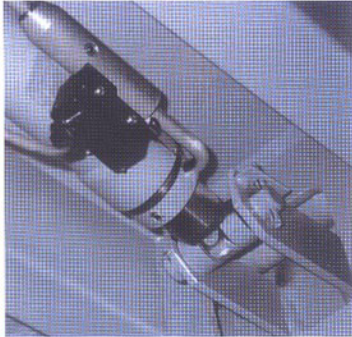


Additional Features

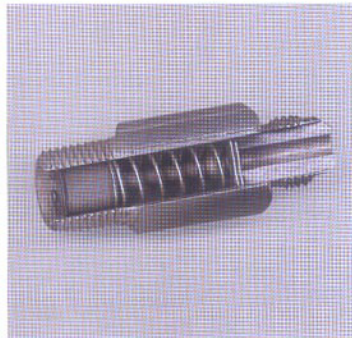
Automatic Return to Dock



The automatic return to dock feature allows the dock leveler to return to the stored position when the truck departs.

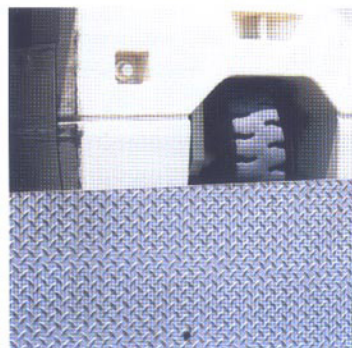
Using a limit switch which is activated by the lip assembly, rather than by the deck, this exclusive design helps to eliminate any false sensing due to truck deflection and prevents the dock leveler from recycling itself while in use.

"Fail-Safe" System



To help protect against accidental descent of the deck caused by premature truck departure, a non-adjustable, hydraulic velocity fuse is used to lock the main lifting cylinder into position. If such a potentially dangerous condition like this occurs, the deck can fall no more than 2-1/2" from its original position.

Optional Roll-off Lip



To help improve safety conditions around the loading dock area, Series DHSC hydraulic dock levelers can be constructed with an optional Roll-off Lip.

This "oversized" 8" lip is offset on the hinge tubes so as to extend above the deck surface and acts as a barrier to impede the forward movement of any forklifts or equipment traveling the length of the leveler while in the stored position.

When the leveler is in use, the safety lip is flush with the deck surface just like a conventional dock leveler.

Application Guidelines

In order for a dock leveler to work effectively, it must be carefully matched to meet the dock and truck characteristics. Improper selection can result in problems such as "hang-up" or insufficient lip contact. Consequently, it is important to consider all of the factors which can influence selection of the proper dock leveler.

INCLINE

Incline is the difference between the dock floor and truck bed height expressed as a percentage. A survey of all trucks servicing the dock will help to determine the highest and lowest heights that you can expect to encounter. Listed below is a chart of the maximum recommended incline for each type of equipment being used:

Maximum Recommended Incline	
Hand operated trucks	3%
Electric pallet-skid trucks	7%
Lowlift pallet-skid trucks	10%
Electric forklift trucks	10%
Gasoline/LPG forklift trucks	15%

VEHICLE CLEARANCE

Ground clearance of the equipment being used should also be checked. The chart below lists the permissible grade per inch of under clearance.

Maximum Permissible Grades							
Wheel Base	72"	3.3%	8.8%	14%	20%	26%	31%
	66"	3.7%	9%	16%	21%	28%	34%
	60"	4%	10%	16%	24%	30%	37%
	54"	4.4%	12%	19%	27%	34%	41%
	48"	5%	13%	22%	30%	38%	-
	42"	5.7%	15%	25%	34%	44%	-
	36"	6.6%	18%	29%	40%	-	-
30"	8%	21%	34%	43%	-	-	
		1"	2"	3"	4"	5"	6"
Centerline Under Clearance							

LIP LENGTH

Correct lip length is absolutely necessary for a dock leveler to function properly. To achieve the correct lip contact, it should extend 12" beyond the end of the dock bumper. In the case of an inclined or declined approach, an additional 1" of lip extension is recommended for each 1" of additional dock bumper projection.

DOCK LEVELER LENGTH

The chart below shows typical minimum dock leveler lengths for use with different types of materials handling equipment. These minimums can vary according to exact equipment specifications.

Minimum Dock Leveler Length			
Maximum Truck-Dock Differential	Pallet Jack Operation	Electric Fork Truck Operation	Gas/LP Fork Truck Operation
1 - 2"	5'	2'4"	2'4"
3 - 4"	6'	5'	5'
5 - 6"	8'	6'	5'
7 - 8"	8'	8'	6'
9 - 10"	10'	8'	8'
11 - 12"	n/a	10'	8'
13 - 14"	n/a	10'	10'
15 - 16"	n/a	n/a	10'

DOCK LEVELER WIDTH

There are three standard widths for pit-mounted dock levelers: 6'0" w, 6'6" w, and, 7'0" w, with the most popular being 6'0" w.

In some applications, it may be desirable to taper the lip in order to achieve greater flexibility when servicing trucks.