



Loading Bay Equipment



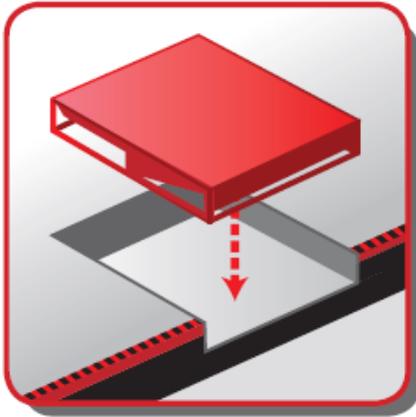
Product Brochure

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C-Mech Services Ltd



CUSTOM BUILT LEVELLERS TO CUSTOMER REQUIREMENTS

Levellers are custom built to customer requirements.

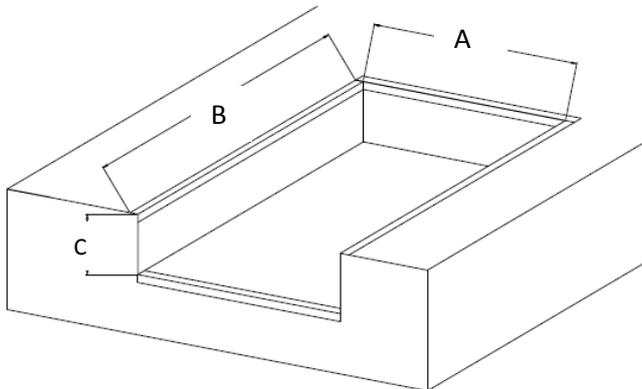
The starting point for the design of any leveller is to determine the type and size of the pit in which the leveller is to be installed.

For example, to determine the length of platform required, we would need to know:

- a) The height of the loading platform
- b) The height of the vehicle bed

This is to ensure that the angle of the platform in the raised or lowered position does not exceed the permissible 12.5 degrees specified under EN1398.

The Pit Dimensions determines the size/type leveller



Drawing showing Pit Dimensions required



Drawing showing allowable angles for loading

The Dock Leveller (Hinged Lip or Telescopic) will be manufactured specific to customer requirements in line with the European EN1398 standard.

In order to determine the size/type of the leveller required we would need to understand that type of pit construction in which the leveller is to be

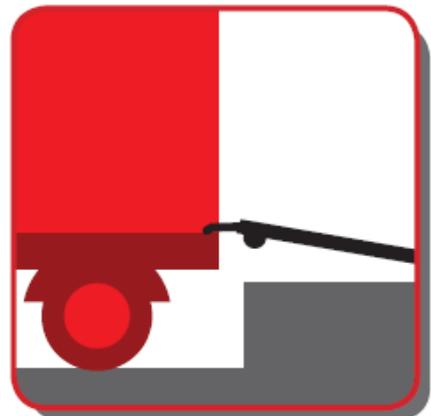
installed (pit-mounted, suspended, cast-in) and the length, width and depth of the pit.

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Dock Levellers - Hinged Lip



Bridging the gap

The "Hinged Lip" dock leveller is designed to safely bridge the gap between the vehicle bed height and the height of the floor in the building to allow goods to be transported over the leveller platform and into and out of the docked vehicle.

The most common leveller is the electro-hydraulically operated "Hinged Lip" design.

The leveller is designed so that the platform when activated will automatically raise to its highest position before the hinged lip is extended.

Once fully extended, the platform and lip will gently lower itself until it comes to rest on the vehicle deck where it will remain in a "float" mode, moving freely up and down with the suspension of the vehicle during loading and unloading.

Once loading/unloading is complete the leveller can be re-activated to allow it to return to its original position.

The standard leveller is designed with a 6000kg dynamic (single-axle) load, however heavier duty (10,000 – 15,000kg) capacities are available.

The platform is lifted into position by means of a single, centrally located hydraulic ram, with a secondary ram for operating the hinged lip.

The standard width of the leveller platform is 2.0M with lengths of between 2.5M – 4.5M, although both length and width can be manufactured specific to customer requirements.

The hinged lip is generally 430mm – 500mm long.

Dock Leveller Base Frame Options

Depending on the type of building and vehicles being used, a number of different base frames are available with levellers.

1. Pit Mounted Frame. Generally suitable for loading bays where vehicles with tail-lifts are not in use in a closed pit layout
2. Suspended Frame. Suitable for vehicles with tail-lifts., the frame is a self supporting structure suspended by means of kerb angles with concrete anchors for a pre-cast concrete "letterbox" type pit
3. Cast In Frame. Generally for new-build projects where the leveller is put into place and the concrete is poured around the leveller frame.

The leveller is available in any RAL colour or in a galvanised option





Dock Levellers - Telescopic Lip



Key Benefits

The "Telescopic Lip" dock leveller is designed to be extended as well as retracted with absolute accuracy between the height of the floor in the building and the vehicle bed height.

This means that the vehicles may be loaded/unloaded to or from the very end of the vehicle bed giving optimal load utilisation.

Telescopic levellers are electro-hydraulically operated and come with a standard lip length of 500mm with an option to increase this to 1000mm.

The leveller is designed so that once the vehicle has safely docked and the door is fully open the platform can be activated to raise the platform to the desired position. Once in position a second button can be pressed to extend the telescopic lip to the desired position of the vehicle bed.

Releasing the button will allow the platform and lip to gently lower itself until it comes to rest on the vehicle deck where it will remain in a "float" mode, moving freely up and down with the suspension of the vehicle during loading and unloading.

Once loading/unloading is complete the leveller can be re-activated to allow it to return to its original position.

The standard leveller is designed with a 6000kg dynamic (single-axle) load, however heavier duty (10,000 - 15,000kg) capacities are available.

Leveller Base Frame Options

Like the hinged lip, the telescopic lip is available with Pit Mounted, Suspended and Cast-in frames and is available in any RAL colour or in a galvanised option.

Leveller Safety Features

Both the hinged lip and telescopic lip levellers are equipped with a "burst valve" in the main ram which will automatically stop the platform from falling should the vehicle prematurely depart from the loading area.

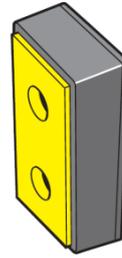
Hazard warning stripes and toe guards are fitted to both sides of the levellers together with a "maintenance prop" to keep the platform in its highest position during servicing.

The control box is also equipped with an emergency stop button as an added safety feature.

All of our levellers are approved under the European EN1398 Directive.

Every leveller is fully tested at the factory prior to despatch and installation.





Dock bumpers & buffers

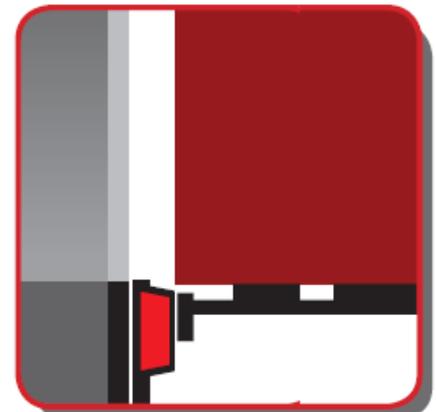


Polyethylene fronted Dock Bumpers

To improve the life of the standard reinforced rubber bumpers, a low frictional "yellow" polyethylene material can be applied to the front face.

Sliding Bumper System

The increased use of air suspension vehicles has resulted in many bumpers being damaged due to the continual rise and fall of the suspension during the loading or unloading of the vehicles.



Standard Dock Bumpers

Standard Dock Bumpers (also known as buffers) are manufactured from a composite reinforced rubber designed to cushion the building from the impact of the reversing vehicles and are available in various sizes.

The dock bumpers can also be supplied with backing plates to pack out the bumper to the required depth from the face of the building or with face plates to protect the rubber bumpers.

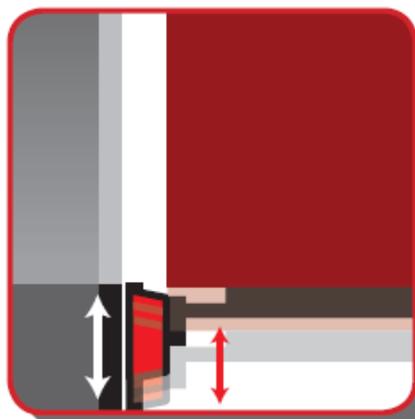
"L" shaped bumpers as well as all necessary fixings to secure the bumpers to the building are available.

Polyethylene fronted bumpers, sliding bumpers and vehicle detection bumpers can also be provided as enhancements.

To overcome this, a sliding bumper system can be installed, where the bumpers are mounted on a spring loaded metal plate allowing the bumper to travel up and down with the movement of the vehicle, reducing wear.

Standard "Thin" Dock Bumper

A Standard Bumper with a bonded steel and rubber construction, making it thinner (at 55mm) than other Standard Bumpers, ideal for operations requiring a more compact Bumper.



Vehicle Detection Bumpers

The vehicle detection buffer is a composite rubber bumper mounted on a steel plate hinged at the bottom housed in a steel casing which allows the buffer to fall against a stop.

When the vehicle backs onto the bumper it tilts back to activate a switch mounted behind the bumper.

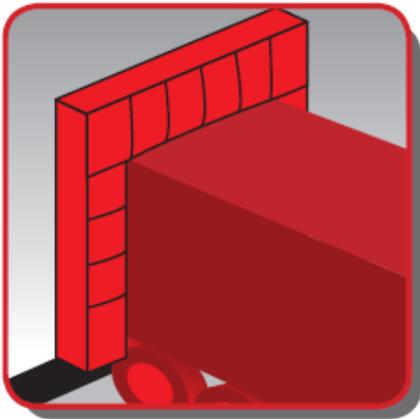
The switch can activate a number of loading dock equipment such as doors, traffic lights, leveller interlock, inflatable seals or various visual or audible alarms.

When the vehicle moves away from the VDB the controls will be deactivated.





Dock Shelters – Rigid & Retractable

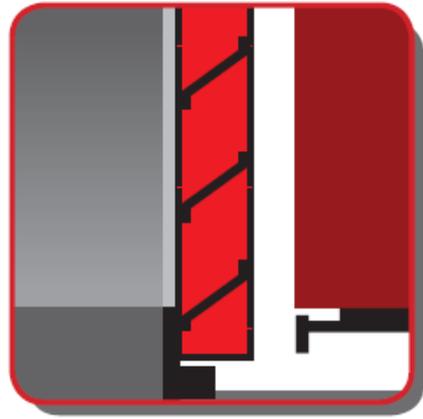


The standard size of the Dockright Dock Shelters are generally 3500mm wide by 3500mm high with side curtains of 700 mm wide and a head curtain of 1200mm depth, although they can be custom built to customer requirements.

On the rigid type shelters the side curtains are held taught by a special aerolastic wind guy system.

Both rigid and retractable versions are constructed around galvanised box sections covered in a PVC type material with high visibility strips on each of the side curtains to assist the vehicle to dock centrally against the shelters.

Most shelters are supported on an "A" frame structure at dock as in the diagram below of the rigid shelter.



Dock Shelters provide all round protection

Rigid and Retractable Dock Shelters are designed to protect the goods and the workforce from the external elements, reducing the amount of wind and rain that is able to enter the building helping to reduce any risk of slipping and falls due to wet floors.

Shelters are an ideal solution when the fleet of vehicles using the loading bay are of varying height and width.

The seal is created by the flexible side and head curtains moulding to the top and sides of the vehicle as it reverses up to the loading bay to meet the dock bumpers.

Both the retractable shelter shown above and the rigid shelters are generally supplied with a 600mm projection from the building.

In the event of a misaligned vehicle impacting the front of the retractable shelter, the structure that is built with cantilever arms connecting the front and back of the shelter will retract preventing any potential damage.

Once the vehicle moves free of the shelter it will return to its original position under its own weight

Both rigid and retractable shelters have raked roofs to allow any water to run off.

Both types of shelters are also available in ground version structure.





RIGID DOCK SHELTER – Model DR200

Specification

Both the Rigid Dock Shelter (DR200) and the Retractable Dock Shelter (DR300) are constructed from 60 mm x 30mm galvanised box section.

The side sections of the rigid DR200 is generally clad in a 900g/m² PVC-coated polyester fabric, although they are also available with an insulated side panel made from a plastisol coated steel sheet.

The standard side and head curtains are constructed with front face pockets made from hardwearing 1500/m² neoprene coated nylon.

The heavy duty DR200 is manufactured completely in a 3.5mm thick PVC material with high wear resistant characteristics.

The front edges of the shelters are finished with an aluminum angle as shown in the photographs on the right

Each side curtain has a high visibility guide strip to the front face, to help the docking vehicle to locate centrally to the shelter.

To accommodate vehicles of different heights, both the DR200 and DR300 Shelters are available with an adjustable head curtain.

The dimensions of both DR200 and DR300 Shelters are generally 3500mm x 3500 mm with a 600mm projection.

The shelters as shown on the right are available with an adjustable head curtain with an adjustable length of approximately 1500mm.

Both types of shelters are also available in ground version structure.



RETRACTABLE DOCK SHELTER – Model DR300

The roof frame is constructed from 60mm x 30mm electro-galvanised steel box section forming front and rear transverse cross beams. The front beams are 100mm lower than the rear to allow water run-off. Galvanised steel box section arms, 30mm x 30mm pivoted at each end connect the rear and front beams of the side frames to each other.

The front beam will rise as well as retract under impact. When the mis-aligned vehicle clears the shelter it will automatically return to its original position under its own weight.



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CUSTOM BUILT PRODUCTS TO CUSTOMER REQUIREMENTS

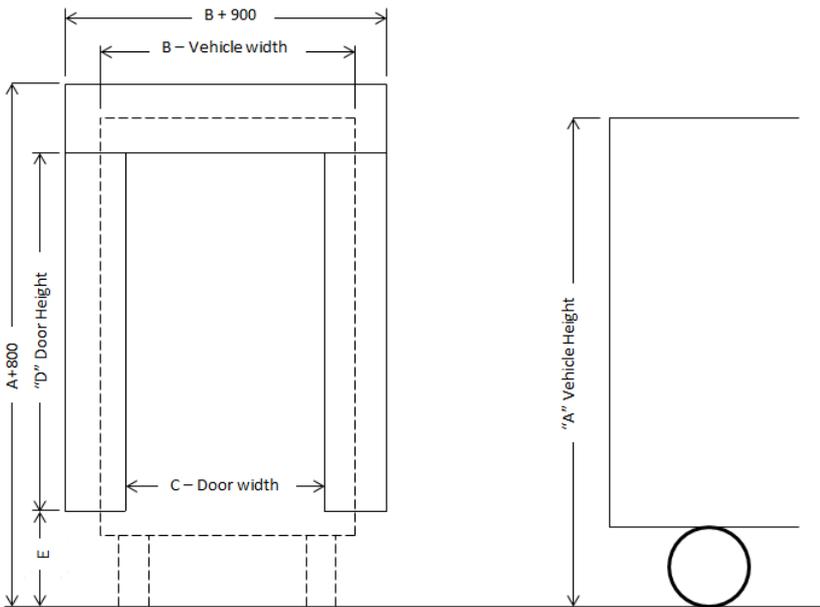
Shelters, seals and dock levellers can be built specific to customer requirement.

It is the vehicle however, not the door size that determines the size of the shelters required.

The ideal situation for either the Rigid (DR200) or Retractable (DR300) shelters is for the shelter height to be approximately 800mm above the height of the vehicle and the width to be approximately 900mm wider than the vehicle.

The side curtains are generally 600-700mm wide with a head curtain of approximately 1000-1200 drop with a projection of 600-900mm from the building, although again these can be custom built to customer requirement.

The Vehicle Determines the Size



Determining sizes required for the Foam Pad Dock Seals

As with the Shelters, the size of the vehicle using the Loading bay will determine the overall sizes of the Foam Pad Dock Seals (DR100/101).

However you will also have to take into account the door opening size to determine if a standard square section foam pad can be used, or if a wedge section is required in order to provide an adequate seal.

The foam pad dimensions should ideally be approximately 100-150mm larger all round than the width/height of the vehicle.

Determining the size of shelter

To ensure that the shelter you order is correct for your application, you must first ask yourself:

- What type of vehicle will generally be using the loading bay shelter
- What variation in sizes will you have if there are several types of vehicle using the same bay
- What size of door opening and dock height correctly exists

Once you have determined this, the size of the shelter required can be calculated.

As a general guide there should be no more than approximately 200mm of curtain material within the confines of the vehicle to produce an adequate seal when the vehicle back up to the shelter.

A standard range of shelters is produced in both the rigid and

retractable types, which is generally 3500mm wide x 3500mm high from the dock height with a 600mm projection.

To accommodate smaller vehicles on a shelter that has been designed for a larger vehicle or even a double deck, the top curtain can be equipped with a mobile curtain that is lowered to the required depth, details of which can be found in the following sections.





Foam Pad Dock Seals



Dock Seals a cost effective solution

Foam Pad dock seals are the most cost effective solution for sealing the rear of the vehicle to the loading bay, ensuring that the ambient temperature inside the building is maintained irrespective of the conditions outside of the building.

The seal is created by the vehicle backing onto the foam pads which compress until the vehicle meets the dock bumpers.

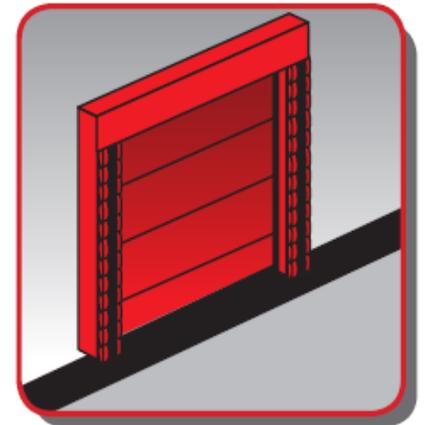
To ensure the loading bay is sufficiently sealed, the foam pads must be closely matched to the vehicle width and height with a maximum door opening of generally 2.4M.

As well as the standard square section dock seal, bevelled side seals can also be provided to accommodate vehicles of different widths, and a tapered section to accommodate for vehicle approaches that are either inclined or declined.

For vehicles of different heights, a foam pad dock seal with mobile head which can be manually or electrically operated is recommended.

Each side pad has a high visibility guide strip stitched to the front face to assist the vehicle in docking centrally to the doorway

The seal covers have air vents to allow air to exhaust on compression.



To prolong the life of the seals, the front face can be lined with an additional hard-wearing skin or wear pleats.

Dock Bumpers should be positioned so that they are approximately 150mm from the front face of the seals.

All dock seals are manufactured from a lightweight polyether foam covered in a 900g/m² PVC material with no transverse seams to alleviate the possibility of splitting. The additional hard wearing material to the front face is manufactured from 1500/m² neoprene.

Models with a mobile head have steel tracks between the side pads over the length of the adjustment with a counterbalanced roller for smooth adjustment.

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FOAM PAD DOCK SEAL – Model DR100

Specification

The standard Foam Pad Dock Seal is constructed from a lightweight polyether foam which has a good recovery rate covered in one piece of 900g/m² PVC-coated polyester fabric with no transverse seams top or bottom to elevate the possibility of splitting due to heavy usage. The covers have air vents to allow air to exhaust on compression.

The foam pads are bonded to either a 50mm treated timber backboard or a galvanized steel profile depending on customer requirements

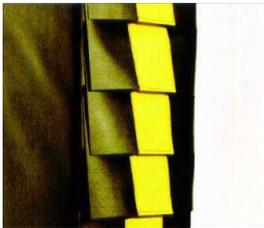
Stitched to the front face of the cover and extending 50mm down each side and ends is a single piece of hardwearing 1500/m² neoprene coated nylon which forms the main wear area to the seal.

The Head and side pad standard profile is 300mm square with a height to suit building/vehicle parameters. The side pads may be beveled for use on wide doorways and tapered for vehicle approaches that are not level.

Each side pad has a highly visibility guide stripe stitched full height to the front face, to help the docking vehicle to locate centrally to the doorway.



FOAM PAD DOCK SEAL – Model DR101



The DR101 Foam Pad Dock Seal is constructed to the same specification as the DR100 Seal with the exception that the front face has additional 1500gm/m² neoprene wear pleats stitched to the cover in a 100% overlap configuration to give maximum wear capabilities to compensate for vehicle movement during the loading/unloading operation.

FOAM PAD DOCK SEAL – Model DRM100/101

The DRM100 & DRM101 Mobile Head Dock Seals are essentially the same as the DR100 AND DR101 with the exception that it is equipped with a head curtain that runs in steel tracks between the side pads over the length of the adjustment.

The head curtain is attached to a spring loaded counterbalance roller for smooth height adjustment.

The mobile head is particular good for loading bays where there are wide range of vehicle heights using the bay.

The head curtains are available with adjustable lengths of generally up to 1.5M

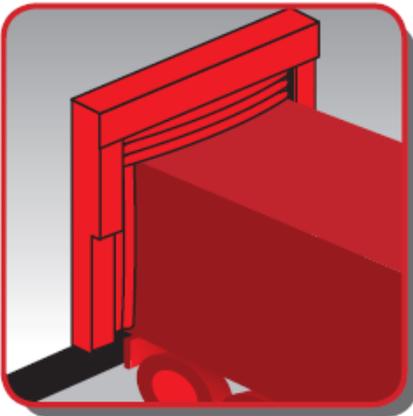


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Inflatable Dock Seals for optimum insulation



The standard DR400 is designed with fully insulated side and head panels and storage curtains to house the inflatable seals.

Where the internal ambient temperature is not such a key priority, the DR400B, which is a budget version of the DR400, may be used instead.

The DR400B retains the side and head inflatable seals which means it will still provide an air tight seal around the vehicle, but it is housed in a shelter that is covered in a PVC material again with storage curtains to house the inflatable seals.



Benefits of the system

Inflatable dock seals are designed to inflate around the vehicle to provide an airtight seal in seconds. It is an ideal solution where there is a wide variation of vehicle width and height but also where vehicles may have a tail lift and rear roller or slide over doors. It has also been designed to accommodate extra wide doorways where required.

Once the vehicle is docked safely, the dock shelter fan is switched on to inflate the side and head seals against the vehicle to provide the optimum level of insulation between the external environment and the inside of the building making it a perfect solution for a cold storage facility.

The side storage curtains have guide markers on the front face to assist correct vehicle positioning within the shelter.



An even more cost effective solution is the DR600 and DR601 Combination Dock seal which combines the foam pad dock seals (similar to DR100/101) together with an inflatable head.

The foam pad side seals still provide an excellent seal between the building and the docked vehicle with the added advantage of being able to provide an excellent seal to the top of the vehicle and being able to accommodate a wide range of vehicle heights.

The DR601 again utilises side seals together with an inflatable head bag, but incorporates wear pleats on the front face of the side seals.





Inflatable Dock Seal – Model DR400

Specification

The shelter is manufactured from 50mm thick insulated panel clad both sides with plastic coated galvanised sheet. The standard colour to both sides of the panel is white although other colours are available.

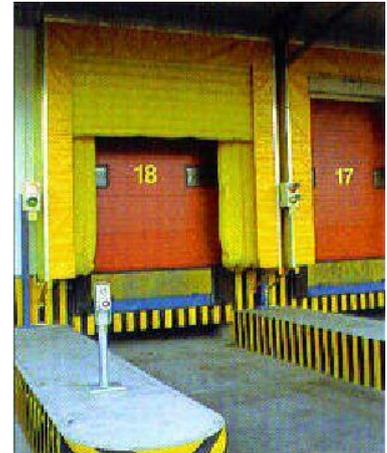
To the front side and top of the shelter are storage curtains made from heavy duty 2-ply PVC, 3.5 mm thick material used to store the side and head inflatable bags.

The Inflatable bags are manufactured from 1000 denier Cordura, a hardwearing woven nylon coated material with a high tear resistance, coated with polyurethane to make them water resistant.

The bags are inflated by a fan powered by a 0.18kW, 415v, 3ph motor that inflates the bags within 10-15 seconds. The fan is operated by a standard control panel with an on-off switch to inflate the bags continually during the loading process. Once the loading is complete the fan can be deactivated and a counterbalance system will return the air bags behind the storage curtains.

The side storage curtains have guide markers to assist correct vehicle positioning

The standard size of the DR400 is 3600mm wide x 3700 high with a 900mm projection supported on an "A" frame at dock height. Ground level versions are also available.



Budget Inflatable Dock Seal – Model DR400B

The Shelter for the DR400B Budget inflatable Dock Seal is manufactured from galvanised box section with the roof and side sections covered in a 600gm/m² flexible PVC/polyester material to the same dimensions as the DR400. The front side and head storage curtains are in 3.5mm PVC with air bags of identical construction to the standard DR400.

Combination Dock Seal – Model DR600 & DR601

The DR600 & DR601 Combination Dock Seals is designed with the same vertical Foam Pad side sections as the DR100 AND DR101 in combination with an inflatable head bag and storage curtain as in the DR400.

Combining the side foam pad sections with an inflatable head provides excellent all round sealing between the building and the vehicle at a very competitive price.

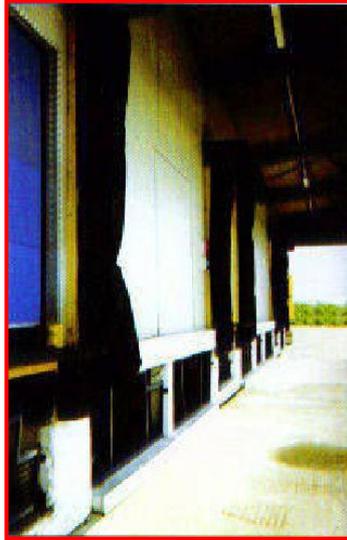
It also allows for a wide range of vehicles of differing heights to be used at the loading bay.

The DR601 comes complete with wear pads to the front face, both models being equipped with high visibility strips.

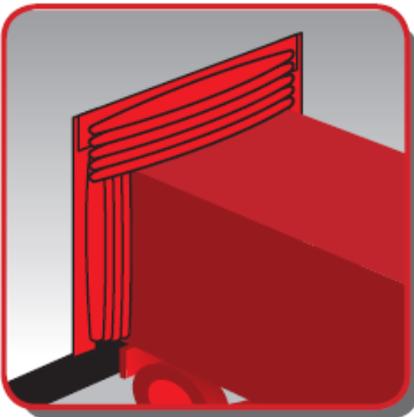


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Wrap around Inflatable Dock Seal (DR700) and Combination Dock Shelter (DR900)



Once the vehicle is docked safely, the dock shelter fan is switched on to inflate the side and head seals against the vehicle to provide the optimum level of insulation between the external environment and the inside of the building making it a perfect solution for a cold storage facility.



Due to the nature of the design the inflatable dock seal provides a negligible load factor on the building's surface which makes it extremely useful in situations where the construction of the building causes doubt as to the load bearing capacity of the exterior wall.

Benefits of the Wrap around Inflatable Dock Seal

The DR700 "Wrap around" inflatable dock seal is designed to create an all round seal when inflated around the vehicle, yet remain compact with no projections beyond the dock bumpers when deflated.

Inflatable dock seals are designed to inflate around the vehicle to provide an airtight seal in seconds. It is an ideal solution where there is a wide variation of vehicle width and height but also where vehicles may have a tail lift and rear roller or slide over doors. It has also been designed to accommodate extra wide doorways where required.



Benefits of the Combination Dock Shelter

The DR900 Combination Dock Shelter is designed with similar sides to the DR200 Dock Shelter but with a head seal that is inflatable.

The main benefit of combining the shelter with an inflatable head is not only is it more cost effective and still provides an excellent all round seal, but is versatile enough to accommodate a wide variation of heights of vehicles.

The shelters are available in dock level mounted versions or ground level shelters





Wrap Around Inflatable Dock Seal – Model DR700

Specification

The Inflatable side seals are mounted on the a galvanised steel "Top Hat" section that will wrap around the vehicle when inflated, the head seal being mounted on an insulated panel forming the roof section with a standard projection of 750mm.

When deflated the head seal will retract by means of a counterbalance system behind a top storage PVC curtain that is approximately 500mm depth.

The side seals retract back against the building with the counterbalance system running vertically behind one of the side seals.

The Inflatable bags are manufactured from 1000 denier Cordura, a hardwearing woven nylon coated material with a high tear resistance, coated with polyurethane to make them water resistant.

The bags are inflated by a fan powered by a 0.18kW, 415v, 3ph motor that inflates the bags within 10-15 seconds. The fan is operated by a standard control panel with an on-off switch to inflate the bags continually during the loading process. Once the loading is complete the fan can be deactivated and a counterbalance system will return the air bags behind the storage curtains.

The standard size of the DR700 is 3400mm wide x 3700 high with a 750mm projection.



Combination Dock Shelter – Model DR900

The DR900 Combination Dock Shelter is designed with the same vertical side sections as the DR200 rigid shelter but is combined with an inflatable head bag and storage curtain.

The main body of the shelter is constructed from 60 mm x 30mm galvanised box section with the side and head storage curtains manufactured completely in a 3.5mm thick PVC material with high wear resistant characteristics.

The front edges of the shelters are finished with an aluminum angle as shown in the photographs on the right

Each side curtain has a highly visibility guide strip to the front face, to help the docking vehicle to locate centrally to the shelter.

The Inflatable head bag is manufactured from 1000 denier Cordura, a hardwearing woven nylon coated material with a high tear resistance, coated with polyurethane to make them water resistant.

The bag is inflated by a fan powered by a 0.18kW, 415v, 3ph motor that inflates the bags within 10-15 seconds. The fan is operated by a standard control panel with an on-off switch to inflate the bags continually during the loading process. Once the loading is complete the fan can be deactivated and a counterbalance system will return the air bags behind the storage curtain.

The standard size of the DR900 is 3500mm wide x 3700 high with a 600mm side projection and 900 mm head curtain projection.





External Loading Houses (Pods) & Control Systems



Advantages of an external loading house (Pod)

The regeneration loading pod is an independent loading system which contains all the components required including the leveller, shelter and door. The loading pod provides a complete stand-alone dock loading system which can be placed outside the door opening of a warehouse or terminal. This enables the operator to gain inside space advantages when compared with a more conventional inside docking installation. They are also extremely useful where disruption within the warehouse during installation is a concern or if no pit exists within the warehouse.

The loading pod can be installed without any major building modifications or planning consents and due to the thermal separation created between the building and docking unit, the loading pod can be used in temperature controlled operations. The loading pod will comply with the vast majority of operator's requirements.

The loading pod can also be arranged at an angle to the building where space is limited to manoeuvre the vehicles for loading/unloading.

The structures have a choice of external cladding and can be insulated or non-insulated.



Control Systems for the loading bay

The external loading pod can also be equipped with a wide range of accessories to aid loading/unloading in a safe and controlled manner.

The outside of the pod can be equipped with bumpers/buffers wheel guides, bollards and traffic lights to aid vehicle docking.

Once docked, operation of internal lighting, mimic lights, inflation of the dock seals opening of the door and raising/lowering of the dock leveller can all be controlled by a composite control panel.



External Loading House (POD) construction

Specification

The External Loading House (POD) comprises of a structural steel framework ground mounted and tied back to the building structure.

The framework is designed with appropriate bracing to carry the loads transmitted by the vehicle when docking against the front bumpers/buffers. The steelwork is externally clad at the sides and roof with R32/100 profiled sheet, standard colour white, although other colours are available on request.

The cladding/insulated panels is finished off with colour matched flashing. The roof is pitched to allow waterrun off.

The External Loading House (POD) is manufactured to suit the customers requirement and generally incorporates either foam pad seals, shelters or inflatable seals to the front face of the structure and a dock leveller with an internal walkway, hand rails and lighting.

The PODs can also be equipped with traffic lights/mimic lights and a composite control panel to interlock all the control functions of the loading process.

PODs are also available either as a "ground level" stand alone shelter to protect goods from the environment or to house a scissors lift.



Composite Control Panel and Lighting



Composite Control Panel:

Composite control panels are designed around the health and safety considerations associated with the loading bay area, for example, not allowing the door to open until a vehicle is parked at the loading bay to reduce the risk of individuals falling or driving a fork lift truck off the loading bay area.

The interlocking of any number of features allows for a quicker and simpler operation of the loading bay equipment, resulting in a time saving which helps to improve productivity.

Reducing the amount of electrical control devices required also results in space saving in the loading bay area.

The Dock Loading Light

The dock loading light has been designed so that it is safe and easy to use. Utilising a low voltage supply for complete safety the light can be positioned at any angle necessary. The intense 70w halogen bulb is used to achieve the best light conditions in the rear of the vehicle, employees will have a brighter and safer working environment.

The loading light comprises of a tough resilient non-conductive body with integrally moulded handle for easy multi-directional positioning, a 24V 70W halogen bulb with toughened glass giving a bright focused beam pattern.

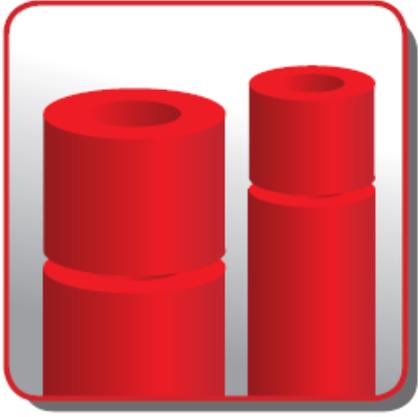
The loading light is supplied complete with a transformer and folds neatly away when not in use.

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Wheel Guides and Bollards



Getting large trailers lined up and docked safely on to loading bays is important especially when the warehouse is a chilled store and the optimum seal to the vehicle is required to maintain temperature.

The wheel guides are 2 metres long and the standard width deployed between the wheel guides is 2.6 metres but clearly sites differ and the positioning of the wheel guides should allow for any issues on a particular site.

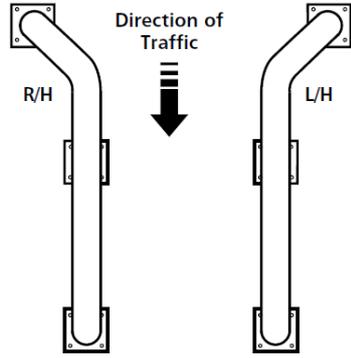
As standard they are supplied in a highly durable and visible powder coated yellow for a good long lasting appearance and can be mounted using bolts or cast in to the ground.

Wheel Guides are available either in a bolt down version, cast in or as a galvanised version and can be splayed and handed as shown in the diagram below.

Concrete Wheel Guides

These heavy duty Wheel Guides are designed with a curved end to avoid damage to tyres, while protecting buildings from reversing vehicles.

Installation is simple, consisting of a rebar anchored into the ground. The Bumper is 3 metres long, 0.25 metres wide, and allows for a raised pavement to be constructed between two Guides if desired.



Bollards

Bollards provide a simple, secure and cost effective method of protecting property and people. They can be mounted both indoors or outdoors using bolts, or can be cast in to the ground.

As standard they are manufactured from robust tubular steel and finished in a highly durable and visible powder coated yellow for a good long lasting appearance.

The standard bollard is manufactured from 168mm diameter steel 1200mm high, although they can be custom made to requirement.

Bollards are also available in a galvanised option.

Standard Wheel Guides

Wheel guides situated in front of the loading bay increase safety and efficiency during loading/unloading and improve the lifespan of dock shelters/seals considerably.

Vehicles are forced to align correctly to reverse thus ensuring that the dock leveller lip is accurately positioned on the vehicle bed, and also having the benefit of offering the optimum sealing of the dock shelter.

Steel Wheel Guides

Large tubular steel wheel guides are designed to direct reversing traffic safely and quickly on to loading bays. Finished in a bright yellow the wheel guides are a strong visual aid to drivers as they reverse. The sturdy all steel construction allows for the wheels of even a fully loaded triple-axled maximum weight trailer to ride up the wheel guide giving the driver a strong signal to stop, drive forward and reposition the truck correctly.





Vehicle Restraint Systems

Calematic Vehicle Restraint System

C-Mech is the UK Distributor for the Calematic Automatic Wheel Chock System, which has been in use throughout Europe since 1989.

Its purpose is to automatically restrain vehicles backed on to a Loading bay whilst a Dock Leveller is being used when loading or unloading. This prevents trailer units being taken off the dock before it is safe to do so (drive away).

There are many different methods of Vehicle Restraint of varying complexity and cost, but Calematic has various unique features, and many examples of maintenance and damage free usage over a number of years.

Main Features;

The system sits completely flush with the yard floor when stowed away, so it is very difficult to damage and ideal when there is restricted room for vehicles turning to reverse on to a Loading Bay.

Operatives can be kept away from the potentially hazardous yard area as the system is fully automated and is triggered by opening & closing the Loading Bay Door.

It is designed to be maintenance free and is unaffected by typical Loading Bay debris. The system is also unaffected by snow or ice, and will even operate when submerged.

There are only five mechanical parts per chock, and no complicated sensors or control system. There are no motors, bearings, chains, gears, hydraulics or grease.

The system is operated by low pressure compressed air, so eliminates potential Health & Safety or environmental hazards associated with electrical or hydraulic operation.

There are zero trip hazards, as there are no surface mounted parts between adjacent vehicles when the system is in use, and it is completely flush with the yard floor when not in use.

Trailer Creep

The Calematic Automatic Wheel Chock System negates potential problems that may arise due to trailer creep.

Trailer creep occurs when the lateral and vertical forces exerted each time a fork lift truck enters and exits a trailer cause the trailer to slowly move away from the dock, resulting in separation from the dock leveler.

Factors that affect trailer creep include the weight and speed of the lift trucks and their load, the surface of the yard that the trailer is parked on, the softness of the suspension, the type of dock levelers, and whether the trailer has been dropped off or is still connected to the tractor unit.

Wheel Chocks

Wheel Chocks are a simple, cost effective solution to the problem of vehicle movement while loading and unloading.

C-Mech can supply a selection of Natural/SBR Rubber and Tyrecord Hi-Fibre Wheel Chocks.



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Contact us

If you have any queries and/or questions regarding C-Mech Services and the products we offer, please contact us using the details below:

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