Claims:

1. Method for transfer of cargo (2) from a cargo receiving portion (3) of a vehicle (1) to a cargo take-up station (11), characterized in that
the vehicle (1) is controlled by a vehicle control unit in such a way that the vector of the velocity of the vehicle (1) is changed immediately before or upon arrival at the cargo take-up station (11) by braking the vehicle (1) and/or changing the direction of the vehicle (1) and the vehicle (1), before arrival at the cargo take-up station (11), is oriented by the vehicle control unit and/or by at least one guide device disposed in the region of the cargo take-up station (11) in such a way that the trajectory of the cargo (2) moving away from the cargo receiving portion (3) due to the change of the velocity vector of the vehicle (1) ends in a receiving area (14) of the cargo take-up station (11).

2. Method according to claim 1,
characterized in that
the vehicle (1) is driven by the vehicle control unit against the cargo take-up station (11).

3. Method according to claim 1,

characterized in that
the vehicle (1) is driven by the vehicle control unit against the cargo take-up station (11) without being braked.

4. Method according to claim 2 or claim 3,
characterized in that
the vehicle (1) is driven by the vehicle control unit at a sharp angle against the cargo take-up station (11).

5. Method according to one or more of claims 1 to 4,
characterized in that
the coefficient of friction of the surface (3a) of the cargo receiving portion (3) is reduced before arrival at the cargo take-up station (11).

6. Vehicle for performance of the method according to claim 5 with a cargo receiving portion (3), which is disposed on a chassis (4), wherein the cargo receiving portion (3) is designed to be open or openable along at least one side rim.
characterized in that
the vehicle has a vehicle control unit and in that the surface (3a) of the cargo-receiving portion (3) is designed such that its coefficient of friction at the surface of contact with the cargo (2) is variable.

7. Vehicle according to claim 6,
characterized in that
the control unit is arranged such that, for cargo delivery, the control unit generates a control signal for reduction of the coefficient of friction.

8. Vehicle according to claim 6,
characterized in that,
for reduction of the coefficient of friction of the contact surface, at least one mechanical release element is provided, which can be actuated by physical contact with the cargo take-up station (11).

9. Vehicle according to claim 6, 7 or 8
characterized in that
the cargo receiving portion (3) has at least one support face (8) with a multiplicity of openings (9) and in that bearing elements (10) are disposed in the region of the openings (9), wherein the support face (8) is designed to be relatively displaceable, at least in vertical direction, with respect to the bearing elements (10).

10. Vehicle according to claim 9,
characterized in that

the bearing elements (10) are designed as rotatably mounted rollers or balls.

11. Vehicle according to claim 9,
characterized in that
the bearing elements (10) are designed to be stud-shaped or plank-shaped.

12. Vehicle according to claim 9, 10 or 11
characterized in that
the bearing elements (10) have a different coefficient of friction compared with the support face (8).

13. Vehicle according to one or more of claims 6 to 12,
characterized in that
the cargo receiving portion (3) has a rim boundary (6) along at least one side rim, the upper rim (6a) of which can be positioned, by relative motion with respect to the surface (3a) of the cargo receiving portion (3), at the level of the surface (3a) of the cargo receiving portion (3) or below the level of the surface (3a) of the cargo receiving portion (3).