the substantially smooth ride path surface, and wherein the second AGV comprises a second wheel set configured to enable movement of the second AGV along the substantially smooth path surface.

~~14~~13. The ride system of claim 1, wherein the first magnet comprises a first electromagnet, ~~and~~ the second magnet comprises a second electromagnet and operation of each of the first and second electromagnets is controlled by the control system.

~~15~~14. A ride system, comprising:

a substantially smooth ride path surface;

a first automated guide vehicle (AGV) having a first magnet and having a first wheel set configured to enable movement of the first AGV along the substantially smooth ride path surface;

a second AGV having a second magnet and having a second wheel set configured to enable movement of the second AGV along the substantially smooth ride path surface;

a third AGV having a third magnet and having a third wheel set configured to enable movement of the third AGV along the substantially smooth ride path surface; and

a control system configured to maneuver the first AGV, the second AGV, the third AGV, or a combination thereof to enable a coupling between the first magnet and the second magnet in a first configuration, between the first magnet and the third magnet in a second configuration, and between the second magnet and the third magnet in a third configuration.

~~16. The ride system of claim 15, wherein the first AGV comprises a first additional magnet exposed along a different side of the first AGV than the first magnet, wherein the second AGV comprises a second additional magnet exposed along a different side of the second AGV than the second magnet, and wherein the third AGV comprises a third magnet exposed along a different side of the third AGV than the third magnet.~~

~~17~~15. This ride system of claim ~~15~~14, wherein the control system is configured to enable a plurality of magnetic couplings between the first AGV, the second AGV, and the third AGV such that a vehicle order of the first AGV, the second AGV, and the third AGV, relative to an end of the substantially smooth ride path surface, changes at different segments of the substantially smooth ride path.

~~18. The ride system of claim 15, wherein the control system is configured to enable magnetic coupling between the first AGV, the second AGV, and the third AGV such that an orientation of the first AGV, the second AGV, and the third AGV changes, relative to~~

~~a direction of travel, at different segments of the smooth ride path.~~

~~19~~16. The ride system of claim ~~15~~14, comprising a first proximity sensor disposed on the first AGV, a second proximity sensor disposed on the second AGV, and a third proximity sensor disposed on the third AGV, wherein the control system is configured to receive sensor feedback from the first proximity sensor, the second proximity sensor, and the third proximity sensor, and wherein the control system is configured to determine and cause, based at least in part on the sensor feedback, appropriate magnetic couplings between the first AGV ~~ride vehicle~~, the second AGV ~~ride vehicle~~, and/or the third AGV~~ride vehicle~~.

~~20~~17. A ride system, comprising:

a first ride vehicle having a first plurality of magnets extending from first exterior sides of the first ride vehicle;

a second ride vehicle having a second plurality of magnets extending from second exterior sides of the second ride vehicle; and

a control system configured to maneuver the first ride vehicle, the second ride vehicle, or both to enable dynamic coupling and decoupling of certain first magnets of the first plurality of magnets with certain second magnets of the second plurality of magnets along a ride path of the ride system such that a ride vehicle configuration changes during the course of the ride path, wherein the ride vehicle configuration includes at least one of a vehicle order of travel relative to an end of the ride path, a vehicle direction of travel, or a vehicle orientation relative to the vehicle direction of travel.

~~21~~18. The ride system of claim ~~20~~17, wherein the ride vehicle configuration comprises at least two of the vehicle order of travel relative to the end of the ride path, the vehicle direction of travel, or the vehicle orientation relative to the direction of travel.

~~22~~19. The ride system of claim ~~20~~17, comprising a third ride vehicle having a third plurality of magnets extending from third exterior sides of the third ride vehicle, wherein the control system is configured to maneuver the first ride vehicle, the second ride vehicle, the third ride vehicle, or a combination thereof to enable dynamic magnetic coupling and decoupling of the first ride vehicle, the second ride vehicle, and the third ride vehicle along the ride path of the ride system such that the ride vehicle configuration changes during the course of the ride path.

~~23~~20. The ride system of claim ~~20~~17, comprising:

a first proximity sensor disposed on the first ride vehicle; and

a second proximity sensor disposed on the second ride vehicle, wherein the control system is configured to receive sensor feedback from the first proximity sensor and the second proximity sensor, and wherein the control system is configured to dynamically couple and decouple at least a portion of the first plurality of magnets and the second plurality of magnets based at least in part on the sensor feedback.

~~24~~21. The ride system of claim ~~20~~17, wherein the ride path comprises a substantially smooth ride path, wherein the first ride vehicle comprises a first automated ride vehicle (AGV) having a first wheel set configured to enable movement of the first AGV along the substantially smooth ride path, and wherein the second ride vehicle comprises

a second AGV having a second wheel set configured to enable movement of the second AGV along the substantially smooth ride path.