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(54) Title: METHOD FOR AUTOMATIC GUIDANCE OF THE MOTOR VEHICLES ON ROADS AND AUTOMATIC TRANSPORT SYSTEM

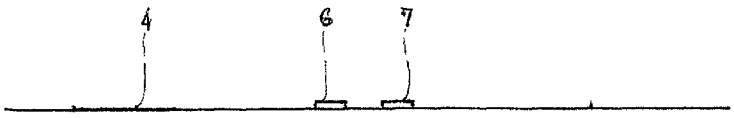


Fig. 2

(57) Abstract: A method for automatic guidance of the motor vehicles on roads is based on the guidance of motor vehicles (1) with electric actuator (2) on roads (4) is executed only by a board computer (9), which coordinates direction guidance, driving parameters and vehicle (1) actuator (2) in interaction with a mobile data transfer either from a stationary central computer (12) and/or from other locally present board computers (9) of the surrounding motor vehicles (1). Steering the vehicle (1) is derived from the optical scanning of the guideline (6) situated on or in the surface of the road (4) by an optical guideline imaging device (3.1) located on the vehicle (1). Driving parameters of the vehicle (1) are derived from the optical and/or radiof requency scanning of the info-line (7) situated on or in the surface of the road (4) by optical and/or radiof requency info-line imaging devices (3.2, 3.3) located on the vehicle (1). Driving parameters for at least one electric actuator (2) and/or battery (13) of the vehicle (1) are derived the electric energy take-off through at least one electric power bus (5) fixed on the vehicle (1) and at least on one section oriented towards the road (4) and/or to the road barrier (14) from electric traction (8) located on the elevated part of the road (4) and/or in the road barrier (14).

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AMENDED CLAIMS
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1. A method for automatic guidance of the motor vehicles (1) with electric motor on the roads(4), comprising optical scanning of the guideline (6) consisting of a track with a longitudinal contrast line situated on or in the surface of the road (4), board computer (9) and optical guideline imaging device (3.1) located on the vehicle (1) and steering of the vehicle is derived from the optical scanning of the guideline (6), **wherein** the guidance is executed only by the board computer (9) which coordinates direction guidance, driving parameters and the vehicle (1) actuator (2) in interaction with a mobile data transfer either from the stationary central computer (12) and/or from the other locally present board computers (9) of the surrounding motor vehicles (1), while driving parameters of the vehicle (1) are derived from the optical and radiofrequency scanning of the info-line (7) situated on or in the surface of the road (4) by optical and radiofrequency info-line imaging devices (3.2, 3.3) located on the vehicle (1).

2. The method of claim 1 **wherein** driving parameters for at least one electric actuator (2) and/or battery (13) of the vehicle (1) are derived from the electric energy take-off through at least one electric power bus (5) fixed on the vehicle (1) and at least on one section oriented towards the road (4) and/or to the road barrier (14) from the electric traction (8) located on the elevated part of the road (4) and/or in the road barrier (14).

3. An automatic transport system comprising motor vehicles (1) with electric power drive, optical guideline imaging device (3.1) and guideline (6) consisting of a track with a longitudinal contrast line, **wherein** motor vehicles (1) adapted for driving on the road (4) comprises at least one electric actuator (2), at least one radiofrequency info-line imaging device (3.2., 3.3) oriented towards the road (4), which is on or in its surface furnished by at least one guideline (6) and at least one info-line (7) and at least one partial and/or full electric traction (8) located on the elevated part of the road (4) and/or in the road barrier (14), and at least one electric power bus (5) oriented towards the road (4) and/or to the road barrier (14), further it comprises a board computer (9) connected via input data with at least one optical guideline imaging device (3.1) and at least one optical and radiofrequency info-line imaging device (3.2, 3.3), and in terms of output data it is connected with active elements of the electric power bus (5), steering device (10) and electric actuator (2), the board computer (9) is further by means of mobile telecommunication network (11) interconnected with the stationary central computer (12) and also with the other locally present board computers (9) of the surrounding vehicles (1), the info-line (7) consists of the sectors of a bar or 2D codes comprising driving parameters: the preset vehicle (1) speed and/or its actual position and/or radius of the road curvature and/or guideline (6) splitting at an intersection and/or a stopping point position at an intersection or a parking place, the optical info-line imaging device (3.2, 3.3) of the vehicle (1) comprises a high precision CCD camera.