



## EXPRESSO France SAS

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### EXPRESSO France - Your safety partner



For over 60 years, EXPRESSO France has distinguished itself as a designer, manufacturer and supplier of innovative, high-quality dock equipment for the handling and safety of goods transshipment areas. Expresso products are specially designed and manufactured to withstand intensive use.

Given the urgent need to guarantee safety in high-risk areas such as loading docks, EXPRESSO France is committed to developing both manual and automatic truck blocking systems. This is illustrated by the Stop Trucks® system, which helps to reduce the risk of accidents such as dock falls. In addition, our Stop Bodies® solution has been designed to secure swap bodies, thanks to a chocking and support system.

In addition, we offer a wide range of safety accessories, including chock and signalling kits, dock floodlights and safety stands, which also help to reduce the risk of accidents.

Our wide range of transshipment equipment, including dock levelers, loading ramps, yard ramps and loading tables, is distinguished by its customised design. This means it can be adapted to most size and load constraints, offering optimum solutions for a variety of configurations.

EXPRESSO France is represented in many countries. You can contact your local Expresso distributor or contact us directly via our website: [www.expresso-france.com](http://www.expresso-france.com)

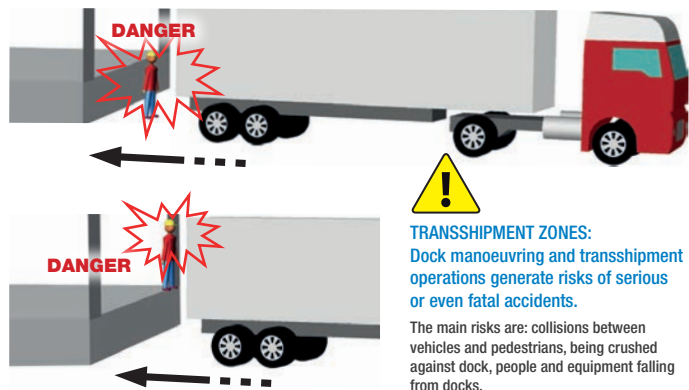
Made-to-measure is our standard, EXPRESSO France, a name, a know-how.





### ACCIDENT RISKS

#### 1. Risk of crushing the body or the head



#### 2. Risk of collision and crushing between two vehicles

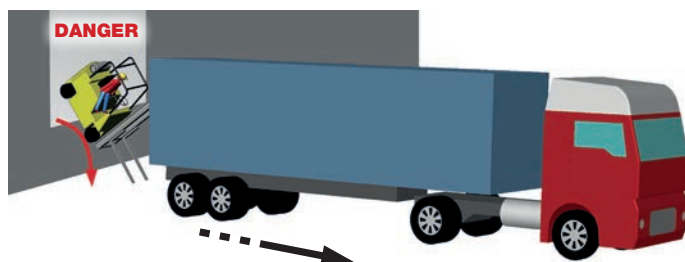


##### Channel trucks to reduce the risk of accident:

If there are no wheel guides, or if they are not sufficient<sup>(1)</sup>, there is a risk of pedestrians being crushed between two vehicles or between a vehicle and a building. There is also an increased risk of collisions between two vehicles.

(1) A wheel guide must be at least 2200 mm long and 260 mm high.

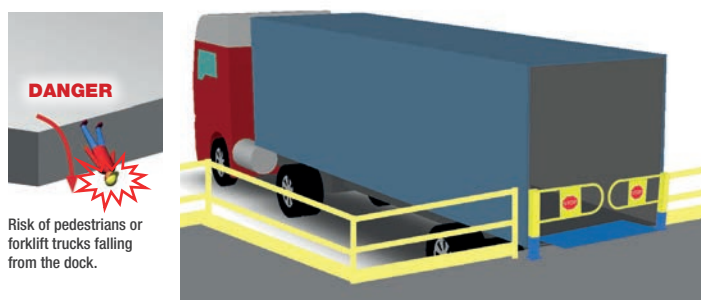
#### 3. Risk of dock falls in the event of unexpected departures



Transshipment docks are areas with a high accident risk.

Risks of the forklift falling before the trailer is docked or during an untimely departure of the truck, due to human error, an incorrectly applied parking brake, or an inverted slope of the dock.

#### 4. Risk of falls



### OUR SOLUTIONS



##### A) STV type 800 mm telescopic lip levelers

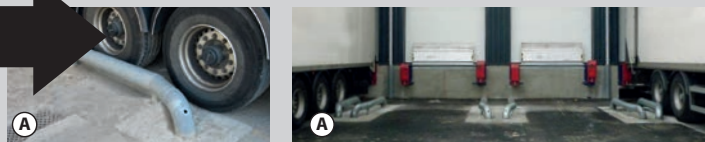
The telescopic lip is used to cross the anti-crushing safety zone. The solution consists in embedding an adjustable ramp into the dock structure and installing bumpers that close off a 500-mm safety space. You will then be compliant with the NF EN ISO 13854 standard covering risks of crushing the human body.

##### B) Barrier lip leveler with safety zone

The Expresso leveler BODY GUARD has two protective devices: 1) Anti-crushing system to protect people during the truck's approach 2) An obstacle device to prevent the lifting machinery from falling. At rest, the obstacle is also used to protect the separating doors.

##### C) Stationary drawbridge leveler with monobloc frame and safety zone

High strength aluminium ramps: 1) with a one-piece chassis and built-in safety zone. The one-piece chassis also allows for the correct backing-up of the truck and protects the ramp from abnormal trailer reversing, thereby guaranteeing the equipment's service life. 2) Drawbridge levelers on a dock with added dock bumpers.



##### A) Wheel guides

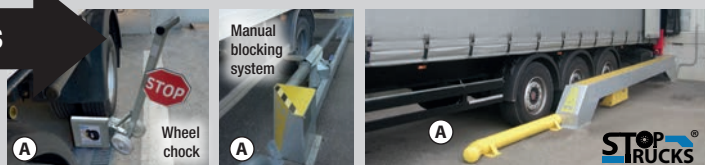
They reduce the risk of crushing between two vehicles and make truck manoeuvring easier by providing perfect centring along the dock axis. This makes it possible to protect both the equipment (bumpers, leveler, shelters, but also the building itself).

##### B) Signage using ground markings or lighting

The wheel guides can be completed by ground markings about 15 metres long at the front and by the installation of KIGR001 dusk sensor-operated lighting used to make night operations safer and easier.

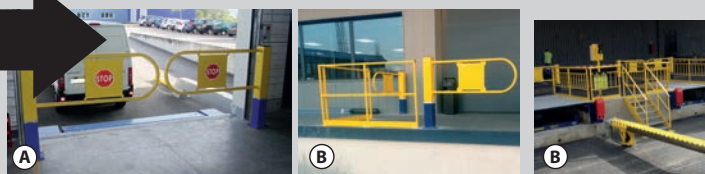
Ultra-bright  
FLASH LED!

Solar light  
KIGR001



##### A) Wheel chock system or vehicle restraints

Risk control implies that the door is coupled to the wheel chock system. The door can only be electrically opened if the wheel wedge has been fitted. An audio alarm will warn the user of the danger if the door is opened manually. Furthermore, wheel chocking prevents the unexpected advance or even departure of the truck during transshipment (when using Stop Trucks® and the manual chock).



##### A) Dock barriers

The automatically locking swivel barriers are coupled to the dock equipment. They can prevent the access of people and vehicles to sensitive areas. For example, a barrier can lock whenever a dock lift table is moving down, to prevent all risks of falls.

##### B) Fixed guard rails and dock stairs

1100 mm guard rail delivered per linear metre with anchor plates.

##### C) Fall preventing Body Guard lip leveler

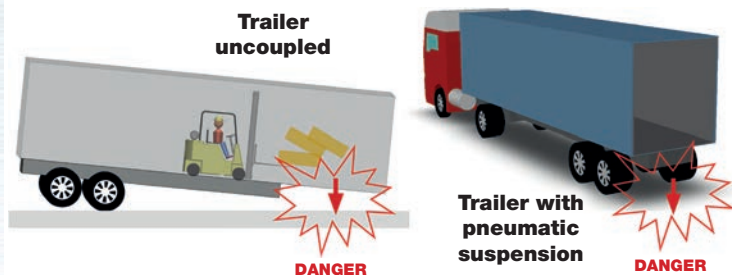
The fall-prevention lip leveler has a crush-prevention system. At rest, the lip protrudes over the leveler and creates an obstacle inside that protects the door from impacts and prevents machinery from falling when the door is open.

# LOADING DOCK SAFETY

Control risks - Secure your docks

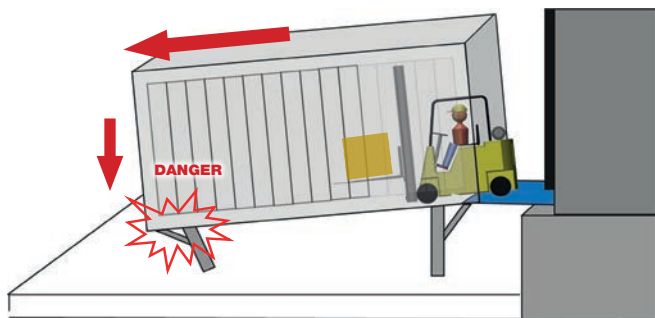
## ACCIDENT RISKS

### 5. Risk of trailers tipping over or jacking up



### 6. Risk of tipping swap bodies

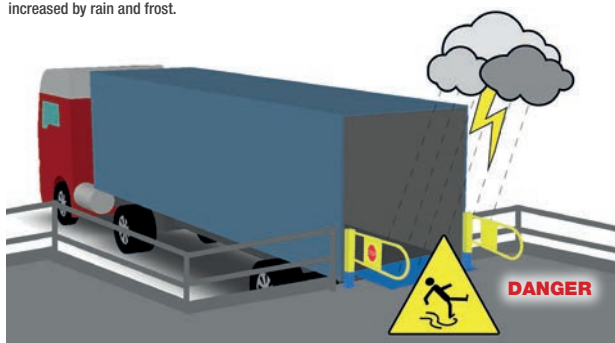
There is a risk of the swap body tipping over or moving accidentally during loading operations with a forklift truck.



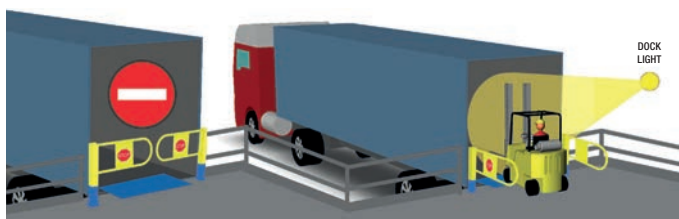
### 7. Slipping on the ramps in bad weather

#### Protect transshipment areas during bad weather

When existing awnings are not sufficient to provide effective protection, the risks of slipping during transshipment operations are increased by rain and frost.



### 8. Collision or fall inside a trailer



#### Limiting the risks of collisions due to lack of lighting

When the light inside trailers is reduced, or when working at night, it is important to have a directional light source in addition to any lighting installed on the handling machinery because its effectiveness is often limited by the transported load.

## OUR SOLUTIONS



#### A) Trailer jack stands

They are used to support the trailers during transshipment when the trailers are not hitched to the trucks. Their height can be adjusted using a crank or a jack.



#### B) Safety trestles

The trestle does not support the uncoupled trailer directly, but is present below it to secure it in the event of breakage or failure of one of its landing legs. It does not have a lifting jack, but its height is adjustable (pin lock).



#### C) Reinforced safety trestle and low trestle (for the rear of trailers)

They are designed to prevent the collapse of trailers with pneumatic suspension.



#### A) Stand for swap bodies - Stop bodies®

The Stop Bodies® is used to support and lock the swap body, preventing it from moving forwards or backwards from the dock. The locked box can neither move nor be removed by a truck while loading operations are in progress. Transshipment is totally secure.



#### A) Loading tunnels and dock shelters

The tunnels are used to provide comfortable working conditions by protecting both people and the goods to be transferred, especially when the building does not have enough awning coverage in the loading area, or if the awning is too short.



#### B) Inflatable shelter

The inflatable shelter provides a sealed connection between the back of the truck and the warehouse wall. It is used to minimise heat loss and protects staff from bad weather during operations to load and unload trailers on the docks.



#### C) Non-slip coating

Non-slip phonic paint composed of grained epoxy resin also reduces noise.

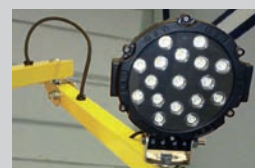


There is a possibility of a red safety zone marking to indicate the minimum ramp area (150 mm) that should be in contact with the trailer to guarantee safe transshipment.



#### A) Directional LED dock light - Ref. PJQU100

This directional LED dock light is compliant with the INRS ED6059 directive: It can provide 110 lux. lighting power 10 m inside trailers.



#### B) Directional wide angle LED dock light - Ref. PJQU90

This LED dock light can be used to light areas thanks to its wide lighting angle.





# LOADING DOCK SAFETY

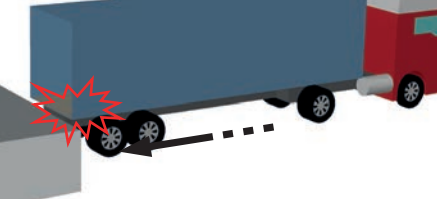
Control risks - Secure your docks

## ACCIDENT RISKS

### 9. Protection of buildings and dock equipment



The repeated impacts of trucks on insufficiently protected loading docks lead to the inevitable deterioration of the buildings, structures and dock equipment.



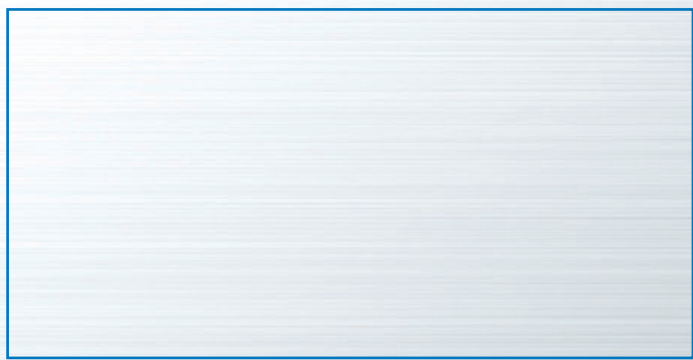
## OUR SOLUTIONS



### MOBILE DOCK BUMPERS

Protect your docks effectively and long-lastingly using the Espresso mobile bumpers.

As trucks with pneumatic suspension are on the increase, static dock bumpers (classic) cannot withstand the pressure (vertical up and down movement) exerted during transshipment operations for very long. The rubber then rapidly deteriorates. Once the bumpers have been destroyed, it is the building that suffers the vehicle impacts. The solution: mobile bumpers, they permanently follow the variations in vehicle height.



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