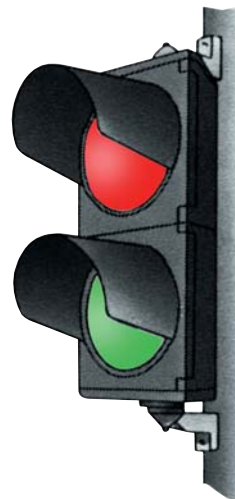
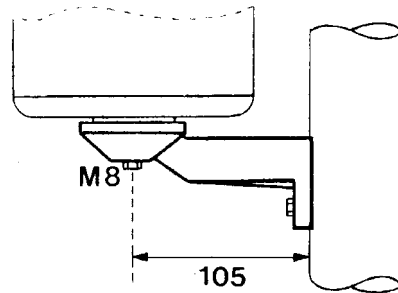


TRAFFIC LIGHTS

Traffic lights can be installed to increase safety during loading and unloading. They can be linked to the position of the docking door. When the latter is opened, the red light goes on, indicating the truck must not drive away. In situations with shelters at road level (i.e. without a dock) the light can be linked to a sensor, to act as a stop sign for the driver. The lenses are made of colourfast polycarbonate, and are 210 mm diameter. The lights can be adjusted to suit using the serrations in the housing and the support brackets.

Supplied without bulbs (60 Watt)

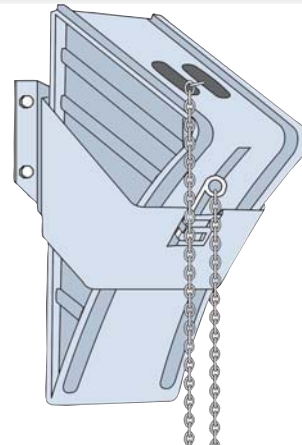


WHEEL CHOCKS

For increased safety during loading and unloading, Stertil can supply an electrolytic-galvanised wheel chock to restrain trucks parked at a loading bay. In these situations, communication between the driver and the staff inside the building is difficult, which increases the risk of an accident.

The wheel chock is 230 mm high and comes with a galvanised bracket for mounting to the dock, and a galvanised chain 2.5 m long.

As an alternative to wheel chocks, Stertil can provide the *Combilok*®, a fully automated truck restraint system.



The Stertil product range includes:

- Dock shelters
- Dock levellers
- Truck restraint systems
- Mobile loading bridges
- Dock houses
- Sectional doors

MANUFACTURER:

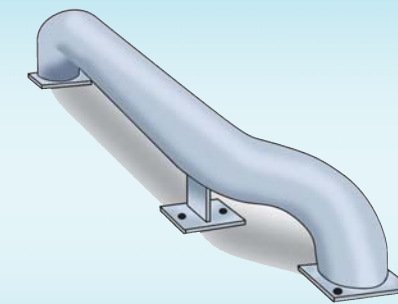
STERIL B.V.
P.O. Box 23
9288 ZG Kootsterille
Phone: +31 512 33 44 44
Fax: +31 512 33 30 99
E-mail: info@steril.nl
Internet: www.steril.nl



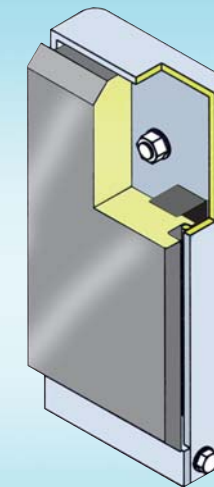
A MEMBER OF THE KROYMANS A.R.M.-STOKVIS GROUP

OPTIONS

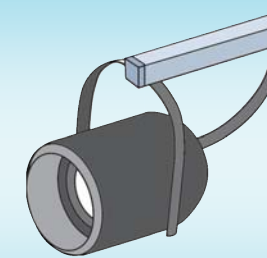
DOCK ACCESSORIES



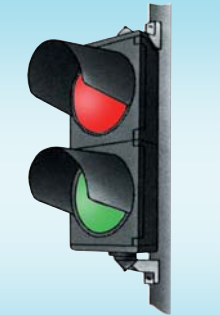
WHEEL GUIDES



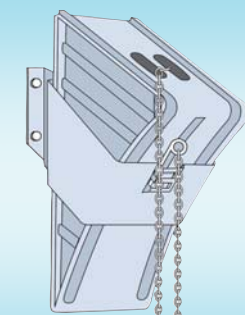
DOCK BUMPERS



DOCK LIGHTS



TRAFFIC LIGHTS



WHEEL CHOCKS



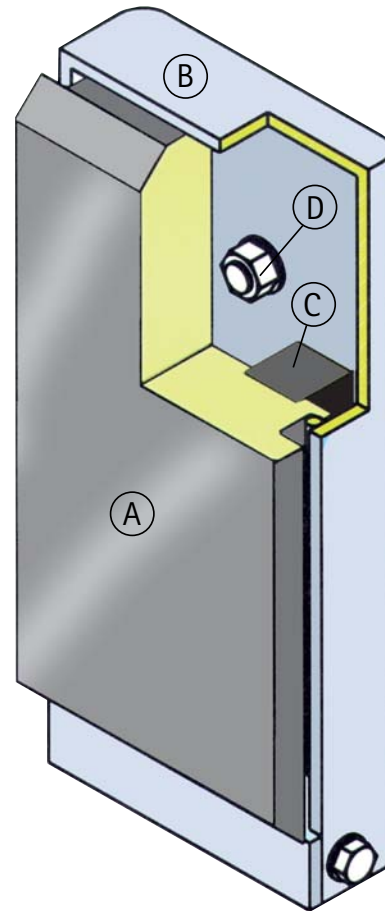
DOCK BUMPERS

The PE Bumper

Because of its unique construction - a front plate, rubber cushioning strips and a back frame- this bumper constitutes a durable alternative for the rubber docking bumpers which can wear out quickly and can be difficult to replace. Stertil has patented the composition and qualities of the applied materials. One of the remarkable features is the bumper surface or front plate. It is made of Ultra High Molecular Polyethylene, which has a low coefficient of friction. As a result, the front plate can resist extremely high impacts and friction forces.

The front plate is mounted onto the galvanised back frame. Between front plate (A) and back frame (B), two rubber cushioning strips (C) are mounted which reduce the high impact forces of the trucks by distributing them across the entire bumper surface. With the back frame being installed directly against the dock, the bolts (D) even resist the truck 'sitting' on the bumpers.

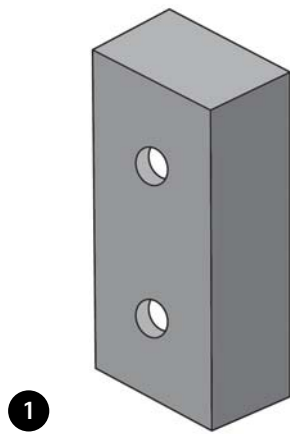
If the front plate has to be replaced, it can be removed from the frame, and a new one can be installed easily and quickly. The overall dimensions are 220 wide x 554 high x 140 deep and the front plate is 490 mm high.



THE PE-BUMPER

The ideal solution for any dock, because:

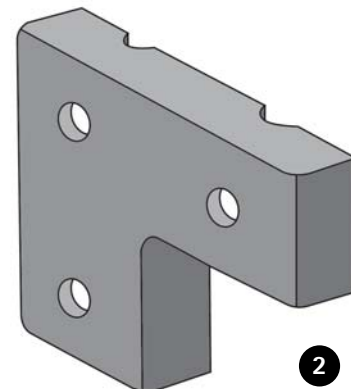
- long life-span
- reduced risk of damage to dock and vehicle
- easy exchange system
- environmentally friendly materials (totally recyclable)
- short pay-off period



1. Rectangular rubber bumper

The standard rectangular rubber bumper ensures excellent protection of the loading bay. The bumpers prevent damage caused by trucks reversing for loading or unloading. The rectangular bumpers can be supplied in two sizes:

- 200 wide x 450 high x 100 deep
- 200 wide x 450 high x 150 deep

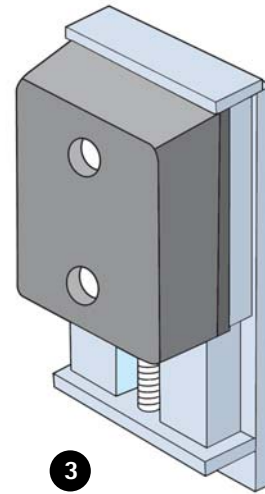


2. L-shaped rubber bumper

The L-shaped rubber bumpers are applied in situations requiring a wider docking area. Dimensions: 450 wide x 450 high x 100 deep

3. Vertically movable bumper

This vertically movable bumper constantly follows the movements of the truck during loading and unloading which reduces the bumper and fixings wear to a minimum.



Trucks 'sitting' on the non-movable type of bumpers cause even the strongest fixings to break after some time, leaving the dock, and the wall of the building unprotected. The movable bumpers prevent this from happening, because they simply move up and down with the truck and provide good protection at the same time.

Dimensions:
210 wide x 540 high x 170 deep.

WHEEL GUIDES

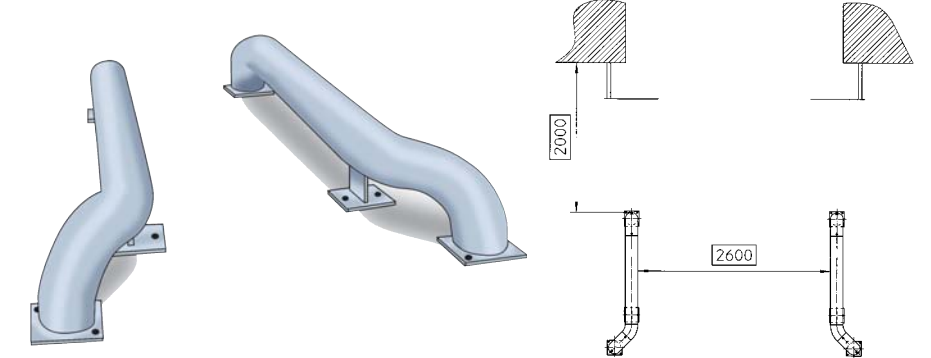
Wheel guides, installed in front of the dock, increase the safety and effectiveness of loading and unloading, and considerably prolong the life of the dock shelters. Wheel guides ensure the truck approaches the dock centrally, and allows the dock-leveler lip to position correctly on the vehicle floor, and the dock shelter to seal properly.

The round shapes of the Stertil wheel guides are better for truck tyres, than the sharp edges of concrete guides. As standard they are supplied hot-dip galvanised for a good, lasting appearance. They can be mounted on the concrete driveway, or on concrete foundations constructed within a block driveway.

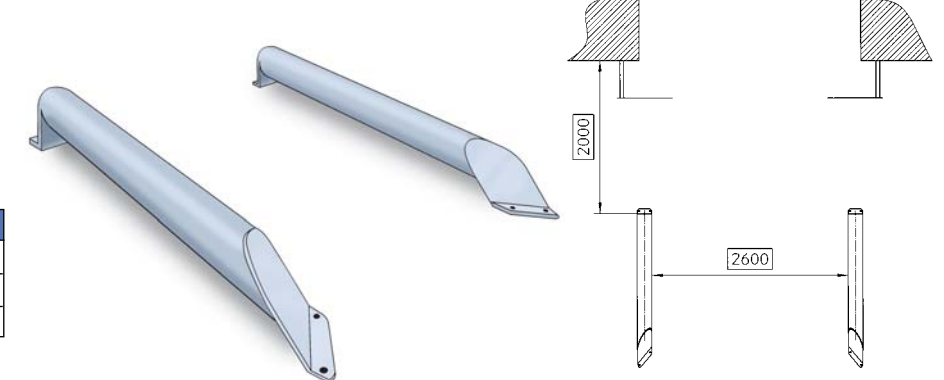
Dimensions	High Profile	Low Profile
Profile Tube	170 mm	200 mm
Length	2000 mm	2000 mm
Total height	320 mm	250 mm

The recommended net width between the wheel guides is 2,600 mm.

High profile



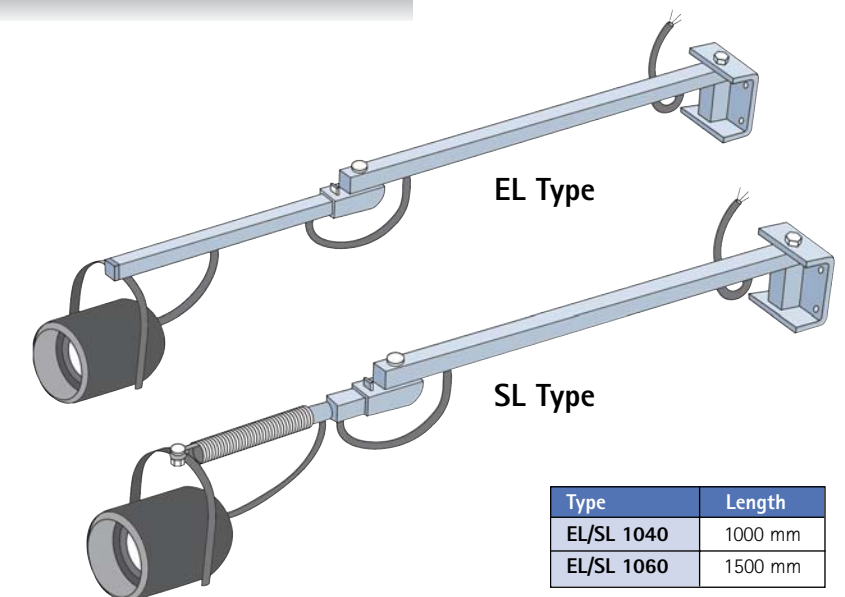
Low profile



DOCK LIGHTS

Lighting the inside of the trailer removes the dangerous manoeuvring of heavily loaded fork-lift trucks in the darkness, since all goods and obstacles are clearly illuminated by Stertil dock lights. A flexibly installed light fitting, solidly fixed to galvanised steel arms with a sturdy mounting plate and lamp, designed for heavy industrial use, which can stand hard wear. The hanging arms ensure its correct positioning so that every corner is illuminated. If not in use, the lamp is simply turned away against the wall.

The dock light is supplied without the required PAR 38, 100 Watt bulbs, which give off only very little heat but much light. Suitable for a 220 Volt connection.



Type	Length
EL/SL 1040	1000 mm
EL/SL 1060	1500 mm