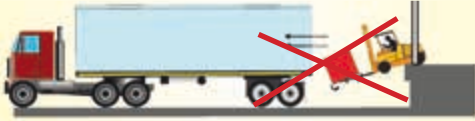


STOP TO THE FALLS OF DOCK



The ideal solution :

The **STOP TRUCKS**®

The intelligent safety

- **Automatic detection / Optimal blocking**
The blocking arm adapts itself to the various types of wheels, the height of blocking is proportional to the diameter allowing to protect the integrity of mudguards !
- **Emergency stop foot-guard**
Immediate stop in case of obstruction of the route of the mobile carriage
- **Metallic galvanized frame**



WATCH THE VIDEO

Our patented hydraulic system of automatic wedging of trucks recognized for its reliability and its robustness already assures the safety of the operations of load and unloading on numerous sites in the industry, the transport and the services.

The flat blocking arm, acts at the level of the axis of the wheel of the truck, about its diameter, to assure a maximal blocking while protecting mudguards (blocking without damages), preventing any movement of the vehicle, voluntary or not.

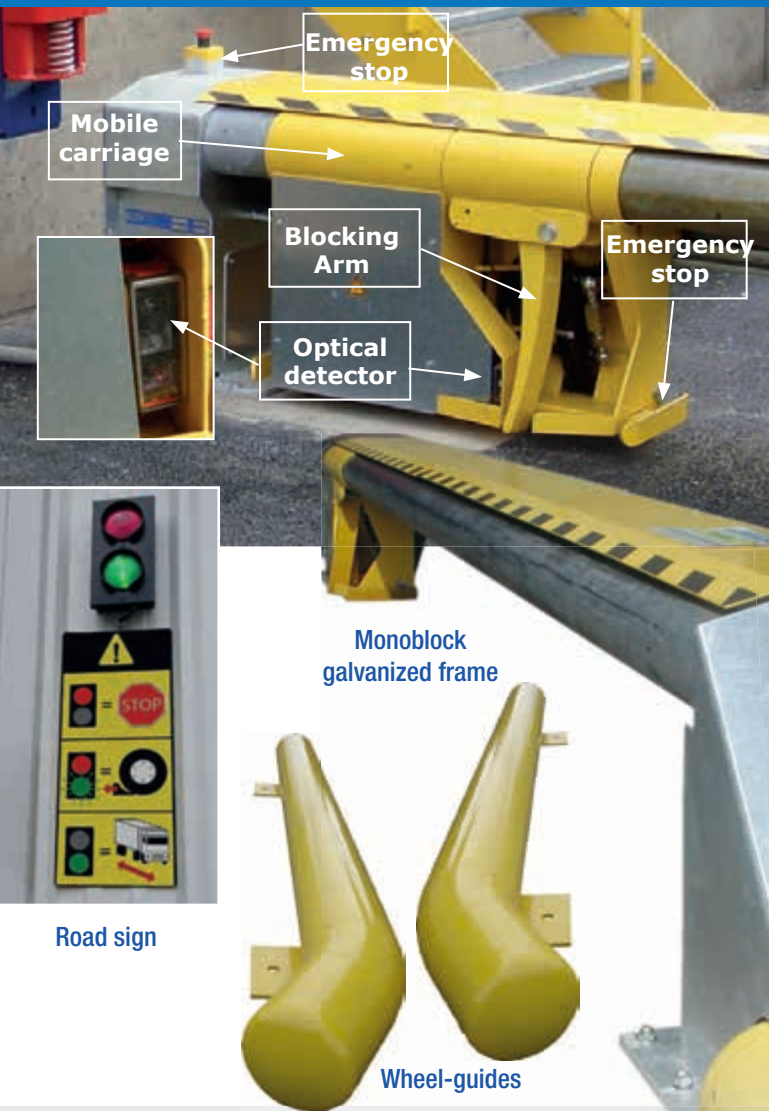
The detection is automatic: the arm rises in front of the wheel without contact against the tire and puts itself against the wheel. The blocking height change automatically according to the diameter of the wheel to assure an optimal blocking.

Easy and fast to install by our teams, the Stop Trucks® requires a very reduced civil engineering and a power supply 400 or 230V TRI, generally already present for the dock leveler.



**BLOCKED TRUCK =
SECURE TRANSSHIPMENT**

Blocking arm of weak thickness which can go between the mudguard and the wheel



Composition :

- A monoblock galvanized frame serving as a guide rail and roller track for the mobile carriage. Distance of maximum wedging : **4800 mm from the wall of the dock allowing to prop up even the trucks with door with important forgery.**
- A mobile carriage, integrating all the components, equipped with an optical detector and with an mobile blocking arm in front.
- Electronic board with microcontroller
- Two wheel-guide RAL 1023.
- An electric control box grouping together the buttons of command, the signalling internal lights and the buzzer.
- Outside signage equipment : bicoloured lights and traffic signs



Control box



Bicoloured traffic lights

The advantages of the Stop Trucks® :

- **At rest, the access to the dock is totally free.** No obstacle prevents the accosting of trucks. They can be freely set up.
- There is no element on the ground: **Stop Trucks® adapts itself to all the roadways** (negative or positive slope). In case of opposite slope, please send us plans for feasibility study.
- It is not restricted (broken pallets) nor snow nor rising water up to 180 mm (complete immersion is optional).
- Once the truck accosted, the implementation of the hold is according to the configurations, commanded either by the inside by the operator of the dock, or from the outside by the driver.
- When the arm of blocking is set, the truck is immobilized. So by avoiding any uncontrolled movement, we prevent every risk of accident or damage of the vehicle. **Stop Trucks® blocks all the types of known trucks** (Except those completely careened).
- **The civil engineering is reduced,** Only two blocks in concrete (one in front and one behind) are enough for a solid fixation of the frame.

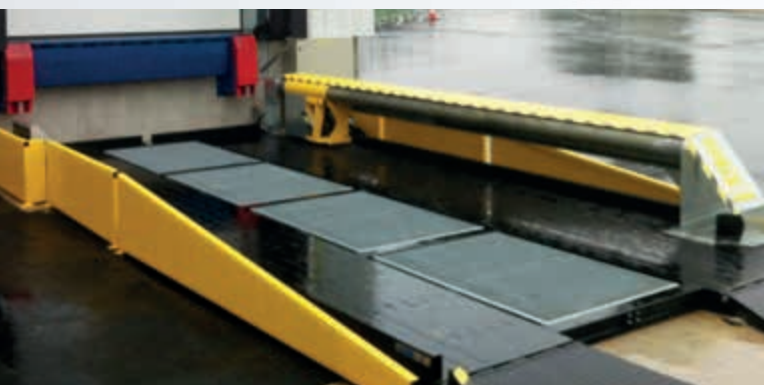


Operating cycle :

Overview diagram of docking with optionnal interconnections «Portal and dock leveler»

- The driver will receive a **form** (to establish by the customer). He will so be informed about the procedure of docking and will be more responsible.
- The external traffic light is green then he can accost on the defined dock.
- 2 wheel-guides facilitate a rectilinearly truck docking
- Once the truck alongside the dock, the operator gives an impulse on the button «Locking» to start the blocking process.
- A sound and light signal starts. The mobile carriage moves, the closest wheel is detected, its diameter is calculated, the arm rises in front of the wheel then sticks to it.
- Mechanical blocking is effective from the stop of the rise of the arm . A green light on the control box indicates to the PIT operator that the truck is blocked.
- **Low door detector option** : Once the ended operation the opening of the door is not possible without activating the twinkling red internal light and/or the alarm (buzzer). **It avoids a possible fall of the lift truck or the operator at the foot of the dock and allows to make energy savings by reducing the losses or the contributions of heat with the outside.** For the electric doors a ban on opening can be added as long as the truck is not blocked.
- **Upper door detector option** : The full opening of the door activates the authorization to use the dock leveler. The operator is notified if the door is not completely open what allows to avoid its deterioration in the passage of the lift truck. This is particularly common when the springs of the manual doors are relaxed.
- **Dock leveler rest position detector option** : The operator puts the dock leveler in working position. The internal light become green when the dock leveler is not any more in rest position.
- The operations of load and unloading of the trailer can be made (after visual check of the good working of the dock leveler).
- Once the operations of load and unloading ended, the operator put the dock leveler in rest position : the internal light become red.
- The operator can then close the door, the unwedging authorization is given.
- An impulse on the button «Unlocking» provokes the releasing. The external traffic light become green. The truck can leave.
- **Other possible options :**
 1. **Saphir system** : Fingerprint recognition for authorization to use the equipment
 2. **PIT operator detector** : Cell indicating that the transfer is in progress (coupled to the Saphir system) No action possible on the buttons except for authorized personnel.
 3. **Docking truck detector** : allows the wedging process.





Combined hydraulic truck leveler - Stop Trucks®

It allows to assure 3 important functions :

- Canalize trucks for a good accosting in the axis of the post of load (function of wheel-guide).
- Correction of the flatness of the floors of truck and adjustment of optimal level (function of upgrade).
- Perfect immobilization of the vehicle during the operations of transshipment (function of safety).

The hydraulic truck leveler allow to lift or to lower the back of trucks, Thus to adjust at will the height and the slope of the floor of load. Their implementation does not require civil engineering. Liveries ready for the installation, with electric control box integrating the commands «levying-descent».

Thanks to the Truck Leveler, there is no risk for the truck to damage the door of the dock, in case of stressed slope. It also allows to avoid the flow of the rainwater inside the warehouse by streaming on the roof of the truck, by inverting the slope.



Option: box integrating the hydraulic group and the electric commande case where can be grouped together all the commands: door, dock leveler, truck leveler, Stop Trucks®



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