

# sterdil® stokvis

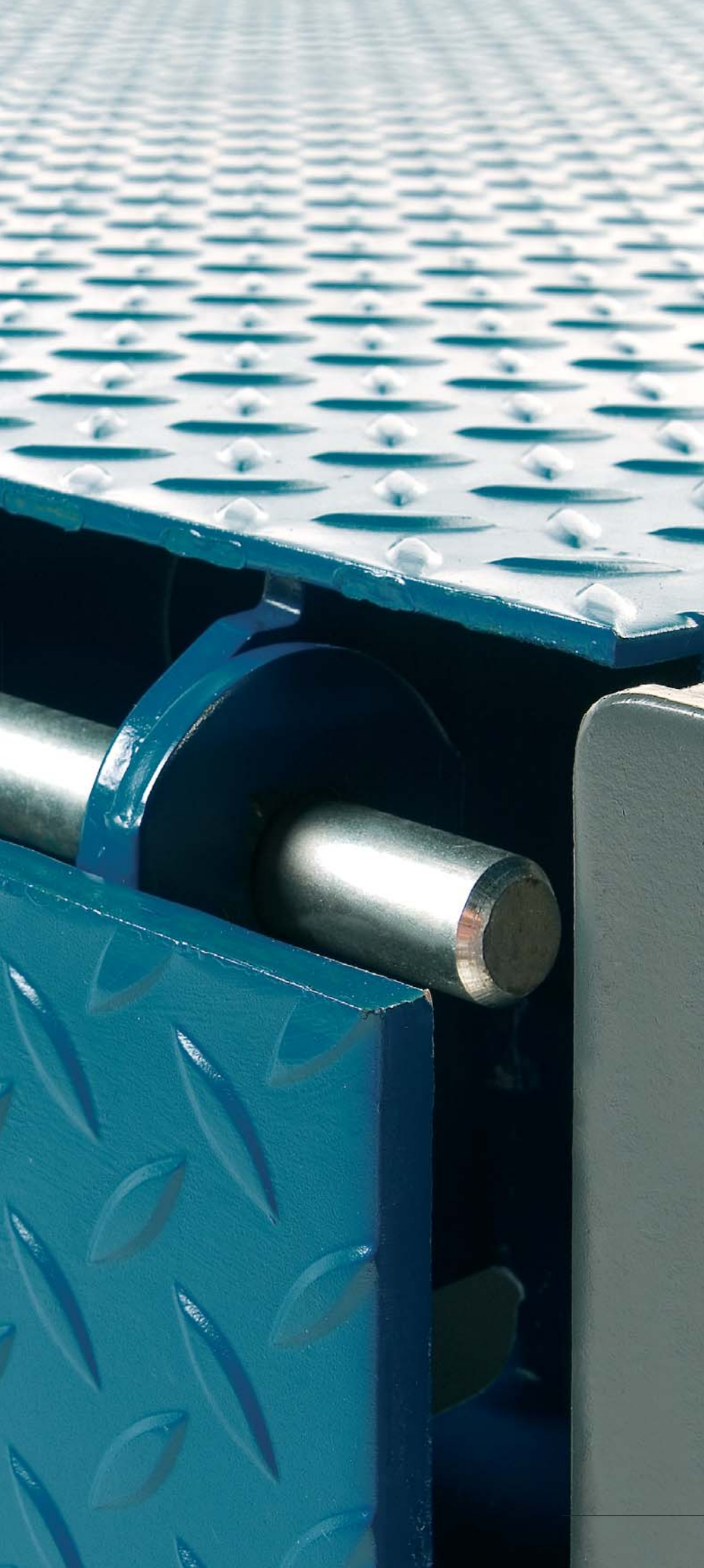


## Loading bay equipment

- Dock levellers
- Dock houses
- Dok-Kast precast concrete dock leveller pits
- Combilok® vehicle restraints
- Dock bumpers
- Accessories

Engineered for Excellence



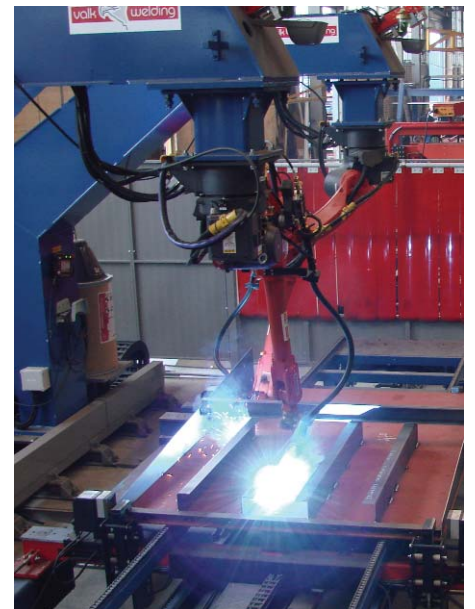


## Contents

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<b>Dock levellers</b>	
Range guide	3
Features and benefits	4
Materials and construction	6
S Series swing lip	7
X Series extending lip	8
P Series parallelogram lip	9
HA/LA Series Edge-of-dock	10
<b>Dock houses</b>	11
<b>Dok-Kast precast concrete dock leveller pits</b>	12
<b>Combilok® vehicle restraints</b>	13
<b>Accessories</b>	
PE Dock bumpers	14
Rubber dock bumpers	14
Wheel guides	15
Dock lights	15
Traffic lights	15
<b>Services</b>	16

The Stertil Stokvis factory at Koostertille in Holland has invested in the future of dock levellers using innovative research and design and robotic welding to create precision engineered products.



Our electro-hydraulic dock levellers form a robust and high quality range offering many advantages over competing products.

There is a selection of models to suit all applications, summarised opposite.

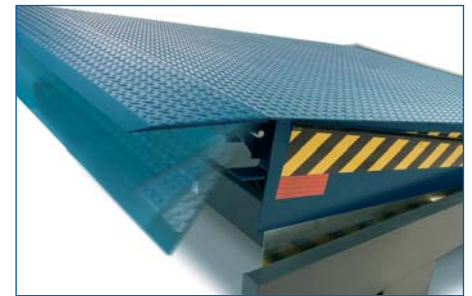
## S Series Swing lip see page 7

Installation: Frame type (SF) or Pit type (SP) see page 4

The S Series has a hinged lip which is hydraulically extended into position.



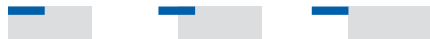
- The conventional dock leveller, suitable for most standard applications. With this type the vehicle must be accurately docked in the correct position close to the loading bay front



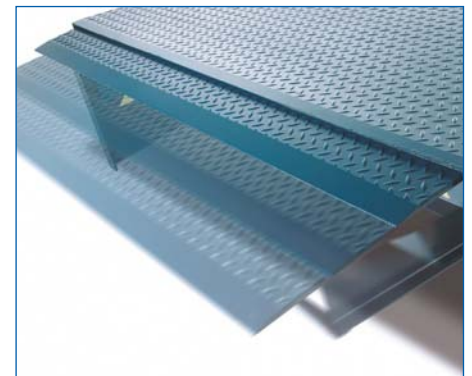
## X Series Extending lip see page 8

Installation: Frame type (XF) or Pit type (XP) see page 4

The X Series has a lip which extends in line with the platform.



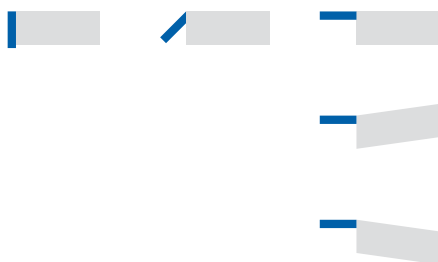
- Provides greater operational flexibility and can accommodate many different sizes of vehicle as well as stepped vehicle floors, eg in refrigerated trucks
- Telescopic lip extension can be accurately controlled so that positioning of the vehicle is less critical
- The lip can be partially withdrawn to allow use of the full loading area right to the back of the vehicle
- Can bridge a vehicle tail-lift if necessary
- Permits an external door to be fully lowered in front of the dock and increase thermal efficiency
- Can be used for side loading



## P Series Parallelogram lip see page 9

Installation: Frame type (PF) or Pit (PP) type see page 4

The P Series has a hinged parallelogram lip which automatically remains horizontal at all times, giving the optimum lip-to-platform angle.



- Provides a smoother transition across the platform and lip when loading/unloading, even for small-wheeled trucks
- Less risk of grounding
- Faster loading and unloading
- Less impact on loading trucks meaning reduced maintenance
- Less risk of accidents and damage to goods
- Less impact and physical strain on personnel
- Can accommodate many different sizes of vehicle

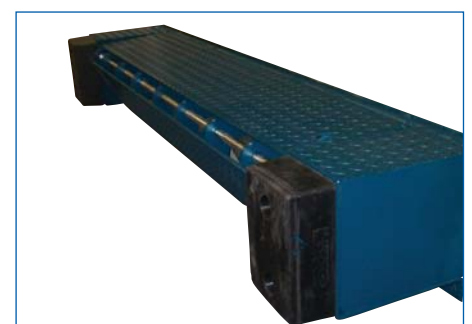


## HA and LA Series Edge-of-dock levellers see page 10

Value solution where space is limited and where the height difference between warehouse floor and vehicle floor is small. HA Series are hydraulic. LA Series are manually operated.



- Operation and safety are to the same high standards as other Stertil Stokvis dock levellers.
- Suitable for all types of loading equipment.
- Ideal replacement for out-of-date dock plates.

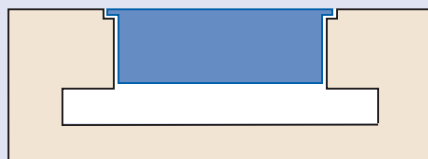


All Stertil Stokvis levellers (excluding Edge-of-dock) are coded by series and installation type, ie model SF represents S series leveller with frame type installation. Model XP represents an X series leveller with pit type installation.

### Frame type

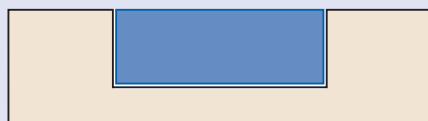
The suspended sub-frame rests on rebates in the pit edges.

Frame types allow for an open-fronted pit if required, to accommodate vehicle tail-lift stowage under the dock leveller during loading/unloading.



### Pit type

The dock leveller base frame rests on the bottom of the pit.



### FEATURES AND BENEFITS

#### Versatility

All Stertil Stokvis dock levellers are capable of servicing vehicles both above and below dock level.

They automatically accommodate the full range of vehicle suspension movement during unloading and loading.

#### High-strength construction

The dock leveller platform is formed of a single piece of high-tensile steel plate, not made up of welded sections, and is of a thicker material than most competing products. The *s355jo(Fe52)* construction gives maximum strength-to-weight ratio whilst retaining torsional flexibility to help reduce deckplate distortion.

#### Lip profile

High tensile steel allows for an extra long chamfered leading edge, reducing the impact on wheeled loading trucks.

#### Safety support legs

Unique patented twin safety support legs of heavy-duty galvanised steel section provide the full load rating when the dock leveller is in the parked position.



The legs automatically retract when the lip is extending and return to the support position when the platform is parked.

Competing products generally rely on lip saddles for cross traffic support, placing maximum stress on the lip and hinge assembly. Lip saddles are also vulnerable to impact damage from reversing vehicles.

### Self-cleaning lip hinge

(S and P Series)

The unique patented Stertil Stokvis self-cleaning open lip hinge allows dirt and debris to fall through.

The hinge is designed to give 267% more weld area, providing much greater strength than a traditional piano hinge. The lip hinge assembly carries a lifetime guarantee.



### Multi-point platform hinge

The unique full-width multi-point rear platform hinge provides greater support and stability during operation. It provides a smooth transition onto the platform and minimises toe- and finger-trap hazards as it does not have the gap associated with most competitor's dock levellers.

The design allows up to 125mm platform tilt at the vehicle contact line in case of a non-level vehicle deck, without creation of toe-trap hazard and without the platform rear rising above dock level.



### Single front ram

The platform is operated by a single front-mounted hydraulic ram. Compared with rear-mounted rams, this positioning provides:

Maximum lifting force with a low-pressure hydraulic system

- Reduced impact shock on the ram during use, prolonging its life
- Maximum stability in a panic stop condition
- Easy access for maintenance.

### Safety features

*Auto park:* the dock leveller is returned to its parked position by single push-button control, to eliminate uncontrolled movement.

*Panic hold:* the platform is automatically held and fully supported in position in the event of unauthorised vehicle departure during use (dependent on the weight of the load on the leveller).

Emergency stop button is incorporated into the isolator switch.

*Toe guards:* provided on each side of the platform, complete with yellow and black safety chevrons.

*Maintenance:* a safety prop (S and P Series) or locking pins (X Series) support the platform safely in the raised position for maintenance.

*Safety interlocks:* with other equipment can be supplied to suit specific requirements.

- Dock leveller operation is inhibited until dock door is at fully open position.
- Dock leveller interlock (park limit switch) door closure is inhibited until dock leveller is correctly parked.



### Compliance

All Stertil Stokvis dock levellers comply with the requirements of the current EC Machinery Directive and EN1398 Dock levellers.

### Guarantees

All Stertil Stokvis dock levellers carry a 12 months guarantee. The lip hinge (S Series) carries a lifetime guarantee. All guarantees exclude acts of negligence or wilful damage.

A 5-year extended warranty is available subject to service conditions.



## MATERIALS AND CONSTRUCTION

### Platform and lip

High tensile steel treadplate reinforced by high tensile steel L sections to distribute stresses evenly.

Stringent material quality control and fully automatic robotic welding ensure consistent accuracy and quality of construction.

### Base frame

Base frame of steel sections provides a secure mounting, and incorporates support leg stools and rear hinge assembly.

Cross members support the full rated load via the ram in case of unintended vehicle pull-out.

The frame is supplied with or without integral pit edge kerb angles and anchors depending on the intended method of installation.

### Finish

*Standard protection:* steel blasting, primer coating and finishing (total layer thickness 80 microns)

*Standard platform colours:* RAL 9011 (Black), RAL 5020 (Ocean Blue) and RAL 5010 (Gentian Blue).

*Standard subframe colours:* X and S series, RAL 7016 (Grey). P series to match the platform.

Other RAL colours and galvanised finish are available.

### Running surface

Platform and lip have overpattern treadplate finish providing an anti-slip surface for both foot and wheeled traffic, whilst allowing quick drainage.

Optional anti-slip coating available on request.

### Security

As standard, a security night lock system is fitted to prevent unauthorised entry into the building via the dock leveller pit.

## Optional features

*Hydraulic below-dock control:* allowing the leveller to travel below dock level with the lip in the pendant position (S and P Series).

*Composite control panel:* to operate all elements of the loading bay including dock leveller, shelter, door, vehicle restraints and traffic lights as applicable to meet requirements, with sequenced operation.

*Under-platform insulation:* for chill and cold store applications.

*Weather seals.*

*Pouring pans:* freestanding or integrated.



*Higher capacity:* dock levellers up to 12000kg

*'Cat flaps':* for tail-lift entries to help prevent debris build-up and fire risk.

*Galvanised finish:* frame only or frame and platform.

## CONTROL, OPERATION

Power supply 415V three phase 50Hz. Control voltage 24V.

*Control box:* polycarbonate enclosure to IP 54 standard, push button controls.

The main switch also serves as the emergency stop and is lockable in the 'off' position.

For more details of controls see following pages.

## MAINTENANCE

Routine maintenance should be carried out at quarterly intervals by competent personnel. Stertil Stokvis can offer an exclusive maintenance contract.



## DESCRIPTION

### Swing lip

Stertil Stokvis S Series dock levellers have a hinged lip which is automatically activated by a second hydraulic ram.

### Control, operation

Control is by a single push button.

When the button is pressed the platform rises to its highest position and the lip is extended into place automatically. When the button is released the platform then lowers until the lip rests on the vehicle floor.

When loading/unloading is completed, pushing the button again returns the platform and lip automatically to the parked position.

## LOADING

Load rating is 6000kg for all models and sizes.

This is the total maximum load capacity as defined by EN1398 which may be carried on a single axle.

## DIMENSIONS

### Lip

Standard lip length is 400mm. Options 450mm, 500mm.

Crown angle is 7.5° as standard. Option of 5° for improved transition of materials handling equipment with low ground clearance..

Dock levellers over 2000mm wide have a lip tapered in width to allow better access to off-centre vehicles.

### Platform

Selection of dock leveller platform length depends primarily on the expected range of vehicle floor heights compared with the dock floor level, taking into account the maximum possible incline of the platform.

The maximum incline permitted by the EC/EN 1398 standard is 12.5% (7° or 1:8), but in practice Stertil Stokvis sizes are based on a lower incline since this allows smoother running and a shallower incline for loading.

We recommend consultation with Stertil Stokvis at an early stage in dock planning for guidance on selection of the correct size.



### Platform standard sizes

Length excludes fully extended lip.

Lengths (mm)	Operating range (mm)†		Frame height (mm) Models SF* and SP*
	above dock	below dock	
2000	235	315	585
2200	245	305	585
2500	300	290	585
2800	340	300	585
3000	315	305	585
3500	400	355	700
4000	415	340	700
4500	370	330	700

Platform widths (mm): 1750, 1830, 2000, 2110, 2250.

\* Codings F and P represent frame or pit installation. see page 4. For specific pit details refer to Stertil Stokvis

† Calculated with a 400mm lip and a 100mm thick bumper



# Dock levellers: X Series Extending lip

## DESCRIPTION

### Extending lip

Stertil Stokvis X Series dock levellers have a telescopic lip which extends in line with the platform, operated by a second hydraulic ram.

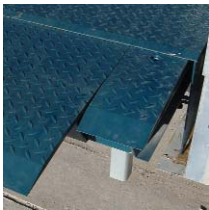


Reinforcement under the lip is set back by 175mm to allow a good landing on the vehicle deck; this 'under-lip clearance' can be increased to 360mm for use with vehicles with raised threshold or set-back floor.

Precise control of lip extension allows it to be placed accurately onto the rear of the vehicle deck, so that vehicles can be fully loaded or unloaded by pallet truck.

### Side fingers

The lip can be supplied with auto-retracting finger sections, 175mm wide at each side to facilitate servicing of narrow vehicles, and to prevent damage if the lip is inadvertently extended into an off-centre parked vehicle.



### Noise reduction

The safety support (cross traffic) legs are provided with shock absorbers to reduce noise levels when parking the platform (max 70dBA).

### Control, operation

Control is by four independent illuminated push buttons.

On pressing the 'Up' button the platform rises; the telescopic lip is extended by means of the 'Out' button. The platform will not descend while either is in use. When both are released the platform will descend under controlled gravity until the lip rests on the vehicle deck.

Lip extension is controlled using the 'Out' and 'Retract' buttons.

When loading/unloading is completed, pushing the 'Auto park' button returns the platform and lip automatically to the parked position.

## LOADING

Load rating is 6000kg, being the total maximum load capacity as defined by EN1398 which may be carried on a single axle.

## DIMENSIONS

### Lip

Standard lip length: 600mm.

*Optional:* ≤2200mm long platforms can have 775mm long lips. ≥2500mm long platforms can have 1000mm lips.

Lip extension is fully controllable up to the maximum value.

## Platform

Selection of dock leveller platform length depends primarily on the expected range of vehicle floor heights compared with the dock floor level, taking into account the maximum possible incline of the platform.

The maximum incline permitted by the EC/EN 1398 standard is 12.5% (7° or 1:8), but in practice Stertil Stokvis sizes are based on a lower incline since this allows smoother and running and a shallower incline for loading.

We recommend consultation with Stertil Stokvis at an early stage in dock planning for guidance on selection of the correct size.



## Platform standard sizes

Length excludes fully extended lip.

Lengths (mm)	Operating range (mm)		Frame height (mm) Models XF* and XP*
	above dock	below dock	
2000	270	390	585
2200	300	380	585
2500	335	355	585
2800	375	335	585
3000	360	330	585
3500	375	435	700
4000	410	380	700
4500	390	355	700

Platform widths (mm): 1750, 1830, 2000, 2110, 2250.

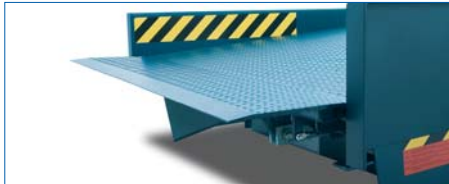
\* Codings F and P represent frame or pit installation. see page 4. For specific pit details refer to Stertil Stokvis



## DESCRIPTION

### Parallelogram lip

The Stertil Stokvis P Series has a hinged lip which is activated by a unique parallelogram linkage. This extends the lip automatically as the platform deploys, and maintains the lip horizontal at all positions of the platform.

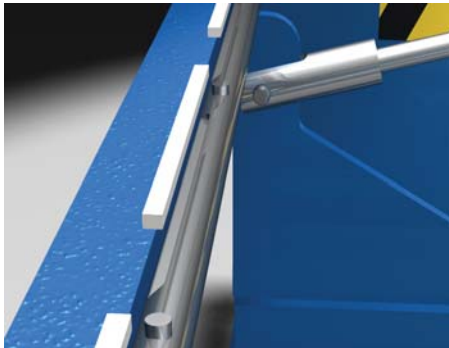


### Ergonomic design

The P series ergonomic dock leveller offers many advantages including substantial cost savings on maintenance of material handling equipment and less personnel absence due to lower impact on human body. Loading and unloading is faster and smoother, noise levels are lower and there is less damage to goods.

### Rear platform hinge

The rear platform hinge is bedded on polyurethane strips to reduce impact and noise, whilst allowing up to 100mm platform tilt at the front edge.



### Choice of platform finish

Standard finish is Treadplate. P Series dock levellers are available with an optional Twaron polyurethane anti-slip coating to platform and lip. This gives smoother running and can reduce noise levels by up to 10dB, especially beneficial where small-wheeled pallet movers and roll cages are mainly used.

### Control, operation

Control is by a single push button.

When the button is pressed the platform rises to its highest position and the lip extends into place automatically. When the button is released the platform lowers until the lip rests on the vehicle floor, the lip remaining horizontal at all times.

When loading/unloading is completed, pushing the button again returns the platform and lip automatically to the parked position.

## LOADING

Load rating is 6000kg for all models and sizes.

This is the total maximum load capacity as defined by EN1398 which may be carried on a single axle.

## DIMENSIONS

### Lip

Standard lip length is 400mm.

### Platform

Selection of dock leveller platform length depends primarily on the expected range of vehicle floor heights compared with the dock floor level, taking into account the maximum possible incline of the platform.

The maximum incline permitted by the EC/EN 1398 standard is 12.5% (7° or 1:8), but in practice Stertil Stokvis sizes are based on a lower incline since this allows smoother and running and a shallower incline for loading.

We recommend consultation with Stertil Stokvis at an early stage in dock planning for guidance on selection of the correct size.



### Platform standard sizes

Length excludes fully extended lip.

Lengths (mm)	Operating range (mm) <sup>†</sup> Model PF*		Model PP*		Frame height (mm)	
	above dock	below dock	above dock	below dock	Model PF*	Model PP*
2000	210	265	195	247	700	585
2200	215	295	185	237	700	585
2500	245	335	270	225	700	585
2800	295	370	295	217	700	585
3000	265	360	265	213	700	585
3500	360	290	360	290	700	700
4000	370	280	370	280	700	700
4500	330	270	330	270	700	700

Platform widths (mm): 1750, 1830, 2000, 2110, 2250.

\* Codings F and P represent frame or pit installation. see page 4. For specific pit details refer to Stertil Stokvis

<sup>†</sup> Calculated with a 400mm lip and a 100mm thick bumper



## Dock levellers: HA/LA Series Edge-of-dock

### DESCRIPTION

**HA hydraulically operated and LA manually operated edge-of-dock leveller with hinged lip and integral bumpers.**

#### Operation

HA operation is by a single push-button control which is used to both deploy and park the dock leveller, as for S Series.

The LA leveller is raised manually using the operating handle. On lowering the deck, the lip automatically extends to rest on the vehicle floor.



When loading/unloading is complete the lip should be parked manually; however, if the vehicle drives away the lip will drop safely behind the dock bumpers.

#### Dimensions

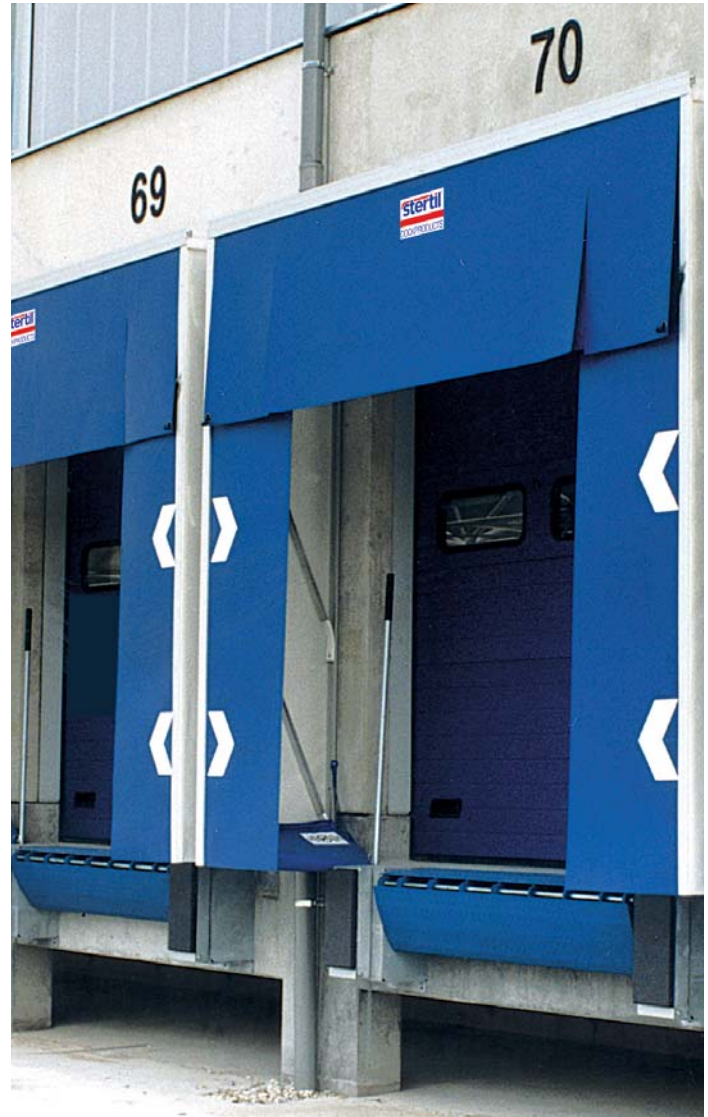
Load rating 6000kg.

Lip angle is maintained at 7.5° for high profile and 5° for low profile to ensure the lip always lies flat on the vehicle floor to avoid tripping hazard.

#### Installation

There are two types of installation:  
Flush with the face of the dock, fixed to a cast-in frame.

Face-fixed to a steel angle cast into the dock edge.



#### Sizes

Platform width (mm)	Total length (mm)	Lip extension beyond bumpers (mm)	Bumper projection (mm)	Operating range	
				above dock (mm)	below dock (mm)
High Profile models for high-clearance trucks eg forklifts					
1830	700	245	455	100	100
1830	735	300	435	100	100
2000	700	245	455	100	100
Low Profile models for low-clearance eg pallet trucks					
1830	700	245	455	50	80
1830	735	300	435	50	80
2000	700	245	455	50	80

A Stertil Stokvis Dock House forms a complete self-contained loading bay which can be installed directly on the façade of a building, so that no internal space is lost.

Units are purpose-made, and design and layout can be adapted to suit requirements.

## FEATURES AND BENEFITS

### Self-contained

Complete loading bay enclosure maximises usable space within the building.

### Flexibility

Suitable for new-build, extensions and refurbishments.

### Complete protection

Provides weather protection, contributes to hygiene and safety.

### Energy saving

Minimises heat transfer.

### Ease of installation

Minimum construction requirements, reduced site time, and can be installed independently of other building work.

### Adaptable design and layout

Individual, multiple (with or without dividing walls) or angled.

## DESCRIPTION

### See drawing for components

### Control

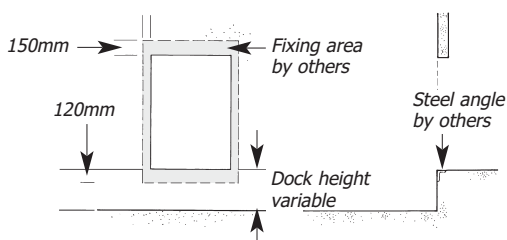
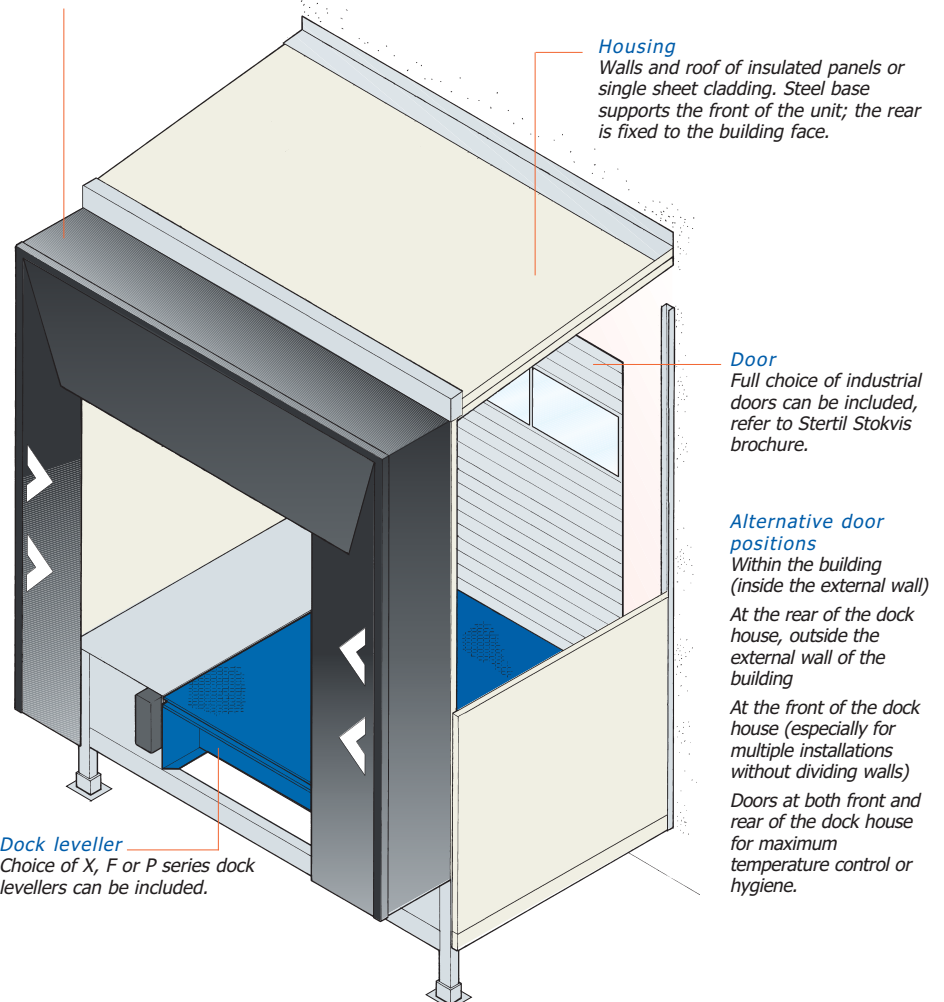
Combined control box for door, dock leveller and dock seal as required.

### Installation

Complete installation by Stertil Stokvis. Front of dock house is normally installed on a steel base (provided). Rear is normally fixed to a steel angle cast into the face of the building floor slab; alternatively Stertil Stokvis can install supporting steelwork.



*Dock shelter and dock seal*  
Full choice of dock shelters and dock seals can be included, refer to Stertil Stokvis brochure.



# Dok-Kast precast concrete dock leveller pits

Stertil Stokvis precast concrete dock leveller pits are single or multiple units configured to suit client's requirements. The units are self-supporting and ready to accept any type of Stertil Stokvis dock leveller.

## FEATURES AND BENEFITS

### Total package

Stertil undertake all design and manufacture of the pits as a total package. Ideal for multiple installations.

### Time savings

Suitable for fast-track construction programmes. No formwork or poured concrete is required on site, no concrete curing time, not subject to weather delays.

### Flexibility

Each installation is purpose-made and can be varied to suit customer requirements, building dimensions, column spacing, dock leveller dimensions etc.

### Consistent quality

Manufactured under controlled factory conditions.

### Cost control

Multiple units provide costs saving. Exact costings can be provided for customers and contractors.

### Good appearance

High quality finish.

### Compliance

Designs comply with BS 8110: 1997 *Structural use of concrete*.

## DESCRIPTION

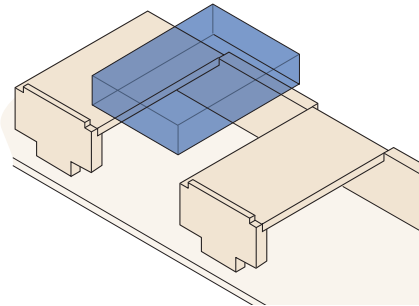
### Components

Precast concrete, cast in steel or timber moulds. Range of special finishes available.

Installation requires a concrete base slab.

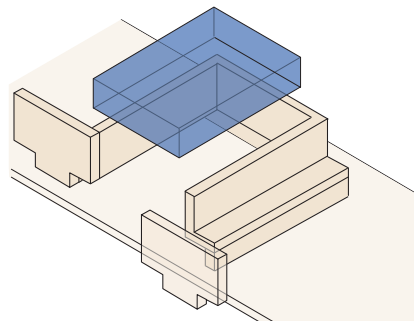
### Biscuit system

For multiple dock levellers where they occur in close proximity.



### Box system

For individual dock levellers or multiple dock levellers where greater distances between levellers are involved. Consult Stertil Stokvis for advice.





Combilok®, developed by and exclusive to Stertil Stokvis, is a vehicle restraint system providing enhanced safety at loading bays whilst loading and unloading is in progress.

Communication between the vehicle driver and the loading personnel in such situations is usually poor, leading to the risk of accidents if the vehicle were to drive away when loading / unloading is in progress.

The Combilok® helps to prevent the vehicle from driving away until it is positively released by an operative within the loading bay.



**FEATURES AND BENEFITS**

**Improved safety**

Reduces the risk of accidents during loading and unloading. Minimises the risk of damage to goods and equipment and of injury to personnel.

**Versatile**

Suitable for HGV's including vehicles with tail lifts.

**Simple and quick operation**

Single push button control. Fully automatic deployment (within 15 seconds) and retraction, microprocessor controlled with sensor for correct positioning.

**Positive positioning**

The Stertil Stokvis Combilok® is integrated into a vehicle wheel alignment guide, ensuring that vehicles are correctly centred and straight in the docking area. There are no obstacles in the drive lane when the Combilok® is retracted.

**Security**

Reduces risk of vehicle theft.

**Integrated control**

Can be interlocked with dock levellers and overhead doors.

**Robust**

Strong construction resists collision damage.

**Low maintenance**

Simple operation with few moving parts, for ease of maintenance.

**DESCRIPTION**

Steel construction with galvanised finish. Hydraulically powered. Optional high-visibility yellow powder coating.

**OPERATION**

When the vehicle is in position, the operator activates the Combilok® system from a control panel inside the loading bay.

The wheel block moves forward, powered by a hydraulic ram.

A built-in sensor automatically stops the blocking arm in the correct position in front of the vehicle's rearmost wheel. It then extends in front of the wheel and is pushed back against it at a constant pressure.

The Combilok® is then in position to help prevent unexpected vehicle movement until released.

**Warning signals**

The movement / operation of the wheel blocking arm is indicated by both an audible signal and a warning red traffic light.

When the Combilok® is removed a green traffic light indicates to the driver that the vehicle is safe to leave.

A warning light on the control panel shows the operator when the restraint is in place and when released.



# Loading bay accessories

## PE DOCK BUMPERS

A highly durable dock buffer with a unique construction and patented materials, giving superior performance to conventional rubber bumpers - more durable, low friction face, no exposed fixings.

Prevents damage to the loading bay and to vehicles during reversing, loading and unloading.



### Unique construction

The buffer comprises a replaceable front pad, rubber cushioning strips and steel back casing, of patented materials.

### Extremely robust

Very resistant to high impact and frictional forces. The low coefficient of friction of the pad reduces frictional forces due to movement of a vehicle during loading/unloading, when the vehicle is parked in contact with the buffers.

### No exposed fixings

No fixings are exposed on the front face of the pad. The back plate is mounted directly on the dock face with minimum bolt projection covered by the front pad.

### Durable

More durable material than rubber bumpers. The front pad is easily replaced if necessary.

### Environmentally friendly

Completely recyclable.

### Rapid payback

Short payback period due to the reduction in damage to dock front and vehicles.

### Components

The buffer consists of an ultra high molecular polyethylene front pad, two rubber cushioning strips and a hot-dipped galvanised steel back casing and retainer.

The cushioning strips spread impact forces over the entire buffer surface.

Front pad can be black or yellow polyethylene or yellow nylon.

### Size

Overall: 220 wide x 554 or 814mm high.  
Depth: 140mm.  
Height of front pad: 490 or 750mm.

## RUBBER DOCK BUMPERS

Stertil Stokvis rubber dock bumpers provide good protection to the dock front against vehicle impact.

Standard bumpers are rectangular.

L-shaped bumpers are available where a wider docking area is required.

Vertically movable bumpers have a pad which can move vertically up and down, following the movement of the vehicle during loading/unloading. This avoids stress on the fixings, giving the bumper a longer life.



### Sizes

#### Rectangular bumper

Width x height 250 x 450mm, depth 100 or 150mm.

#### L-shaped bumper

Width x height 450 x 450mm, depth 100mm.

#### Vertically movable bumper

Width x height 210 x 540mm, depth 170mm.

### Options

Raised bumper brackets  
Bumper packers  
Precast mounting plates



## WHEEL GUIDES

Stertil Stokvis wheel guides installed in front of the loading bay increase the safety and efficiency of loading and unloading operations.

Wheel guides ensure that the vehicle approaches the loading bay centrally and straight. Thus they allow the dock leveller lip to position centrally on the vehicle floor, and the dock shelter to seal properly against the back of the vehicle.

They also help to prolong the life of dock shelters by reducing off-centre or oblique pressure from vehicles.

The flared entrance of Stertil Stokvis wheel guides cause less wear or damage to vehicle tyres than the sharp edges usually found on concrete guides.

Mounted on a concrete driveway or on a concrete foundation set within a block driveway.

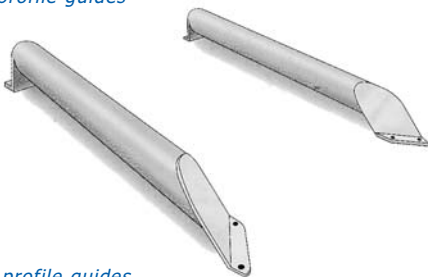
*Material:* hot-dip galvanised steel, natural or painted yellow.

### Types, dimensions

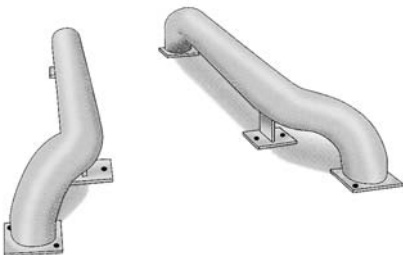
	High profile	Low profile
Tube diameter	170mm	200mm
Length	2000mm	2000mm
Height	320mm	250mm

Recommended clear width between guides is 2600mm.

#### Low profile guides

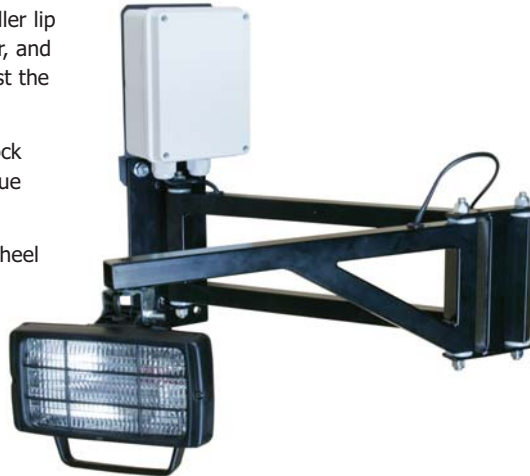


#### High profile guides



## DOCK LIGHTS

Stertil Stokvis dock lights clearly illuminate the inside of the docked vehicle so that goods and obstructions can be seen. They reduce the risk of accidents and assist in manoeuvring trucks whilst loading/unloading.



Each light is mounted on an arm which pivots at the wall and in the centre. They can be parked against the wall of the loading bay when not in use.

The robust mounting plate and lamp are designed for heavy industrial use.

Electricity supply 220V.

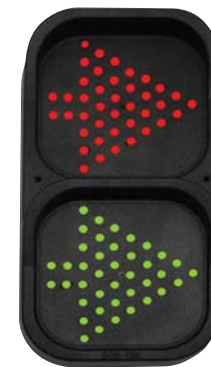
Low energy halogen 80W.

## TRAFFIC LIGHTS

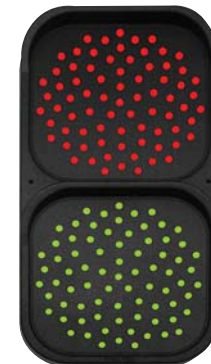
Stertil Stokvis traffic lights increase safety during loading and unloading by providing positive control of vehicle movements.

The lights can be linked to the loading bay door so that when the door is opened the red light comes on. Alternatively they can be linked to a sensor, or can be controlled from an integrated control panel.

All traffic lights are LED for low energy consumption and reduced maintenance



**DCS 6A**  
40 LEDs per colour



**DCS 6 or 7**  
6 = 100mm diameter lens with 40 LEDs per colour.

7 = 150mm diameter lens with 76 LEDs per colour.

*Option:* High intensity



**DCS 10 LED**  
140mm diameter polycarbonate lens and cowling



**DCS 125 LED**  
125mm diameter polycarbonate lens and cowling

### Selection and advice

Technical representatives are available throughout the UK to discuss your requirements and advise on suitable loading bay solutions.

Contact us at the address below or use our online enquiry form at:

# www.stertiluk.com

### Installation and maintenance

Detailed installation drawings and technical specifications can be supplied in hard copy, on CD-ROM or by email on request.

Loading bay equipment is installed by our own fully trained and experienced engineers, based throughout the UK.

We can offer contracts for regular planned maintenance, as well as a 24-hour emergency repair service.

### 5-year warranty

Our confidence in our product quality and service is demonstrated by our offer of a 5-year warranty based on a maintenance contract.

### Industrial doors

Thermador sectional overhead insulated doors  
RapidRoll fast action industrial doors  
Roller shutters (including fire shutters)  
Pedestrian steel doorsets

### Loading bay equipment, other types

Dock shelters and dock seals  
Scissor lift tables

Complete loading bay packages are also available as an integrated installation.

### Full UK service



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