

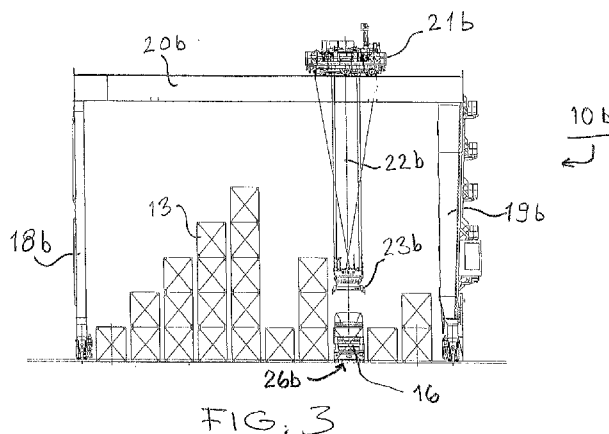


- (51) International Patent Classification:
G01S 17/42 (2006.01) *B66C 13/46* (2006.01)
- (21) International Application Number:
PCT/FI2012/050331
- (22) International Filing Date:
2 April 2012 (02.04.2012)
- (25) Filing Language: Finnish
- (26) Publication Language: English
- (30) Priority Data:
20110159 10 May 2011 (10.05.2011) FI
- (71) Applicant (for all designated States except US): **CAR-GOTEC FINLAND OY** [FI/FI]; Valmetinkatu 5, FI-33900 Tampere (FI).
- (72) Inventor; and
- (75) Inventor/Applicant (for US only): **KOUHIA, Jyrki** [FI/FI]; Aukustintie 12, FI-39160 Julkujärvi (FI).
- (74) Agent: **FORSSÉN & SALOMAA OY**; Pob 981, FI-00101 Helsinki (FI).

- (81) Designated States (unless otherwise indicated, for every kind of national protection available): AE, AG, AL, AM, AO, AT, AU, AZ, BA, BB, BG, BH, BR, BW, BY, BZ, CA, CH, CL, CN, CO, CR, CU, CZ, DE, DK, DM, DO, DZ, EC, EE, EG, ES, FI, GB, GD, GE, GH, GM, GT, HN, HR, HU, ID, IL, IN, IS, JP, KE, KG, KM, KN, KP, KR, KZ, LA, LC, LK, LR, LS, LT, LU, LY, MA, MD, ME, MG, MK, MN, MW, MX, MY, MZ, NA, NG, NI, NO, NZ, OM, PE, PG, PH, PL, PT, QA, RO, RS, RU, RW, SC, SD, SE, SG, SK, SL, SM, ST, SV, SY, TH, TJ, TM, TN, TR, TT, TZ, UA, UG, US, UZ, VC, VN, ZA, ZM, ZW.
- (84) Designated States (unless otherwise indicated, for every kind of regional protection available): ARIPO (BW, GH, GM, KE, LR, LS, MW, MZ, NA, RW, SD, SL, SZ, TZ, UG, ZM, ZW), Eurasian (AM, AZ, BY, KG, KZ, MD, RU, TJ, TM), European (AL, AT, BE, BG, CH, CY, CZ, DE, DK, EE, ES, FI, FR, GB, GR, HR, HU, IE, IS, IT, LT, LU, LV, MC, MK, MT, NL, NO, PL, PT, RO, RS, SE, SI, SK, SM, TR), OAPI (BF, BJ, CF, CG, CI, CM, GA, GN, GQ, GW, ML, MR, NE, SN, TD, TG).

Published:
— with international search report (Art. 21(3))

(54) Title: SYSTEM FOR DETERMINATION OF A CONTAINER'S POSITION IN A VEHICLE AND/OR IN ITS TRAILER TO BE LOADED WITH CONTAINERS



(57) Abstract: The invention concerns a system for determination of a container's position in a vehicle and/or in its trailer to be loaded with containers (13) in a loading area for containers (13), such as a container freight terminal, where the container or containers (13) are loaded into a vehicle (16) and/or into its trailer and, correspondingly, they are unloaded from this/these by a crane (10b) for handling containers which travels in the loading area above the traffic lane or traffic lanes (26b). The crane is equipped with a container spreader (23b) gripping the containers (13) from above and with a positioning system for the crane (10b) and for the container spreader (23b). The vehicle (16) and, correspondingly, its trailer have locking pins locking into pin holes in the corners of the container (13), whereby the system has laser scanners for determination of the position of the locking pins in the vehicle (16) and/or in its trailer and for determination of the container's position depending on these. The laser scanner/laser scanners are arranged to determine the positions in relation to the ground of the locking pins in the vehicle (16) and/or its trailer parked in the loading area, and the system is arranged to relay the position information determined by the laser scanner to the crane (10b), whereby based on the position information of the crane (10b) and the container spreader (23b) the crane's positioning system is adapted to calculate the position of the locking pins in relation to the crane (10b).



System for determination of a container's position in a vehicle and/or in its trailer to be loaded with containers

5 BRANCH OF TECHNOLOGY

The invention relates to loading of containers into vehicles for use in road transportation, especially into trailer lorries intended for container transportation, and to unloading of containers from these. In greater detail, the invention concerns a
10 system for determination of the container's position in the vehicle to be loaded with containers and/or in its trailer in the container loading area, such as a container freight terminal, where the container or containers are loaded into the vehicle and/or its trailer and are correspondingly unloaded from it/them by a container crane handling the containers and moving in the loading area above the traf-
15 fic lane or traffic lanes equipped with a container spreader gripping the containers from above and with a positioning system for the container crane and the container spreader, whereby the vehicle and thus also its trailer are equipped with lock pins locking into pin holes in the corners of the container, whereby the system has laser scanners for determining the position of the lock pins in the vehicle and/or
20 its trailer and thus for determining the container's position depending on the pins.

TECHNICAL BACKGROUND

The loading and unloading of road trailer lorries transporting containers is an im-
25 portant part of the operations in almost all container freight terminals. As an operation, the unloading of trailer lorries hardly differs at all from a situation in which the container is picked up in a container depot area, because in both cases the empty container spreader is lowered on to the top of the container, whereupon the container is locked to the spreader with the aid of locking pins.

In automatic container crane systems the container can be lifted automatically from the lorry, for example, with the aid of measuring systems based on laser scanners. However, in most terminals the unloading of containers is a manual operation due to safety provisions.

5

The loading of trailer lorries is a much more challenging task than unloading. In the trailer of road lorries transporting containers there are usually locking pins making sure that the container will remain in its position during the transportation. Lowering the container with sufficient accuracy, so that the pin holes of the lowered container will come together with the locking pins with sufficient accuracy, is an operation demanding precision. The crane operator's range of visibility is restricted by the container hanging from the container spreader and preventing the operator from seeing the locking pins in the lorry in the late stage of lowering.

10

Various systems are used to make handling of trailers easier. For example, there are systems where with the aid of a measuring system based on a laser scanner the lorry driver is helped to stop in relation to the crane, so that there is no need to run the primary motions of the crane. Primary motions are those moving the entire portal or lift bogie.

15

Of prior art solutions representing the laser scanner technology the CN201161875Y printed patent specification is taken as an example, which presents a system for determination of the positions in relation to the crane of the container crane's container spreader and of the trailer lorry to be loaded or unloaded and especially of the locking pins on its platform (or of the container's locking holes). From the information produced by the laser scanners used in the system the type of the lorry to be loaded and/or the type of the container to be lifted off the lorry is also concluded.

20

A second example of solutions using laser scanner technology is presented in the CN1884034A printed patent specification, which concerns a system for determi-

25

30

nation of the positions in relation to the crane of a trailer lorry to be loaded or unloaded by a container crane and of containers located on its platform. From the information produced by the laser scanners used in the system the type of the lorry to be loaded and/or the type of the container to be lifted off the lorry is also concluded.

As a third example of solutions representing this technology the JP2005239343A printed patent specification is presented, which concerns a system for determination of the positions of trailer lorries to be loaded or unloaded in relation to the crane handling the containers. The system uses laser scanners located in the crane body.

The container can be lifted automatically from the trailer lorry, for example, with the aid of measuring systems based on laser scanners.

There are also systems based on cameras, which with the aid of computer vision aim at identifying the place of the container determined by locking pins in the trailer. One such solution is presented in the DE3606363A1 printed patent specification, which concerns a system for determination of the position of a trailer lorry to be loaded or unloaded in relation to a crane handling the containers. The system uses cameras located in the crane body at the level of the trailer lorry's platform. The problem with camera-based computer vision systems is their modest reliability due to environmental conditions. Changing lighting, in particular, will cause wrong interpretations. Reliability is very important when controlling the crane's container spreader on the basis of information from the measuring system. Material damages can be caused by false measuring information.

As one more example of the state of the art reference is made to the EP1337454A1 printed patent specification, which presents a system for determination of the position of a trailer lorry to be loaded or unloaded in relation to a

crane handling the containers. The system uses sensors located in the crane body at the level of the trailer lorry's platform.

SUMMARY OF THE INVENTION

5

The present invention aims at providing a new kind of solution for determination of the container's position in a vehicle to be loaded with containers and/or in its trailer. To achieve this aim the invention is mainly characterized in that a laser scanner /laser scanners are installed in the loading area into a fixed structure and
10 are arranged to determine the positions in relation to the ground of locking pins in a vehicle parked in the loading area and/or in its trailer, and in that the system is arranged to relay the position information determined by the laser scanner to a crane, whereby the crane's positioning system based on the crane's and container spreader's position information is adapted to calculate the position of the locking
15 pins in relation to the crane.

The laser scanner/laser scanners are preferably installed beside a traffic lane/traffic lanes.

20 According to one embodiment of the invention, there is a separate laser scanner for each traffic lane, so that the laser scanner in question is arranged to determine the positions of locking pins in a vehicle parked in the traffic lane and/or in its trailer. Alternatively, one laser scanner is arranged to determine the positions of locking pins in 1 – 4 vehicles parked in the traffic lane and/or in their trailers.

25

For loading each vehicle and/or its trailer with a container/containers, at least two locking pins are turned to be in sight in the vehicle and/or its trailer for each container to be loaded.

30 The invention provides significant advantages over the state of the art. In the system according to the invention, the container's position on the lorry's platform is

determined by determining the position of locking pins on the platform with the aid of a laser scanner. Owing to this, the reliability of the system is considerably better compared, for example, with camera-based systems. Besides a higher reliability, the accuracy of the system is also better than in solutions of the prior art.

5

Other advantages and characteristic features of the invention will emerge from the following description in greater detail of the invention, in which the invention is explained by referring to figures in the appended drawing, to the details of which the invention is not exclusively restricted.

10

BRIEF DESCRIPTION OF THE FIGURES

Figure 1 is a schematic view of a container crane, which is used in a port and in which the system according to the invention can be applied.

15

Figure 2 is a schematic view of a gantry crane, which is used in a container freight terminal and in which the system according to the invention can also be applied.

20

Figure 3 is a schematic view seen from the front, that is, from the direction of arrival of vehicles, of a stacking crane, which is used in a container freight terminal and in which the system according to the invention can be applied.

Figure 4 is similar to Figure 3 seen from above.

25

Figure 5 is a schematic view from above of a vehicle and a combination of a vehicle and a trailer in two parallel traffic lanes.

Figure 6 is similar to the view in Figure 5 seen from the direction of arrival of vehicles.

30

DESCRIPTION IN DETAIL OF ADVANTAGEOUS EMBODIMENTS

Figure 1 in the drawing is a schematic side view of a container crane by way of example, with which the system according to the invention can be applied. In Figure 1, the container crane is indicated by the general reference number 10 and it is of the so-called STS (Ship-to-Shore) crane type, which is arranged on a quay 11 to travel along rails 12. The container crane 10 is arranged to move containers 13 from a container carrier ship 14 on to transportation pallets 15 or other such trailers 17 pulled by a vehicle 16, and the other way round, during the loading and unloading of the carrier ship 14. The container crane 10 has a vertical body, which comprises legs 18, 19 and which supports a horizontal beam 20, along which a lift bogie 21 is adapted to travel. Through lift ropes 22 the lift bogie 21 carries a container spreader 23, which is used to grip a container 13 from the top. The operator's cabin is connected to the lift bogie 21 and it is indicated by reference number 24, and the crane's electrically operated power machine is indicated by reference number 25. Under the crane there are traffic lanes 26, along which vehicle-trailer-combinations drive under the crane in order to transfer containers 13 from the trailer into the container carrier ship 14, or the other way round.

Figure 2 is a schematic view of a gantry crane 10a, which is used in a container freight terminal and with which the system according to the invention can also be applied. The gantry crane 10a can be a gantry crane travelling on rails (RMG, Rail Mounted Gantry Crane) or, as is shown in Figure 2, a rubber tyred gantry crane (RTG, Rubber Tyred Gantry Crane). The gantry crane 10a is intended for transferring containers 13 from transportation pallets 15 or other such trailers pulled by a vehicle and to stack the containers 13 in container rows located in a container field, and the other way round. The gantry crane 10a has a vertical body, which comprises legs 18a, 19a and which supports a horizontal bridge 20a, along which a lift bogie 21a is adapted to travel. Through lift ropes 22a the lift bogie 21a carries a container spreader 23a, which is used to grip the container 13 from the top. The container rows remain in between the gantry crane's 10a legs 18a, 19a, and in between the legs there is also a traffic lane 26a, along which vehicle-trailer-

combinations drive under the crane in order to transfer containers 13 from the trailer into container rows, or the other way round.

Figures 3 and 4 are schematic views of an automatic stacking crane 10b (ASC, Automatic Stacking Crane), which is used in a container freight terminal and with which the system according to the invention can also be applied. The automatic stacking crane 10b has a structure resembling that of the gantry crane 10a shown in Figure 2 and it is intended in a similar way to transfer containers 13 from vehicles 16 and from trailers 17 pulled by these and to stack the containers 13 in container rows located in a container field, and the other way round. The crane 10b according to Figures 3 and 4 is designed to work automatically, that is, without an operator. Thus, the structure of the automatic stacking crane 10b is largely similar to that of the gantry crane 10a of Figure 2, and thus it is equipped with a vertical body, which comprises legs 18b, 19b and which carries a horizontal bridge 20b, along which a lift bogie 21b is adapted to travel. Through lift ropes 22b the lift bogie 21b carries a container spreader 23b, which is used for gripping the container 13 from above. The automatic stacking crane 10b of Figures 3 and 4 operates, for example, in a container freight terminal or, correspondingly, in a port in a container interchange area (LS, Landside interchange area), where traffic lanes 26b are arranged for vehicles 16 and their trailers 17. This area comprising traffic lanes 12b functions as a loading area, in the case of Figures 3 and 4 especially as an automated loading area, where loading and unloading of the containers take place. The rows formed by containers 13 as well as the traffic lanes 26b remain in between the crane's 10b legs 18b, 19b. In the case of Figures 3 and 4 there are 6 traffic lanes 26b and their middle lines are indicated by reference mark 27b.

The loading of containers 13 into a vehicle 16 and/or its trailer 17 is done in such a way that the vehicle 16 and its trailer 17 are first reversed into a vacant traffic lane 26b and are parked there. The driver of vehicle 16 then prepares the vehicle 16 and/or its trailer 17 for loading by lifting up and in sight the container's lock-

ing pins 1, whereupon he/she leaves the automated loading area. For loading, there should preferably be 2-4 locking pins 1 in sight for each container 13, for the loading to succeed. In one container 13 there are always four pin holes, but all four pins need not hereby be in sight for the loading. When the operator has left
5 the loading area for a safe area, crane 10b automatically performs the loading of vehicle 16 and/or trailer. Similarly, in an unloading situation of the load the crane 10b moves the container/containers 13 away from the vehicle and/or trailer after the locking pins 1 have been opened and the operator has left the loading area for a safe area.

10

Figures 5 and 6 thus are schematic views of a vehicle 16 and a combined vehicle 16 and trailer 17 located on two parallel traffic lanes 26. In the view shown in Figures 5 and 6, said vehicle 16 and said combination formed by vehicle 16 and trailer 17 are empty and they have thus been driven on to the traffic lanes 26 to be
15 loaded. Containers 13 are loaded into the vehicle 16 and into the combination formed by vehicle 16 and trailer 17, and, correspondingly, in an unloading situation they are unloaded by a container crane 10 travelling above the traffic lanes 26, a gantry crane 10a or, correspondingly, by an automatically stacking crane 10b, which has a container spreader 23, 23a, 23b gripping the containers 13 from
20 above. The vehicle 16 and similarly its trailer 17 have locking pins 1, which lock into pin holes in the corners of the container 13. The container crane 10, gantry crane 10a or correspondingly the automatically stacking crane 10b are provided with a positioning system, which senses the crane's position in relation to the coordinate system of the container field and, on the other hand, the position of the
25 container spreader 23, 23a, 23b in relation to the crane.

The system according to the invention for determination of a container's position in a vehicle 16 to be loaded with containers and/or in its trailer 17 is equipped with laser scanners for determination of the position of locking pins 1 in the ve-
30 hicle 16 and/or in its trailer 17 and for determination of the container's position depending on these. In Figures 5 and 6 the laser scanner is indicated by reference

number 2 and in the presentation in the figures it is placed into a fixed structure located in the loading area, as in a column 3 as shown in Figures 5 and 6. When the laser scanner 2 is located in a fixed structure, its position in relation to the ground and to the coordinate system of the container field is known and it is always known exactly. In the loading area there may also be several laser scanners 2, especially in a case where there are several traffic lanes 26 in parallel. Each traffic lane may then have its own scanner or, correspondingly, in certain cases the arrangement may be such that one laser scanner attends to 1-4 traffic lanes 26. The laser scanners 2 are arranged to determine the positions in relation to the ground of the locking pins 1 in a vehicle 16 and in its trailer 17 parked in the traffic lane 26. In accordance with the invention, the system relays the position information determined by laser scanners 2 to the cranes 10, 10a, 10b, and based on the crane's 10, 10a, 10b and the container spreader's 23, 23a, 23b position information the crane's positioning system calculates the position of the locking pins 1 in relation to the crane 10, 10a, 10b. With the system according to the invention a considerably higher accuracy is achieved than with the solutions of prior art and, besides, the system according to the invention is essentially more reliable than, for example, camera-based systems.

20 The invention was described above by way of example by referring to the figures in the enclosed drawing. However, the invention is not intended only to concern the examples shown in the figures, but different embodiments of the invention may vary within the scope of the inventive idea defined in the appended claims.

CLAIMS

1. System for determination of a container's position in a vehicle and/or its trailer to be loaded with containers in a loading area for containers (13), such as a container freight terminal, where a container or containers (13) are loaded into a vehicle (16) and/or its trailer (17) and, correspondingly, they are unloaded from this/these by a crane (10, 10a, 10b), which handles containers and travels in the loading area above a traffic lane or traffic lanes (26, 26a, 26b), and which is equipped with a container spreader (23, 23a, 23b) gripping the containers (13) from above and with a positioning system for the crane (10, 10a, 10b) and the container spreader (23, 23a, 23b), whereby the vehicle (16) and similarly its trailer (17) have locking pins (1) locking into pin holes in the corners of the container (13), whereby the system has laser scanners (2) for determination of the position of the locking pins (1) in the vehicle (16) and/or in its trailer (17) and for determination of the container's position depending on these, **characterized** in that the laser scanner/laser scanners (2) are installed in the loading area into a fixed structure (3) and they are arranged to determine the positions in relation to the ground of the locking pins (1) in the vehicle (16) and/or in its trailer (17) parked in the loading area, and that the system is arranged to relay the position information determined by the laser scanner (2) to the crane (10, 10a, 10b), whereby based on the crane's (10, 10a, 10b) and the container spreader's (23, 23a, 23b) position information the crane's positioning system is adapted to calculate the position of the locking pins (1) in relation to the crane (10, 10a, 10b).
2. System according to claim 1, **characterized** in that the laser scanner/laser scanners (2) are installed beside the traffic lane/traffic lanes (26, 26a, 26b).
3. System according to claim 1 or 2, **characterized** in that for each traffic lane (26, 26a, 26b) there is its own laser scanner (2), so that said laser scanner is arranged to determine the positions of the locking pins (1) in the vehicle (16) and/or its trailer (17) parked in the traffic lane.

4. System according to claim 1 or 2, **characterized** in that one laser scanner (2) is arranged to determine the positions of locking pins (1) in 1 – 4 vehicles (16) and/or their trailers (17) parked in the traffic lane (26, 26a, 26b).

5

5. System according to some preceding claim, **characterized** in that for loading each vehicle (16) and/or its trailer (17) with a container/containers (13) at least two locking pins (1) are turned to be in sight in the vehicle (16) and/or its trailer (17) for each container (13) to be loaded.

10

1/4

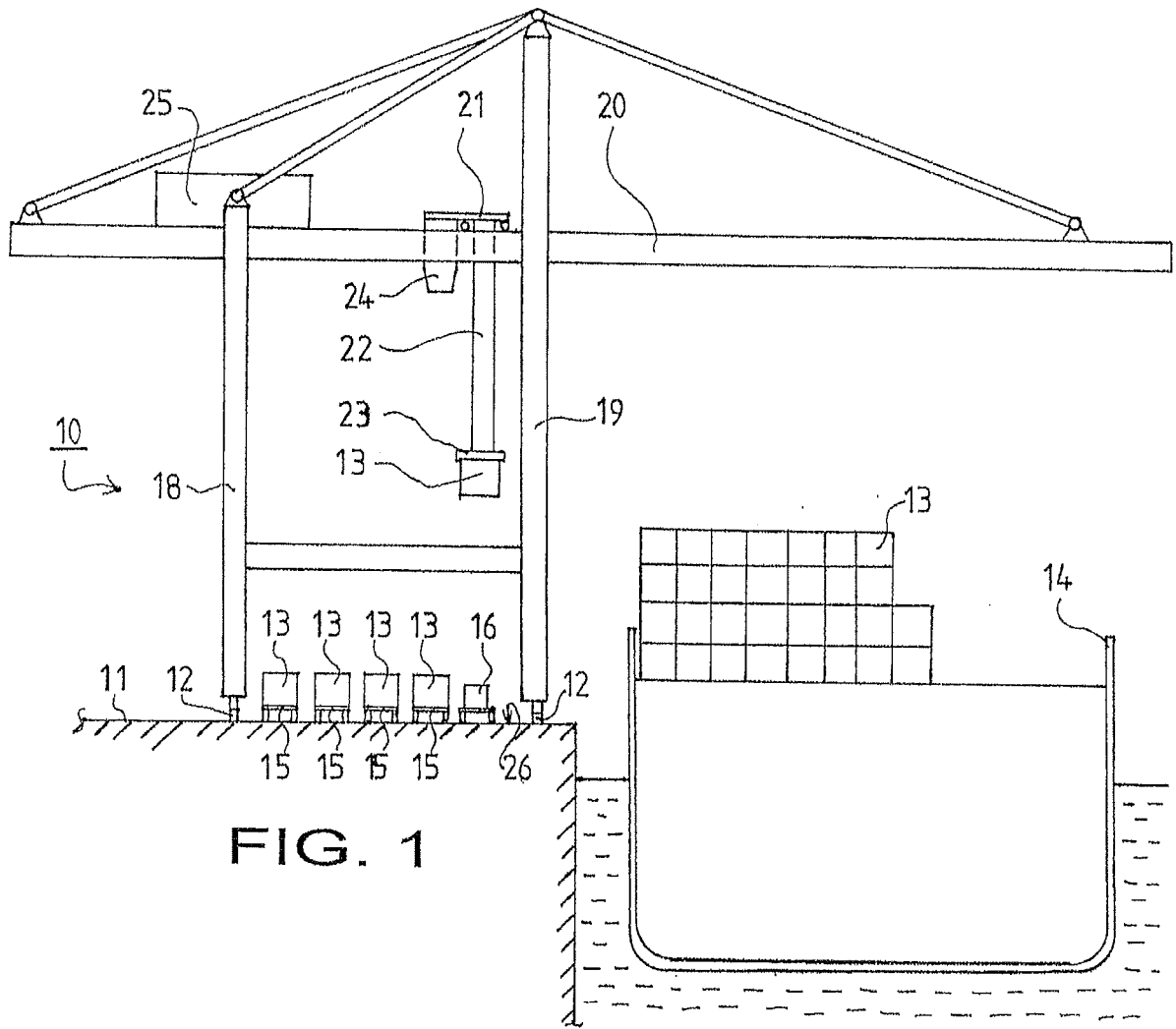


FIG. 1

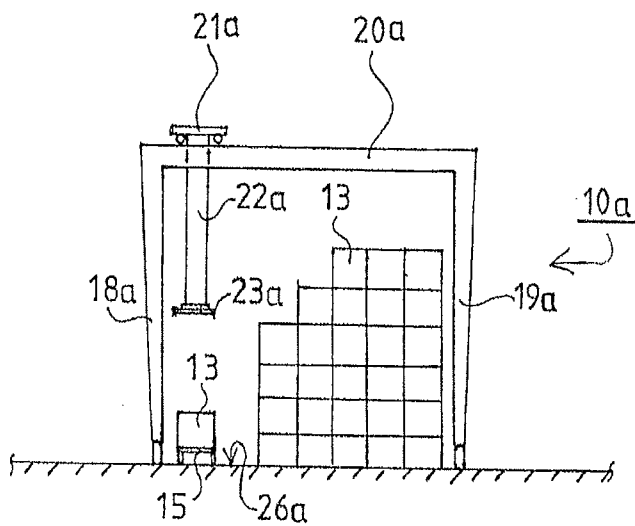


FIG. 2

2/4

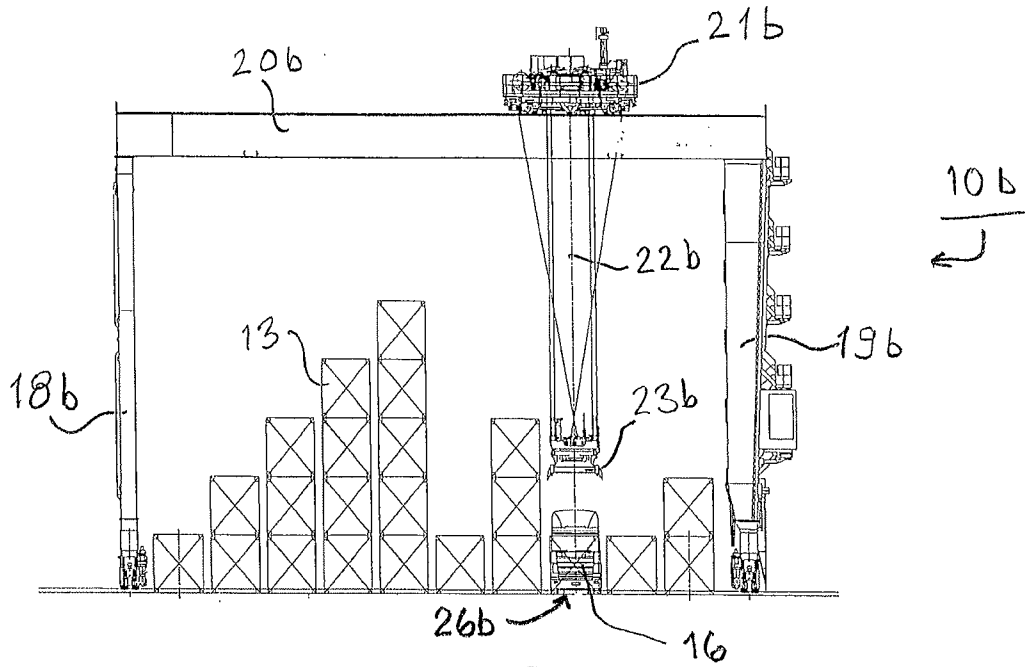


FIG. 3

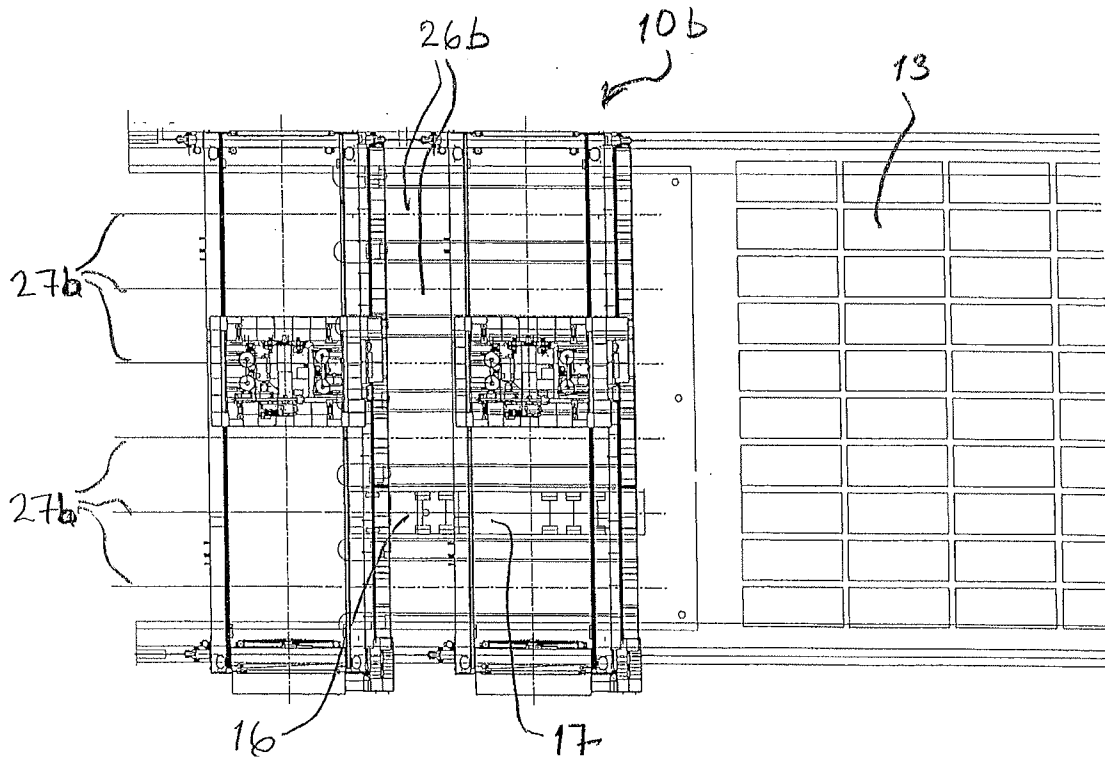


FIG. 4

3/4

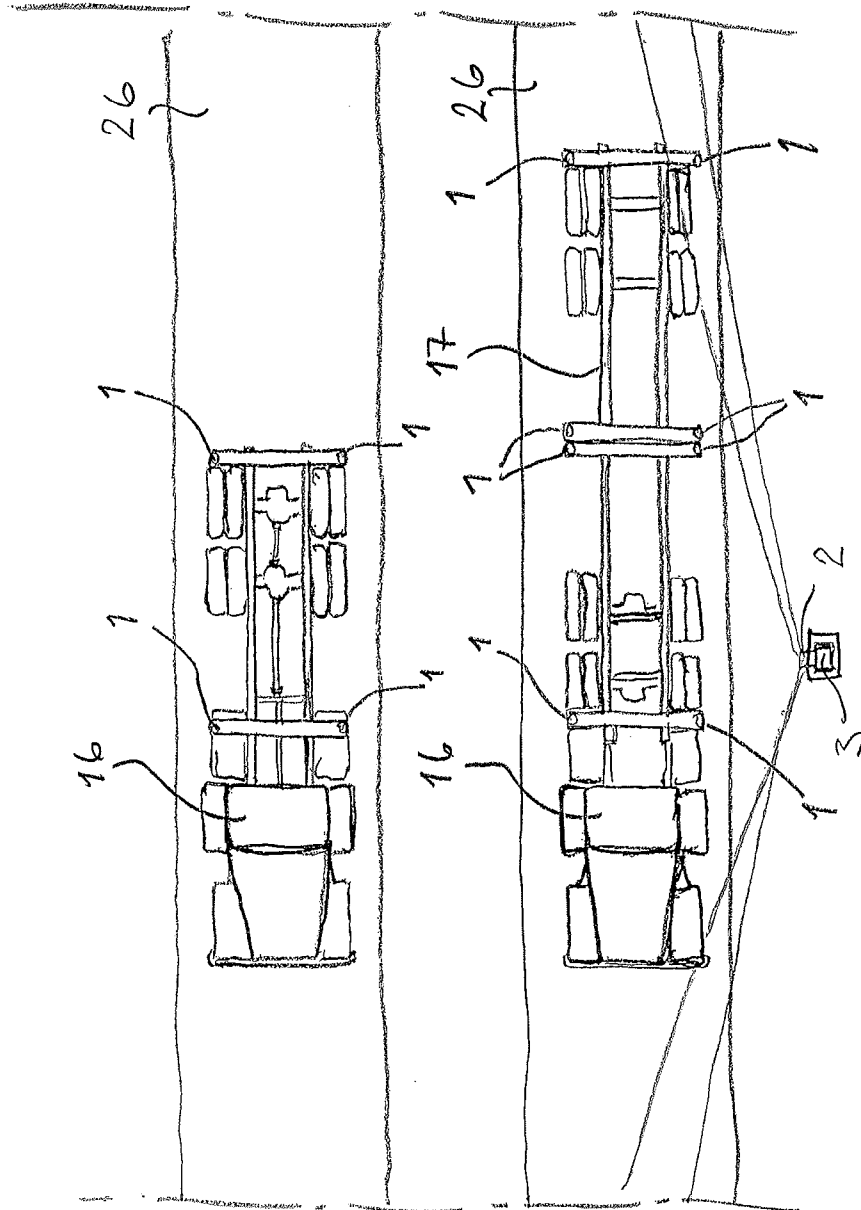


FIG. 5

4/4

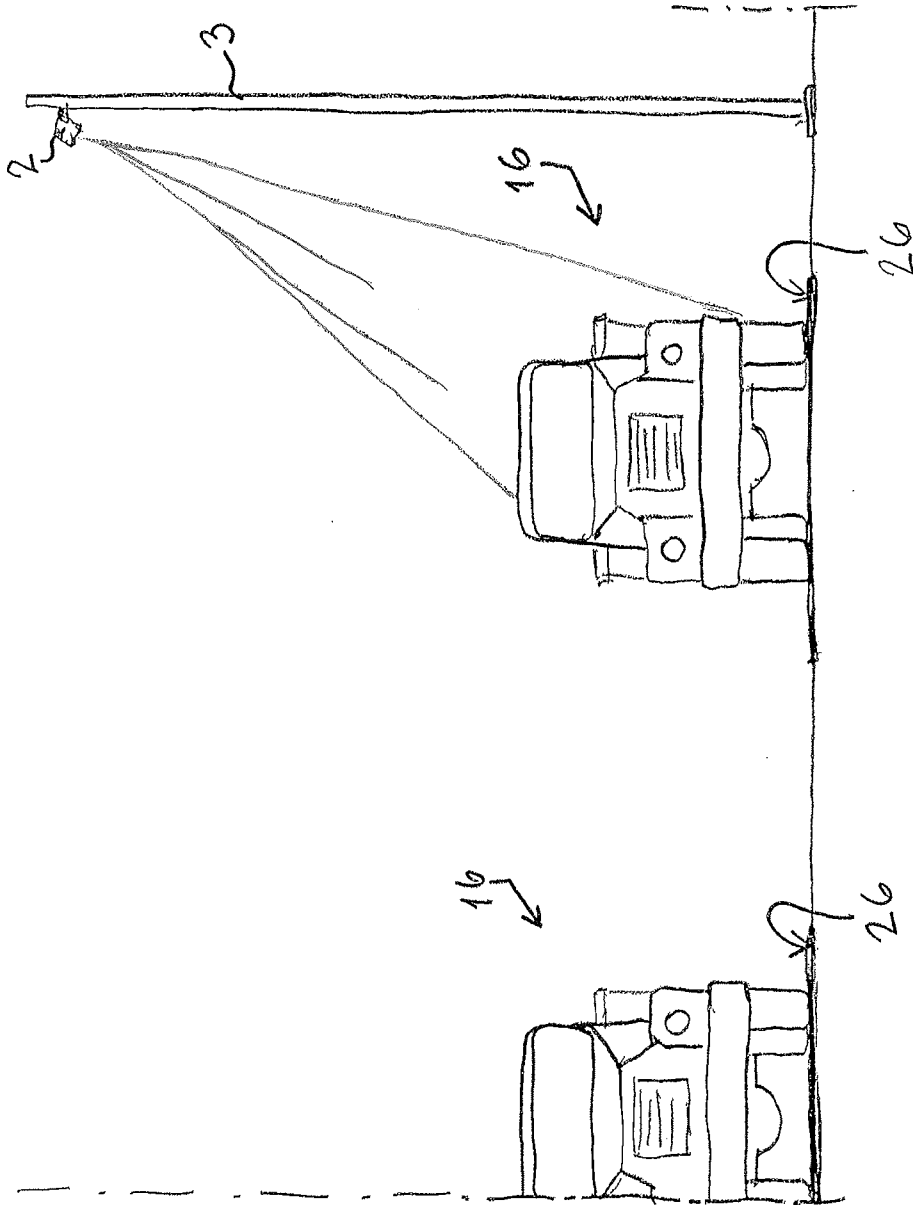


FIG. 6

INTERNATIONAL SEARCH REPORT

International application No.

PCT/FI2012/050331

A. CLASSIFICATION OF SUBJECT MATTER See extra sheet According to International Patent Classification (IPC) or to both national classification and IPC		
B. FIELDS SEARCHED Minimum documentation searched (classification system followed by classification symbols) IPC: B66C, G01S Documentation searched other than minimum documentation to the extent that such documents are included in the fields searched FI, SE, NO, DK Electronic data base consulted during the international search (name of data base and, where practicable, search terms used) EPO-Internal, WPI		
C. DOCUMENTS CONSIDERED TO BE RELEVANT		
Category*	Citation of document, with indication, where appropriate, of the relevant passages	Relevant to claim No.
A	CN 1884034 A (UNIV SHANGHAI JIAOTONG) 27 December 2006 (27.12.2006) figures 1 and 2 & (abstract [online] EPOQUENET WPI	1-5
A	US 2004125985 A1 (HEIDENBACK CLAES et al.) 01 July 2004 (01.07.2004) claims 1, 2, and 10 - 15	1-5
A	US 6571172 B1 (KLEMENT STEFAN) 27 May 2003 (27.05.2003) claim 1; Fig. 3	1-5
<input type="checkbox"/> Further documents are listed in the continuation of Box C. <input checked="" type="checkbox"/> See patent family annex.		
* Special categories of cited documents: "A" document defining the general state of the art which is not considered to be of particular relevance "E" earlier application or patent but published on or after the international filing date "L" document which may throw doubts on priority claim(s) or which is cited to establish the publication date of another citation or other special reason (as specified) "O" document referring to an oral disclosure, use, exhibition or other means "P" document published prior to the international filing date but later than the priority date claimed		"T" later document published after the international filing date or priority date and not in conflict with the application but cited to understand the principle or theory underlying the invention "X" document of particular relevance; the claimed invention cannot be considered novel or cannot be considered to involve an inventive step when the document is taken alone "Y" document of particular relevance; the claimed invention cannot be considered to involve an inventive step when the document is combined with one or more other such documents, such combination being obvious to a person skilled in the art "&" document member of the same patent family
Date of the actual completion of the international search 20 June 2012 (20.06.2012)		Date of mailing of the international search report 12 July 2012 (12.07.2012)
Name and mailing address of the ISA/FI National Board of Patents and Registration of Finland P.O. Box 1160, FI-00101 HELSINKI, Finland Facsimile No. +358 9 6939 5328		Authorized officer Jorma Lehtonen Telephone No. +358 9 6939 500

INTERNATIONAL SEARCH REPORT
Information on patent family members

International application No.
PCT/FI2012/050331

Patent document cited in search report	Publication date	Patent family members(s)	Publication date
CN 1884034 A	27/12/2006	None	
.....			
US 2004125985 A1	01/07/2004	HK 1055286 A1 EP 1337454 A1 AU 1288902 A AT 428669T T	28/08/2009 27/08/2003 06/05/2002 15/05/2009
.....			
US 6571172 B1	27/05/2003	PT 1169673E E JP 2002542533 A ES 2203442T T3 EP 1169673 A1 DK 1169673T T3 WO 0063755 A1 AT 244905T T DE 19916999 A1	28/11/2003 10/12/2002 16/04/2004 09/01/2002 13/10/2003 26/10/2000 15/07/2003 19/10/2000
.....			

INTERNATIONAL SEARCH REPORT

International application No.
PCT/FI2012/050331

CLASSIFICATION OF SUBJECT MATTER

Int.Cl.

G01S 17/42 (2006.01)

B66C 13/46 (2006.01)