



# Dock Solution





## The most accurate solution.

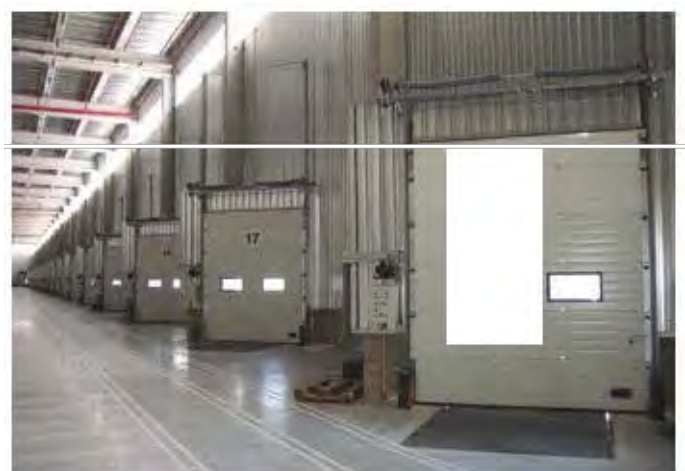
Simple, quick and functional. Without doubt, the **PLTH1** is the perfect solution for any loading bay. Its hydraulic tilting mechanism and folding lip enables the dock leveller to cover the gap and height between the loading bay and the truck, allowing it to rest firmly on the loading bay.

The **PLTH1** leveller has three parts:

- A platform with an upper sheet of tear plate with thickness of 6,8 mm and a set of laminated profiles and protective side panels.
- A lip made of tear plate sheet with a thickness of 13115 mm. The lip is folded and milled at the end, to fit onto the truck and to ease the passage of the forklifts.
- And the inferior structure formed by laminated profiles upon which the platform and hydraulic assembly are installed.

Safety is an essential requirement for any professional. For this reason, all levellers have diverse safety systems:

- An emergency stop activated by a section switch or zero voltage.
- An anti-fall safety valve inside the hydraulic cylinder.
- Fixed and mobile side panels that serve as a foot guard.
- A platform with an upper surface anti-fall tear plate.
- Safety signals in form of stickers on moving parts.
- Safety bar to prevent the leveller from closing during maintenance work



# Dock Levellers

PLTH1



Hydraulic system.



Self-cleaning reinforced hinges.



Foot guard panels and safety stickers.



control panel.

A construction system with self-cleaning flat hinges made with ST-52 laser-cut steel for perfect alignment and resistance. In addition, it is designed to prevent the moving parts of the leveller from maladjustment due to grime.

The hydraulic equipment comprises: a 1.0 CV electric motor, hydraulic pump with a flow rate of 5 l/m and a 7 l re tank with an oil level viewer, safety electro valve, elevation cylinder with a 050 mm rod, lip cylinder with a 030 mm rod and hydraulic hoses.

All the shafts are protected from corrosion by a passivated, zinc electrolytic coating.

Centring system between lip and bay with nylon dividers to ensure that the lip is always in the correct working position.

The whole control panel has been designed by Infracca. For this reason, it has different programmes for different manoeuvres.

One characteristic feature of the **PLTH1** is that when lying on the truck base, adapts to the raising and lowering of the truck caused by loading and unloading, thanks to its lateral inclination.

The anti-fall safety valve in the hydraulic cylinder is designed so that it can be blocked, if the truck unexpectedly moves off, preventing the bay and any other element on its surface (operators, forklifts, etc.) from falling.

All the components and the moving parts, lip and inferior structure are painted separately with an anti-corrosive primer followed by a coat of high-quality paint, thus ensuring a double 1+1 layer which guarantees 200% protective coating.



# Dock Levellers

PLTH2 and PLTH3



## Adaptable to any loading situation.

PLTH2 and PLTH3 telescopic lip levellers are the best option due to their functionality and efficiency. The PLTH2 has a retractable lip of 500 mm and the PLTH3 has a retractable lip of 1000 mm. They are the perfect solution for reaching places that the PLTH1 cannot access, and are particularly indicated for facilities in which interior and exterior heat insulation are relevant.

The PLTH2 and PLTH3 comprise:

- A platform formed by an upper sheet of tear plate with a thickness of 8/10 mm and laminated profiles.
- A compact, robust lip made of tear plate with thickness of 13/15 mm. The lip is folded and milled at its outer end to fit perfectly onto the truck and to ease the passage of forklifts.
- An inferior structure formed by laminated profiles upon which the platform and hydraulic assembly are installed.

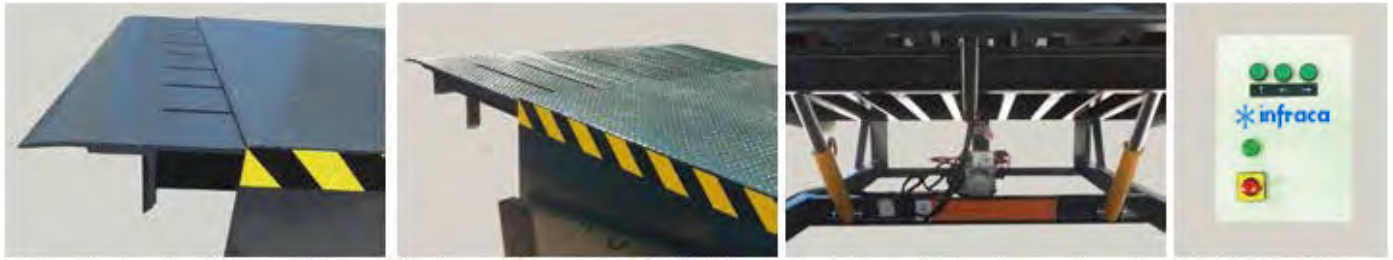
Safety is an essential requirement for any professional. For this reason, all levellers have different safety systems:

- An emergency stop activated by a section switch or zero voltage.
- An anti-fall safety valve inside the hydraulic cylinder.
- Fixed and mobile side panels that serve as a foot guard.
- A platform with an upper sheet of anti-fall tear plate.
- Safety signals fixed to moving parts.
- Safety bar to prevent it from closing during maintenance work.



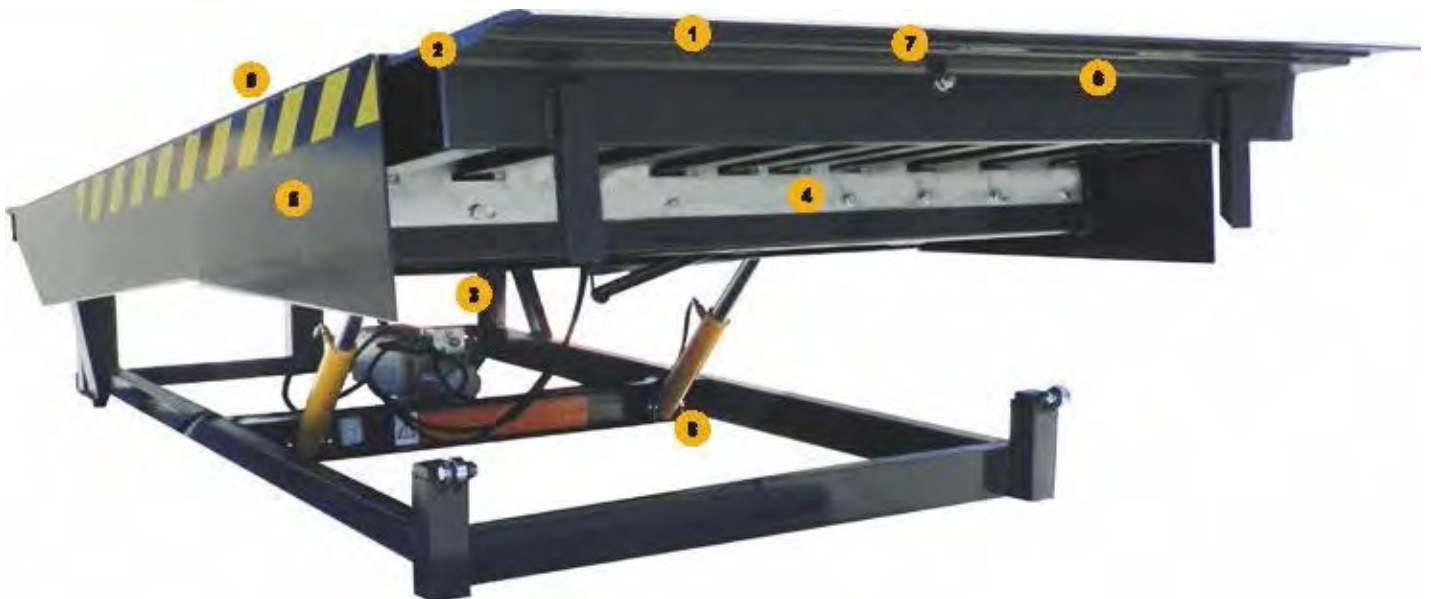
# Dock Levellers

## PLTH2 and PLTH3



PLTH2 leveller with retractable lip of 500 mm. PLTH3 leveller with retractable lip of 1.000mm. The PLTH2 and PLTH3 levellers. Control panel.

- 1 They have a hydraulic system that is specially designed to be coupled perfectly onto the truck's platform. Simple and effective. The retractable lip can be extracted under controlled conditions using the electric control panel and fitted onto the truck's platform in optimum conditions.
- 2 Thanks to the length of the adjustable retractable lip it is the perfect solution for ensuring optimal insulation of the facility, as it can be sealed by installing an industrial door in front of the leveller.
- 3 The hydraulic equipment comprises: a 1.5 CV electric motor, hydraulic pump with a flow rate of 5 l/min and a 7-litre tank with an oil level viewer, safety electro valve, elevation cylinder with a 50 mm rod, lip cylinder with a 12/25 mm rod and hydraulic hoses.
- 4 The grooved comb system at the front of the machine transmits the stresses on the lip to the structure at multiple supporting points, thus reducing structural pressure and increasing the useful life of the machine.
- 5 All the components and the moving parts, lip and inferior structure are painted separately with an anti-corrosive primer followed by a coat of high-quality paint, thus ensuring a double 1+1 layer which guarantees 200% protective coating.
- 6 The lip position can be adjusted and optimized as it has a set of polyamide regulation skids. Those skids are responsible for guiding and sliding the lip.
- 7 The lip has a set of profiles and a grooved tear plate with a thickness of 13/15 mm, forming a robust, compact assembly. The tear plate 100 mm from the end is folded 5° for perfect adjustment of the truck and milled at its outer end, to ease the passage of forklifts.
- 8 All the shafts are protected from corrosion by a passivated, zinc electrolytic coating.
- 9 The design developed, allows the PLTH2 and PLTH3 levellers be galvanized.



# Dock Levellers

RH14



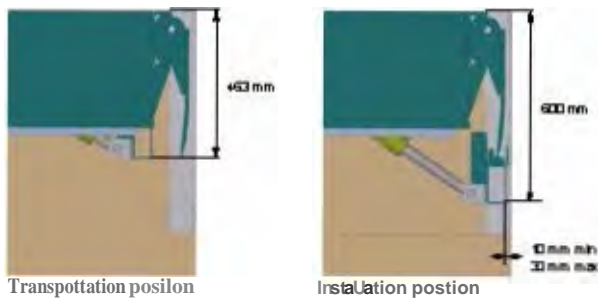
## Designed for transportation.

The major or minor improvements we make, which are often proposed by our customers, allow us to constantly develop our product range. This is the case of the PLTH14 leveller. The PLTH14 is an evolution of the PLTH1 with a special transportation height of 463 mm. This is precisely the right measurement for aligning 5 rows of dock levellers in a conventional truck. It is certainly an excellent solution for reducing transport costs.

When installed in a pit, the front beam must be pulled out to the correct position, so that the lip rests on it and the leveller is perfectly horizontal.

In addition to its safety systems, the PLTH14 has the same features as the PLTH1 dock leveller, with respect to the platform, lip and inferior structure. One of the major differences is that practically the complete inferior structure is eliminated in the PLTH14 and in most models the two 12135 mm elevation cylinders are resting on the front.

There are two ways of securing the elevation cylinders: using the standard method or with a rear support. All the above depends on the conditions of each client and the involved work.



Transportation position

Installation position



1. The handling parts are designed for moving the leveller in any direction.

2. The hydraulic flower pack is incorporated beneath the structure, as the support structure is literally non-existent.

3. Support angles to keep the machine suspended while it is mounted.



# Yard Ramp

**RH65**



## The most versatile solution.

The RH65 yard ramp is the most versatile leveller in the market. It is recommended for loading and unloading operations in industrial warehouses and premises with no dock facilities to allow the forklifts to reach the truck from ground level.

Depending on the needs of each customer, they can be made in different lengths and with different loading capacities. Once the leveller has been coupled at the truck height, it is anchored by a chain system that blocks and prevents the leveller and truck from separating, thus allowing the operations to be carried out smoothly.

Its hydraulic elevation system can be driven in three different ways: by a manual pump, a pump activated by a low-voltage electric motor and powered by batteries or by a pump driven by an electric motor connected directly to the main by an extension cord.

The floor has an anti-slip coating with tear plate at the front and end parts which permits all kinds of movements including the turning of the fork truck wheels, without suffering any damage. The rest of the intermediate section, where the forklifts wheels cannot turn, is formed by a tramex-type metal trellis supported by a metal profile structure.

1. The sides of the yard ramp are supplied with sturdy rails that are a fundamental part of the structure. In addition to serve as safety railings.

2. The wheels incorporated into the elevation system make it possible to move the leveller to the desired site.

3. The RH65 has several anchoring chains to attach the yard ramp to the truck bed.



# Free Standing Frames and Dock Houses



## The best solutions outside the warehouse.

Free standing frames and tunnels are designed specifically for each customer, to speed up the installation of a loading bay, improve the internal insulation of the warehouse and increase the storage capacity of the building.

The free standing frame is the metal structure that substitutes the pit. It supports the loading bay. It is supplied in different versions:



Without walkway  
With two walkways



With one walkway



The tunnel system couples the building to the vehicle. The tunnels can be isothermal or normal.

The standard tunnel is formed by a special anti-drip ribbed panel with a slope that prevents the accumulation of water, allowing the rainwater to be drained into the drip tray at the front.

A shelter can also be added, to improve energy savings and thermal insulation between the building and the bay. There are different types of shelter:

- Retractable
- Fix
- Foam seal
- Inflatable

- 1 The structures have legs that are adjustable every 25 mm in order to adapt to different heights.
- 2 Isothermal structures and tunnels improve working conditions and the operations of handling goods by providing considerable thermal insulation and hygiene.



Sandwich panel



Preabricated concrete



Metal enclosure



1

2



# Free Standing Frames and Dock Houses

## All in One



### An exclusive solution.

Has designed a standard solution for structures ramps and tunnels: the All in One. A customized solution for each client, for extending loading points without having to execute any additional building work. All you have to do is decide where you want to put it.

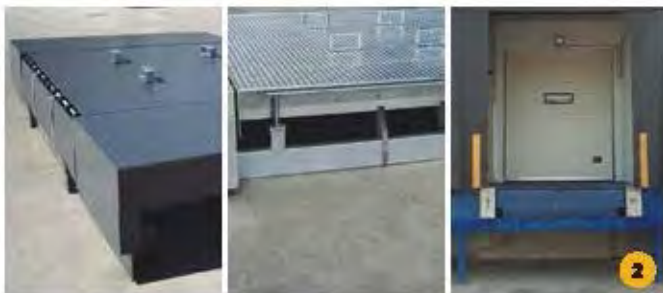
All in One is composed by a free standing frame integrating the leveller. This solution is designed to make the transportation and installation process easier.

The main benefits of the All in One are:

- The free standing frame and ramp are fully integrated into one system.
- Transportation is optimized thanks to a standard size for conventional trucks.
- It can be installed quickly and smoothly due to its design, which integrates both the free standing frame and the ramp.

The operating system, characteristics and operability are fully compatible with the respective collapsible and retractable lip leveller models. For this reason the All in One is available with the PLTH1 and PLTH2 levelers.

1. The All in One can be galvanized, to increase its durability. Option available for any machine.
2. The structures have legs that are adjustable every 25 mm, thereby ensuring fast, safe and easy installation.
3. The All in One with the PLTH1 leveller measures 2300 mm and the All in One and PLTH2 leveller measures 2100 mm (in accordance to width of a conventional truck).



# Loading Bridges

**Minidock**



## Reduce the size without giving up other features.

Practical, easy to install, safe and saving a considerable amount of space. Since its launch, the Minidock has been a huge success. It is a fast, easy option for installing in any loading bay thanks to its size and the fact that it requires no installation pit.

Despite its small size, it can support up to 6.000 kg dynamic load in loading and unloading operations.

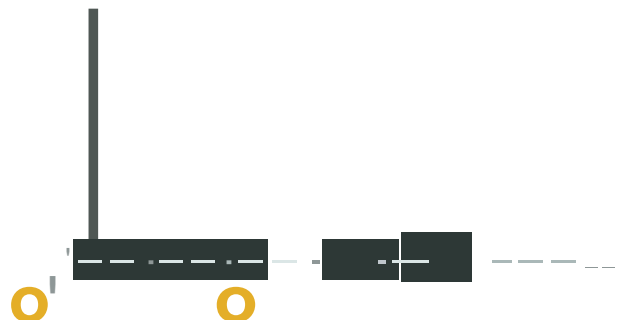
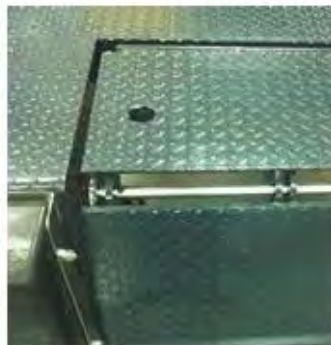
The Minidock is supplied with a special coating for corrosive atmospheres. Minidock is comprised of the following elements:

- Platform with an upper sheet of tear plate with a thickness of 6/8 mm and solid profiles.
- A lip made of tear plate with a thickness of 13/15 mm.
- A fixed part that acts as a handrail and is welded to the bay sub-frame in order to increase safety when loading and unloading goods.

Its inner mechanism allows the operator to open it with almost no effort. All that has to be done is inserting the lever into the opening of the moving part and pull it until the Minidock is completely vertical. Then push the lever until the lip is resting on the truck.

To remove the Minidock after loading/unloading, pull the lever backwards without raising it entirely and place it on the lowering stops.

- 1 Different bumpers are available, as an option, to be installed at the ends.
- 2 Its tear plate surface prevents from slipping.
- 3 The lip is folded at the end, to allow it to correctly fit on the truck and it is milled at its outer end to ease the passage of the fork trucks while loading and unloading goods.



# Loading Bridges

PA1



## Simply flexible.

Practical, economical and easy to handle. Three qualities that define the PA1. The loading bridges are designed to be installed at the end of the loading bay as a fixed structure or as *movable* structures which slide laterally along a rail on two wheels.

The PA1 comprises:

- A support frame: formed by a solid articulation on which the upper structure is installed.
- An upper structure: formed by a tear plate sheet having a compact profile structure beneath.
- A compensation system: the compensation system is formed by a spring.
- A handling and blocking system: formed by a handle

and a pedal which, in combination, allow the ramp to be fixed or handled with complete safety.

Among other advantages, it requires no installation pit.

The PA1 loading bridges have the following safety systems:

- Safety and blocking pedal.
- Safety railings at the sides.
- Upper sheet made of anti-slip tear plate.

- 1 The PA1 with the spring system are equipped for bearing loads up to a maximum of 4 tons in their standard versions.
- 2 They have a press stroke at the end, 5° folded at 150 mm from the end for perfect adjustment to the truck during loading and unloading.
- 3 The loading bridge lever and anti-slip safety device make them easy to handle.





### The highest quality solutions, even in the finishing.

Made as a single-piece ramp, with a capacity for bridging important gaps, easy to manoeuvre and with anti-slip surface, weather-resistant and with mechanical anchoring to prevent overturning, the PA51 aluminium bridge is designed to be installed at the end of the loading bay as a fixed structure or as a sliding version to move along a rail on two wheels.

The PA51 comprises:

- An upper structure: formed by a sheet of aluminium mesh, reinforced with two side ribs, designed to withstand the harshest conditions.
- A support frame: formed by a solid articulation on which the upper structure is installed.
- A compensation system: formed by the compensation arm and spiral springs, depending on the size.
- A handling and blocking system: formed by a handle and a pedal.

It has the following safety systems:

- Mechanical support to prevent overturning.
- Absence of elements that could rust, due to its anodised aluminium composition.
- Anti-slip surface.

PA51 have the following advantages:

- They can bridge important gaps.
- Easy to move.
- Anti-slip surface.
- Weather-resistant.

- 1 The compensation arm and spiral springs generate the necessary force, so the ramp can be handled manually very easily and with great comfort.
- 2 There is a fold at the end, to allow them to be correctly fitted on the truck. Furthermore, they have milled ends to ease the passage of the fork trucks while loading and unloading goods.





## It is not that difficult to ease loading and unloading.

PA52 aluminium loading bridges have a very simple objective: to simplify unloading. Since they are installed at the end of the loading bay and can be moved along a rail, they require no installation p. They are suitable for loads up to 4.000 kg and can be stored vertically, thus saving space.

They are made as a single piece and reinforced in the centre by a reticular structure. The upper part is smooth with transversal relief, to prevent sliding.

The end joined to the loading bay is loop shaped and acts like a hinge. In addition they have a safety latch to prevent them from accidentally falling from the rest position.

The PA52 is comprised of:

- A support frame: formed by a sold articulation on which the upper structure is installed.

It has the following safety systems:

- Safety latch to prevent overturning.
- Absence of elements that could rust, due to its anodised aluminium composition.
- Anti-slip surface.

PA52 loading bridges have the following advantages:

- Anti-slip surface.
- Weather-resistant
- Easy to move.

- 1 The safety latch prevents them from accidentally falling from the rest position.
- 2 There is a fold at the end, to allow them to be correctly fitted on the truck. Furthermore they have milled ends to ease the passage of the fork trucks while loading and unloading goods.





## Mobile solutions.

Everything is easier with the PA53 aluminium loading bridges. They are portable, easy to move and to handle, have anti-fall surfaces, are lightweighted, weather-resistant and have integrated grips in addition to being low-cost. They are designed to join the end of the loading bay with the vehicle bed, thus making loading and unloading easier. The PA53 loading bridges are designed for loads not exceeding 1,200 kg (including transportation elements). The PA53 is comprised of:

- An aluminium sheet: an aluminium sheet with 5 grooves and a structure at the bottom to make the un more rigid.

It has the following safety systems:

- Safety stop prevent overturning.
- Absence of elements that could rust, due to its anodised aluminium composition.
- Anti-slip surface.

PA53 loading bridges have the following advantages:

- Easy to move.
- Anti-slip surface.
- lightweighted.
- INeather-resistant.
- They have built-in grips.
- Lowcost.

- 1 There are different types of stops for better anchoring.
- 2 They have a press stroke at the end, to allow them to be correctly fitted on the truck. Furthermore, they have milled ends to ease the passage of the forklifts while loading and unloading goods.



# Aluminium Loading Bridges

PA54



## The simplest solutions are often the best.

PA54 aluminium loading bridges have an oscillating lip at their ends. They are easy to handle and perfect to join to the end of the loading bay to the truck platform, making this operation more flexible.

They are made of aluminium sheets with a thickness of 40 mm in a honeycomb formation and with an anti-skid top surface. They can support up to 4,000 kg loads.

They are also supplied with welded ribs at the bottom for extra reinforcement.

The PA54 is comprised of:

- An aluminium structure: a grooved aluminium mesh sheet with an alveolar honeycomb structure and thickness of 40 mm and an aluminium plate at the top with anti-slip relief.
- An aluminium lip: a solid, hinged aluminium profile with a rubber profile inserted transversally at the bottom of the lip, to prevent sliding.

It has the following safety systems:

- Absence of elements that could rust, due to its anodised aluminium composition.
- Anti-slip surface.
- Rubber profile to improve the anchoring of the ramp.

PA54 have the following advantages:

- Easy to move on wheels and/or using a forklift.
  - Anti-slip surfaces.
  - Weather-resistant.
- 1 To make transportation even more easier, they have optional grips for forklifts and wheels.
  - 2 They have a press stroke at the end, to allow them to be correctly fitted on the truck. Furthermore, they have milled ends to ease the passage of the forklifts while loading and unloading goods.



# Special Levellers and Loading Bridges

**Take advantage of our innovation. Many already do it.**

The main function of the **R•D•I Department** is to investigate and create new products of highest quality to satisfy the needs of an increasingly demanding market.

Below there are some examples for special applications. And remember, if you cannot find what you are looking for in this catalogue, or you have any questions, please do not hesitate to contact the customer service department.

## Hydraulic loading bridge

This is a loading bridge that can be hydraulically operated with no effort. Its position can be changed from the rest position (vertical) to the working position (horizontal). Its robust, adjustable support system is adaptable to irregular terrains, making it sturdy, safe and able to be used as an extension of the loading bay. Its double hydraulic blocking system is automatically activated when staying in the rest position.



## PLTH15 leveller

This leveller is specially designed for loading/unloading animal livestock. Thanks to its length, it permits the unloading of trucks with livestock from different levels, forming a gentle and continuous slope that allows the animals to descend easily and safely.



## SR leveller

This is formed by two machines in one; a levelling ramp installed on a scissor lift. This combination of systems offers maximum flexibility in loading and unloading, depending on each need, it can be used as a simple scissor lift or the scissor lift floor can be attached to the bay floor and the levelling ramp is activated to perform the functions of a tilted bridge between the loading bay and the truck.



## 6 metre leveller

Is a specialist in satisfying all needs producing levellers of all shapes and sizes, and with different loading capacities. The 6 metre electro-hydraulic leveller is just one example of how versatile it is.





# Accessories

## Details that make the difference.

We are well aware that the needs of our customers are never the same. From rubber bumpers to modern and complex Proximity Sensor systems.

For this reason we have a wide range of accessories and finishings with the sole purpose of optimizing your professional environment.



### Polyurethane bumper

400X50X70 bumpers with considerable hardness and standard resistance



### Small rubber bumper

40X50X70 bumpers with considerable hardness and standard resistance



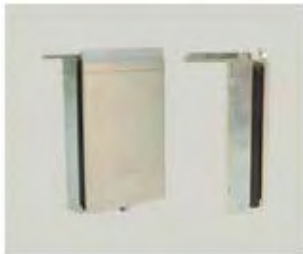
### Medium rubber bumper

250X250X100 Bumpers with considerable hardness and optimum resistance.



### Large rubber bumper

500X250X140 bumpers with excellent hardness and resistance for continuous loading reception points.



### Steel-rubber bumper

430X120X90 bumpers with excellent hardness and resistance for continuous loading points.



### Bevelled corner or cut shaped

Lips with bevelled corner with the end cut at 45° or lips recessed at 90° to ease the entry of the lip into the truck.



### Segmented lips

The segmented lips are used to allow the lip to adapt to small and normal trucks.



### Roll-off stop

The roll-off stop is perfect to improve safety when operating with the leveller.



### Manual wheel chock

The manual wheel chock is the ideal solution to block the truck and work with complete safety.



### Wheel chock with sensor

The Inkema manual wheel chock with sensor is perfect to block any type of truck.



### Automatic wheel chock

The ideal solution to immobilize any truck and work completely safe.



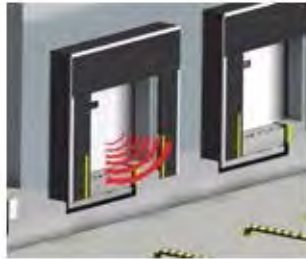
### Truck guides

The guides protect the facility, as the truck is aligned to make it easier for it to enter the bay.



### Dock light

The dock light is the perfect accessory to illuminate the interior of the trucks during loading and unloading operations.



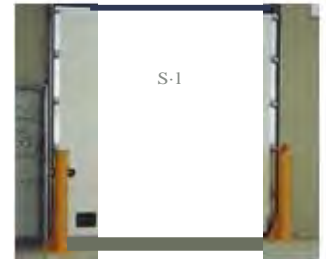
### Proximity sensor

The sensor detects the proximity of the truck through the automatic activation of different elements.



### Traffic light

These are devices installed on the bay to regulate the loading and unloading of goods. Available in different colours and different numbers of lights.



### Guide protection

The guide protections improve safety in the loading bay and in operating industrial or high-speed doors.

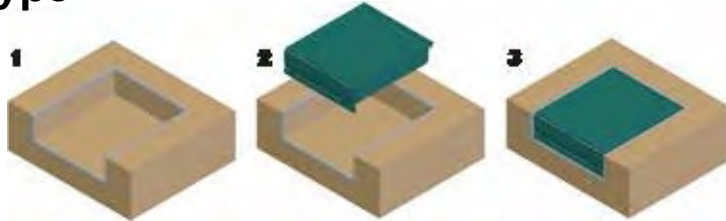
# Construction Systems

## A solid base for unlimited possibilities.

The construction system concept is easy to explain: these systems are designed to satisfy anyone's needs. For those who want to start with a pit and a sub-frame: Embedded Pit type. For those who prefer to install the leveller in a pit

without a sub-frame: Self-hanging type. For those who do not want a pit: Box Model without letter box. And for those who do not want a pit, but need an opening for the truck letter box: Box Model v. with Precast for letter box.

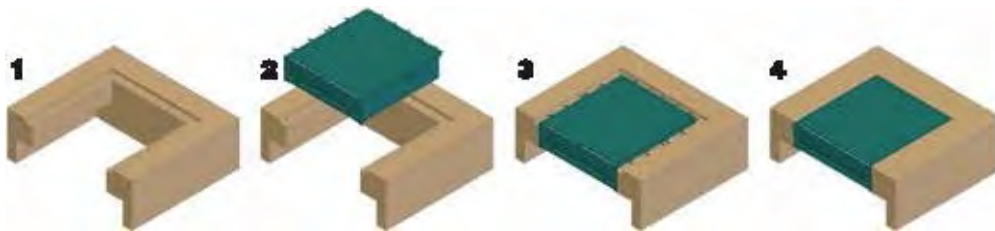
### Embedded Pit type



The Embedded Pit type levellers require a sub-frame for them to be secured to the pit. The sub-frame is installed when the pit precast is created. It has the great advantage of only being joined to the pit by welding, which makes it extremely easy to replace, move and/or change by another machine.



### Self-hanging Pit type

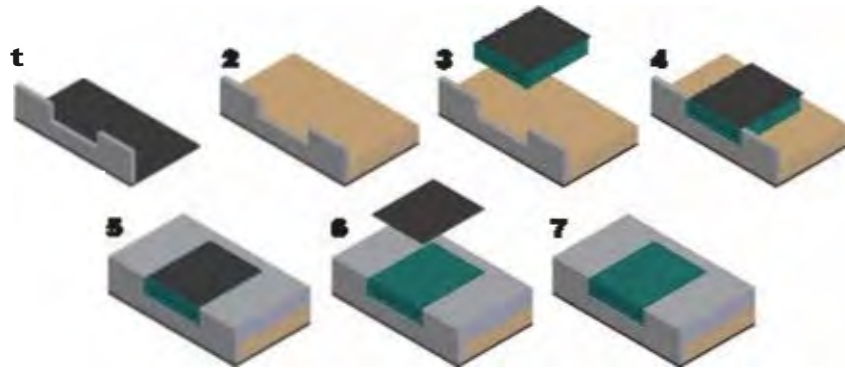


The Self-hanging Pit type levellers require no frame for securing them to the pit, as the machine already has one. Its main advantage is that the frame and leveller can be installed at the same time, as the frame is integrated to the leveller. Another advantage is that no bottom support is needed as all the pressure is transmitted to the superior edge of the pre-frame of the leveller, leaving a free space underneath the leveller to allow trucks with their own rear loading bridge to fit inside this space.



# Construction Systems

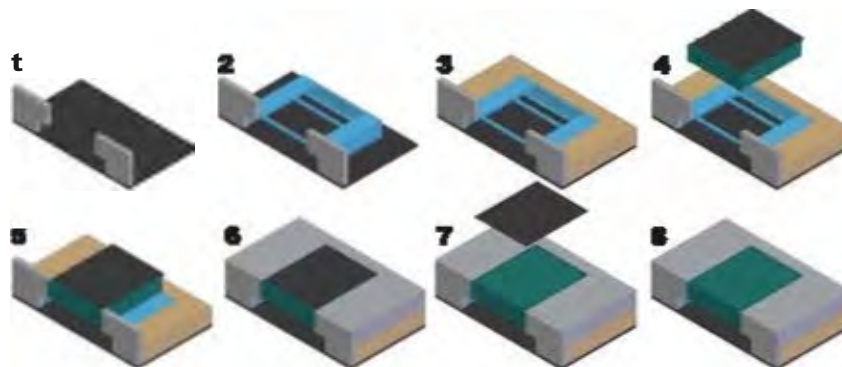
## Box Model without letter box



The Box Model without letter box uses the leveller as a precast element. This system saves costs and time in installing the leveller, as no pit is required. The work involved in preparing the beforehand is not necessary, thus making civil work easier and less complicated, and maintaining the same functions and operability as the other systems, such as the embedded or Self-hanging type.



## Box Model with Precast structure for letter box



Often it is necessary to consider that trucks have their own loading bridge. For this reason has also designed the Box Model with a space for the own back bridge of a truck during the loading and unloading of the goods, using a hollow precast element structure. The Precast structure is installed before the floor in the industrial building is completed. A space is left underneath the structure of the Box Model leveller. This allows you to obtain the benefits of the Self-hanging model and the functionality of the Embedded model, as well as simplifying civil engineering work.



# Finishing

## Taking care of every detail.

The choice of finish is one of the most important decisions when choosing a loading bay. For this reason offers its customers different finishings.

### Painted

Carbon steel coated with a polyurethane (PU) base coat. The material to be painted is washed and degreased before applying the paint. Double-coat treatment, consisting of a base coat of primer and a finishing top coat. High resistance to corrosion and environmental agents. The standard colour used by is7016 grey, based on the RAL colour chart. Obviously, customers have the option of other colours.



# Finishing

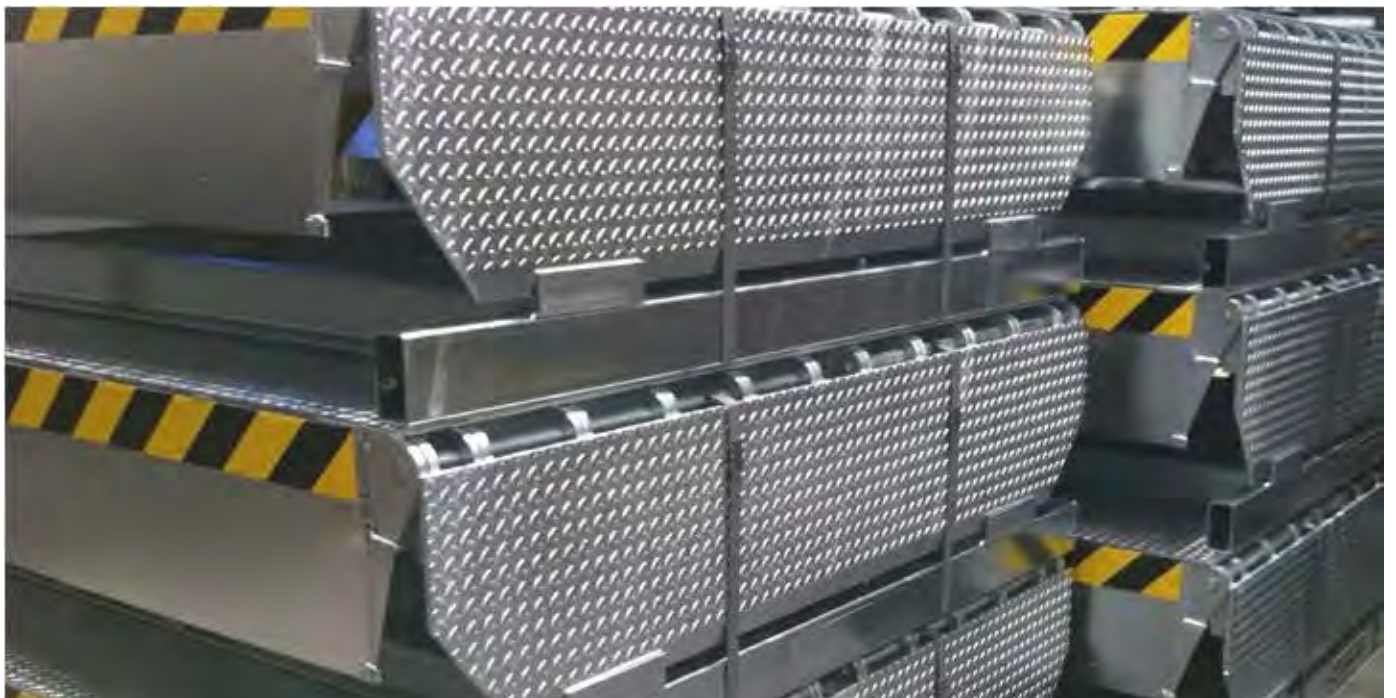
## Galvanized

Carbon steel immersed in a high temperature zinc bath. The material to be treated is washed and degreased beforehand and immersed in an acid bath for thorough cleaning of impurities and to enhance the black steel reactivity, and afterwards is immersed in a liquid zinc bath at a temperature of about 450° C, to achieve the chemical adherence of the zinc to the steel. A homogeneous coating on all material is obtained as well as an excellent resistance to corrosion and environmental agents.



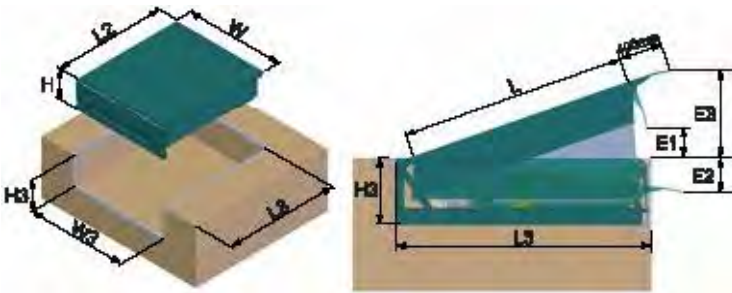
## Stainless steel

,SI-304 stainless steel. The product is entirely made of stainless steel, including the welding made with the appropriate flux material. The most resistant option for any aggressive environment. The material itself is rust-proof under normal environmental conditions and is an excellent option for food and pharmaceutical sector and for extreme weather conditions. Furthermore the product can also be made of ,SI-316 stainless steel, which is of better quality and the best for the food sector.



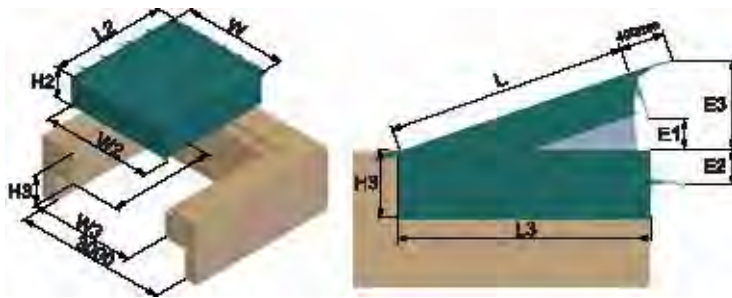
# Technical Specifications

## PLTH1 Embedded



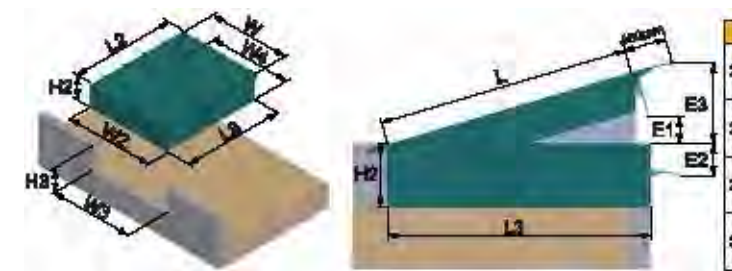
	LIP	L	W	H	L2	L3	W2	H3	E1	E2	E3		
2000	400	1800	1800	800	1800	2000	1800	610	220	320	740		
		2000	2000		2000		2000		2000	2000	270	316	765
		2200	2200		2200		2200		2200	280	310	770	
2500	400	1800	1800	800	1800	2000	1800	610	220	320	740		
		2000	2000		2000		2000		2000	270	316	765	
		2200	2200		2200		2200		2200	280	310	770	
3000	400	1800	1800	800	1800	2000	1800	610	220	320	740		
		2000	2000		2000		2000		2000	270	316	765	
		2200	2200		2200		2200		2200	280	310	770	

## PLTH1 Self-hanging



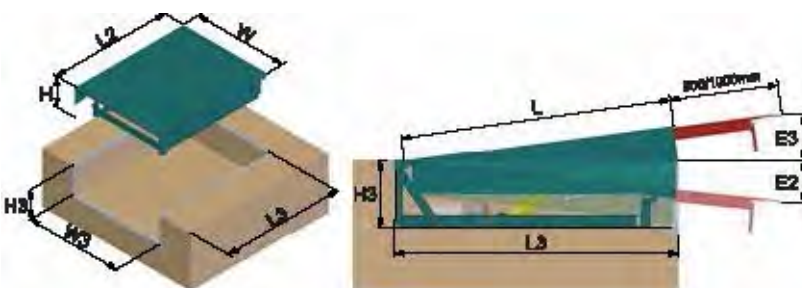
	LIP	L	W	H	L2	W2	H2	L3	W3	H3	E1	E2	E3
2000	400	1800	1800	800	1800	1800	805	1800	1800	610	220	320	740
		2000	2000		2070	2180		2000	2000		270	316	765
		2200	2200		2310	2190		2200	2200		280	310	770
2500	400	1800	1800	800	1800	1800	805	1800	1800	610	220	320	740
		2000	2000		2310	2190		2200	2200		270	316	765
		2200	2200		2570	2180		2200	2200		280	310	770
3000	400	1800	1800	800	1800	1800	805	1800	1800	610	220	320	740
		2000	2000		2570	2180		2200	2200		270	316	765
		2200	2200		2800	2180		2200	2200		280	310	770

## PLTH1 Box



	LIP	L	W	H	L2	W2	H2	L3	W3	H3	W4	E1	E2	E3
2000	400	1800	1800	800	1800	1800	805	1800	1800	610	220	320	740	
		2000	2000		2070	2180		2000	2000		270	316	765	
		2200	2200		2310	2190		2200	2200		280	310	770	
2500	400	1800	1800	800	1800	1800	805	1800	1800	610	220	320	740	
		2000	2000		2310	2190		2200	2200		270	316	765	
		2200	2200		2570	2180		2200	2200		280	310	770	
3000	400	1800	1800	800	1800	1800	805	1800	1800	610	220	320	740	
		2000	2000		2570	2180		2200	2200		270	316	765	
		2200	2200		2800	2180		2200	2200		280	310	770	

## PLTH2 and PLTH3 Embedded



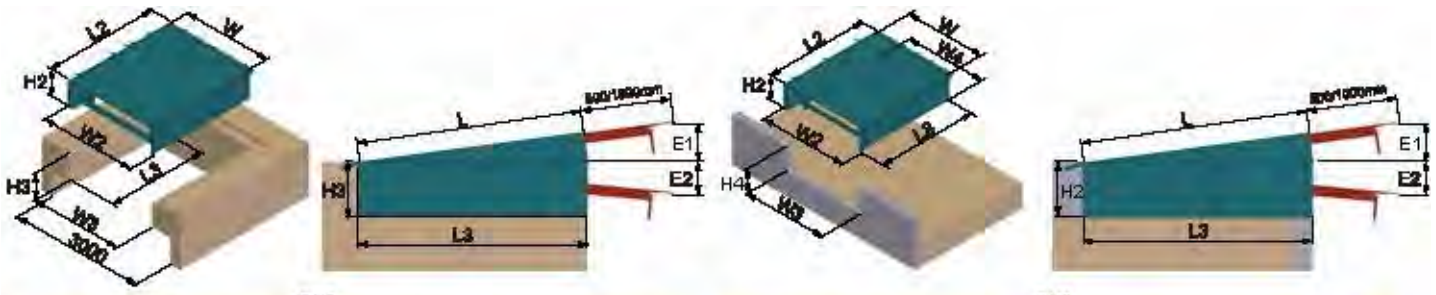
PLTH2												
	LIP	L	W	H	L2	L3	W3	H3	E1	E2	E3	
2000	800	1970	2000	800	2090	2090	2040	610	310	310	340	
2500		2470			2680	2680			340	340		
3000		2970			3080	3080			440	360		
3500	800	3470	2000	800	3580	3580	2040	610	480	380	430	
3000		3080			3080	340			340			
2500		2580			2580	380			380			

PLTH3												
	LIP	L	W	H	L2	L3	W3	H3	E1	E2	E3	
2500	1000	3470	2500	800	3580	3580	2040	610	410	365	430	
3000		2970			3080	3080			610	610		
3500		3470			3580	3580			680	430		

# Technical Specifications

PLTH2 and PLTH3 Self-hanging PLTH2 and PLTH3 Box



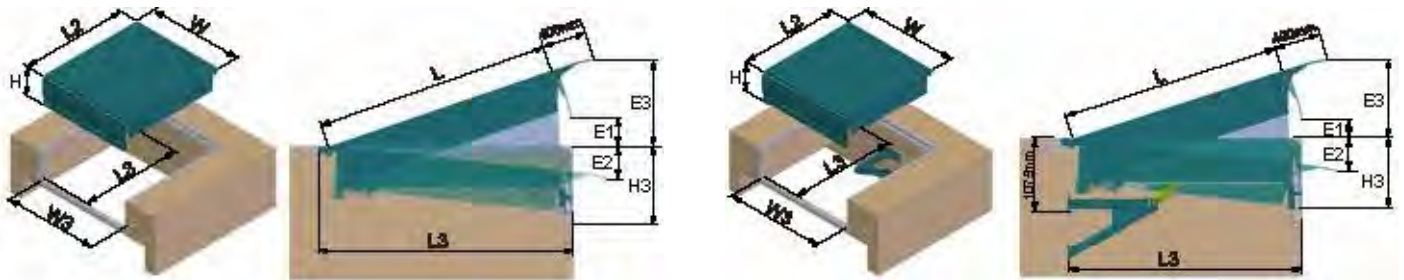
RH2

	LIP	L	W	H	L2	W2	H2	L3	W3	H3	W4	H4	E1	E2
2000		1970		600	2070	2000	605	2000	2080	610	2050	620	310	310
2500	500	2470	2000	800	2570	2190	805	2500	2080	810	2050	820	340	340
3000		2970		800	3070	3000	805	3000	3080	810	3050	820	440	390
3500		3470		800	3570	3500	805	3500	3580	810	3550	820	480	380

RH3

	LIP	L	W	H	L2	W2	H2	L3	W3	H3	W4	H4	E1	E2
2500		2470	600	600	2570	2000	605	2500	2080	610	2050	620	410	360
3000	1000	2970	2000	800	3070	2190	805	3000	2080	810	2050	820	510	460
3500		3470		800	3570	3000	805	3500	3080	810	3550	820	580	390

## PLTH14



RH14 standard

	LIP	L	W	H	L2	L3	W3	H3	L4'	H4''	E1	E2	E3
2300	400	2140	2000	600	2292	2240	2030	610	2220	463	250	295	770
2500		2400		600	2552	2500	2030	610	2480	463	230	270	740

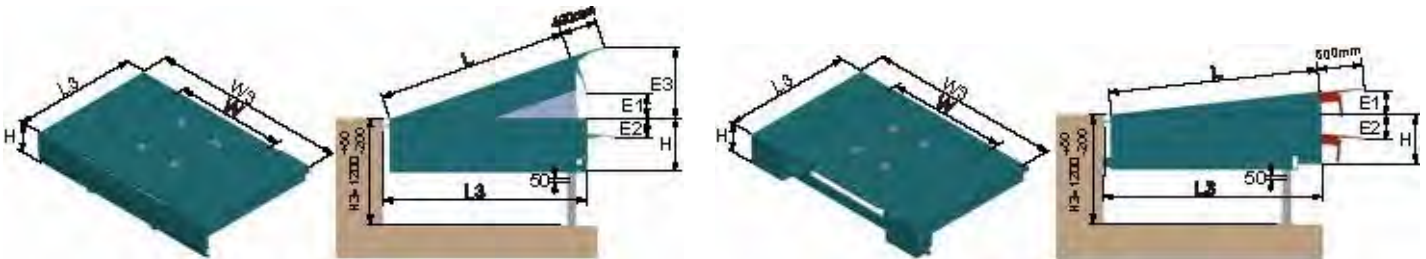
L4: lateral length  
H4: lateral height

RH14 rear cylinder

	LIP	L	W	H	L2	L3	W3	H3	L4'	H4''	E1	E2	E3
2000	400	1900	2000	600	2052	2000	2030	610	1980	463	180	230	700
3000		2900		600	3052	3000	2030	610	2980	463	330	290	830

L4: lateral length  
H4: lateral height

## All in One



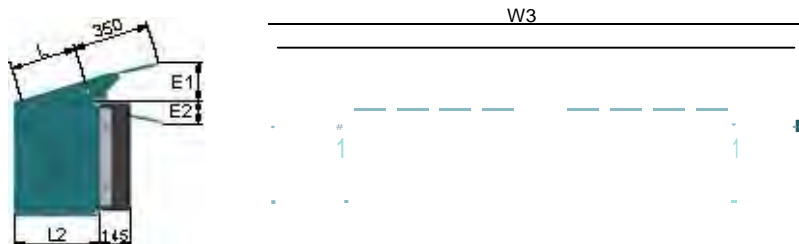
All in One with RH2

	LIP	L	W	H	L3	W3	H3	E1	E2	E3	
2000	400	2140	2000	600	2300	3600	1200	+50 -200	260	245	780

All in One with PLTH1

	LIP	L	W	H	L3	W3	H3	E1	E2	
2000	500	1980	2000	600	2100	3600	1200	+50 -200	300	300

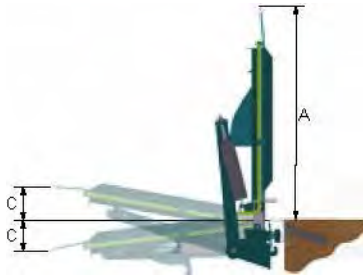
## Minidock



	LIP	L	W	H	L2	W2	W3	E1	E2	
1800		352	310	1800	535	400	2390	2490	170	110
2100				2100			2690	2790		

# Technical Specifications

## PA1 Loading Bridge



Loading bridges with spring systems

Type	A (mm)	B (mm)	C (mm)	Capacity (kg)	Weight (kg)	Model
1000×1500	1000	1500	140	4000	155	Sliding/fixed
1000×2000	1000	2000	140	4000	200	Sliding/fixed
1500×1500	1500	1500	195	4000	265	Sliding/fixed
1500×2000	1500	2000	195	4000	290	Sliding/fixed

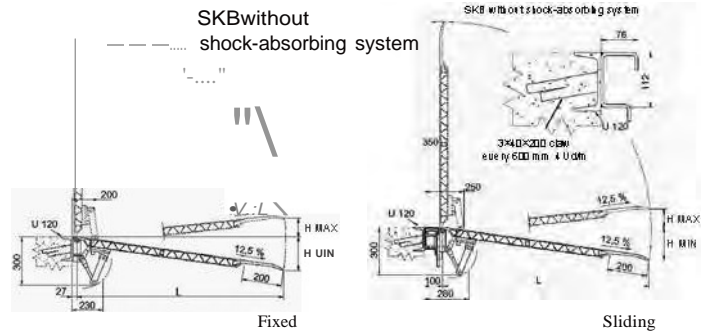
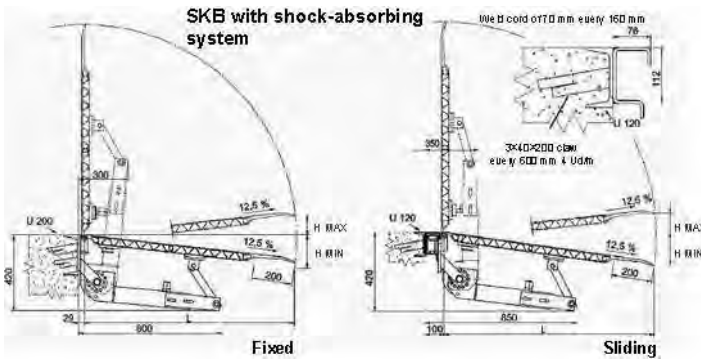
Detail profile fix type



Detail profile sliding type

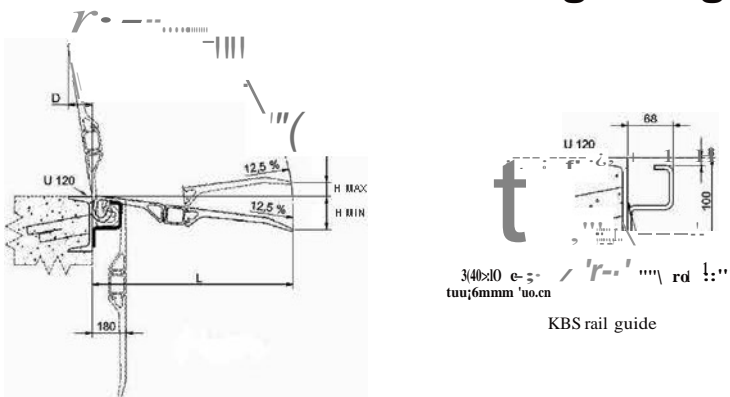


## PA51 Aluminium Loading Bridges (SKB)



Code	Type	Working height		Capacity (kg)	Weight (kg)
		MIN	MAX		
10PA61056150SSS	565×1500	-90	+50	4000	67
10PA61081125SSS	815×1250	-120	+80	4000	64
10PA61081150SSS	815×1500	-120	+80	4000	77
10PA61106150SSS	1065×1500	-155	+110	4000	103
10PA61131125SSS	1315×1250	-185	+140	2500	102
10PA61131150SSS	1315×1500	-185	+140	4000	114
10PA61156125SSS	1565×1250	-215	+175	1750	113
10PA61156150SSS	1565×1500	-215	+175	4000	128

## PA52 Aluminium Loading Bridges (KBS)

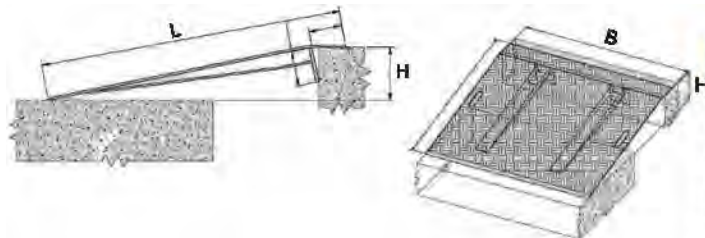


Code	Type	Working height		Capacity (kg)	Weight (kg)
		MIN	MAX		
10PA62041125SSS	410×1250	-70	+30	4000	19
10PA62041150SSS	410×1500	-70	+30	4000	23
10PA62053125SSS	535×1250	-90	+45	4000	24
10PA62053150SSS	535×1500	-90	+45	4000	28
10PA62078125SSS	785×1250	-120	+75	4000	31
10PA62078150SSS	785×1500	-120	+75	4000	38
10PA62091125SSS	910×1250	-135	+90	4000	36
10PA62091150SSS	910×1500	-135	+90	4000	44



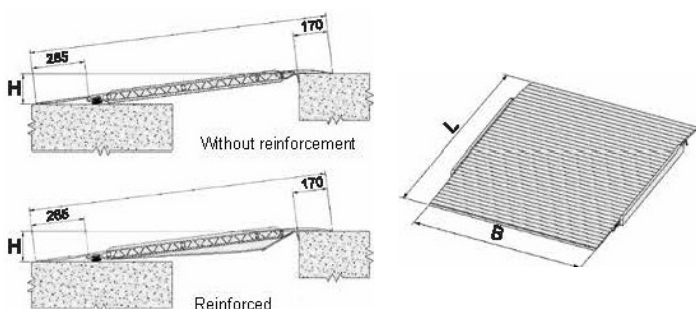
# Technical Specifications

## PA53 Aluminium Loading Bridges



Code	Type	Working height		Capacity (kg)	Weight (kg)
		MIN	MAX		
10PA53075125882	750x1250	0	+100	600	20
10PA53075125882	750x1250	+30	+100	1200	24
10PA53100125888	1000x1250	+60	+125	600	26
10PA53100125882	1000x1250	+60	+125	1200	30
10PA53120125888	1200x1250	+80	+150	600	30
10PA53120125882	1200x1250	+80	+150	1200	37
10PA53150125888	1500x1250	+80	+180	600	40
10PA53150125882	1500x1250	+80	+180	1200	47
10PA53180125888	1800x1250	+100	+225	600	47
10PA53180125882	1800x1250	+100	+225	1200	57

## PA54 Aluminium Loading Bridges



Code	Type	Working height		Capacity (kg)	Weight (kg)
		MIN	MAX		
10PA54123125SSR	1235x1250	0	+110	4000	52
10PA54123150SSS	1235x1500	0	+110	4000	61
10PA54148125SSS	1485x1250	0	+140	3600	61
10PA54148125SSR	1485x1250	+75	+140	4000	65
10PA54148150SSS	1485x1500	0	+140	3600	72
10PA54148150SSR	1485x1500	+75	+140	4000	76
10PA54173125SSS	1735x1250	0	+170	3000	70
10PA54173125SSR	1735x1250	+90	+170	4000	75
10PA54173150SSS	1735x1500	0	+170	3000	83
10PA54173150SSR	1735x1500	+90	+170	4000	88
10PA54198125SSS	1985x1250	0	+200	2000	62
10PA54198125SSR	1985x1250	+110	+200	4000	81
10PA54198150SSS	1985x1500	0	+200	2000	86
10PA54198150SSR	1985x1500	+100	+200	4000	105
10PA54223125SSS	2235x1250	0	+235	1800	81
10PA54223125SSR	2235x1250	+125	+235	4000	101
10PA54223150SSS	2235x1500	0	+235	1800	107
10PA54223150SSR	2235x1500	+125	+235	4000	117
10PA54248125SSS	2485x1250	0	+285	1600	100
10PA54248125SSR	2485x1250	+145	+285	4000	116
10PA54248150SSS	2485x1500	0	+285	1600	118
10PA54248150SSR	2485x1500	+145	+285	4000	134

## Safety Directives and Standards

All the levellers and loading bridges have been calculated and designed pursuant to the following European directives and standards:

Directives:

2006/42/ EC      Machine safety.  
 2004 1108 1 EC      Electromagnetic compatibility.  
 2006/95/ EC      Low voltage.

European Standards:

EN 1398:2010      Levelling ramps.  
 EN ISO 12100-1:2010      Machine safety. Basic concepts. General design principles.  
 EN 61000-6-2:2006      Electromagnetic compatibility. Basic immunity concepts for industrial environments.  
 EN 61000-6-4:2011      Electromagnetic compatibility. Basic emissions concepts in industrial environments.  
 EN 60204-1:2010      Machine safety - Electrical equipment - General provisions.

# CE