Claims

1. A ~~M~~method for operating ~~an~~ automated guided transport vehicle~~s~~ ~~(1)~~ for containers ~~(12)~~, which ~~can be~~ are each guided in an automated manner during forwards travel and also during rearwards travel and which comprise~~s~~ a towing vehicle ~~(1a)~~ and a trailer ~~(1b)~~ having a loading surface ~~(11)~~ for at least one container ~~(12)~~, wherein the respective transport vehicle ~~(1), in particular the towing vehicle (1a),~~ comprises a vehicle controller ~~(13)~~ in order to actuate a steering mechanism and a travel drive of the transport vehicle ~~(1)~~ such that the transport vehicle ~~(1)~~ follows a desired route, ~~characterised in that~~

wherein the desired route is specified in consideration of a previously determined trajectory of the respective transport vehicle, wherein trajectory is understood to mean a movement path of the respective transport vehicle during a driving manoeuvre, wherein the trajectory and/or the currently specified desired route of at least one other transport vehicle ~~(1)~~is considered in order to avoid conflicts between the trajectories and/or the desired routes of a plurality of transport vehicles, wherein ~~.~~

~~2. Method as claimed in claim 1, characterised in that the trajectory is considered in consideration of the kinematic boundary conditions of the transport vehicle (1).~~

~~3. Method as claimed in claim 1 or 2, characterised in that~~ different trajectories are determined and different desired routes are specified for different transport vehicles~~, (1).~~

~~4. Method as claimed in any one of claims 1 to 3, characterised in that~~

wherein the specified desired route is compared with actual values of a position and an orientation of the transport vehicle ~~(1)~~ and a deviation of the actual values from the desired route is reduced by correspondingly actuating the steering mechanism and/or the travel drive~~.~~

~~5. Method as claimed in claim 4, characterised in that~~ wherein the position and alignment of the transport vehicle ~~(1)~~ are determined in consideration of the articulation angle ~~(α1)~~ between the towing vehicle ~~(1a)~~ and the trailer ~~(1b)~~ and ~~.~~

~~6. Method as claimed in any one of claims 1 to 5, characterised in that~~ a steering angle ~~(α2)~~ is adjusted, by means of the steering mechanism, in dependence upon an actual value of an articulation angle ~~(α1)~~ between the towing vehicle ~~(1a)~~ and the trailer ~~(1b)~~.

2. A method as claimed in claim 1, wherein the trajectory is considered in consideration of the kinematic boundary conditions of the transport vehicle.

~~7~~3. A ~~S~~system for operating ~~at least one~~ automated guided transport vehicle~~s~~ ~~(1)~~ for containers ~~(12)~~, comprising a management system ~~(14)~~ and ~~at least one~~ transport vehicle~~s~~ ~~(1)~~ for containers ~~(12)~~, which can each be guided in an automated manner during forwards travel and also during rearwards travel and which comprise~~s~~ a towing vehicle ~~(1a)~~ and a trailer ~~(1b)~~ having a loading surface ~~(11)~~ for at least one container ~~(12)~~, wherein the respective transport vehicle ~~(1), in particular the towing vehicle (1a),~~ comprises a vehicle controller ~~(13)~~ in order to actuate, in an automated manner, a steering mechanism and a travel drive of the transport vehicle ~~(1)~~ such that the transport vehicle ~~(1)~~ follows a desired route,

~~characterised in that~~ wherein the management system ~~(14)~~ is configured and designed to specify the desired route in consideration of a previously determined trajectory of the respective transport vehicle ~~(1)~~ and to transmit same to the vehicle controller ~~(13).~~, wherein trajectory is understood to mean a movement path of the respective transport vehicle during a driving manoeuvre, wherein the trajectory and/or the currently specified desired route of at least one other transport vehicle is considered in order to avoid conflicts between the trajectories and/or the desired routes of a plurality of transport vehicles, wherein different trajectories are determined and different desired routes are specified for different transport vehicles, wherein

~~8. System as claimed in claim 7, characterised in that~~ the system~~, in particular the management system (14) and the vehicle controller (13),~~ is configured and designed to implement a method as claimed in any one of the preceding claims.

4. A method as claimed in claim 1 or claim 2, wherein the vehicle controller of each transport vehicle is comprised in the towing vehicle of the transport vehicle.

5. A system as claimed in claim 3, wherein the vehicle controller of each transport vehicle is comprised in the towing vehicle of the transport vehicle.

6. A system as claimed in claim 5, wherein the management system and the vehicle controller are configured and designed to implement a method as claimed in any one of the preceding claims.

~~9~~7. Use of a method as claimed in claim 1 or claim 2 ~~and/~~or a system as claimed in ~~any one of the preceding~~ claim~~s~~ 3 for a transport vehicle ~~(1)~~, the loading surface ~~(11)~~ of which is delimited by guide elements ~~(11a)~~ for guiding and aligning a container ~~(12)~~ to be placed on the loading surface ~~(11)~~.