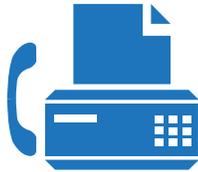


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# ORDERING INFORMATION



**800-741-1258**



**800-709-2802**



5405 Keating Rd NW  
Olympia, WA 98502



loadingdocksupply.com  
sales@loadingdocksupply.com

## OFFICE HOURS

Monday through Friday 8:00 am to 7:00 pm EST  
call toll free within the continental USA (800)-741-1258

If calling before or after business hours leave a voicemail or email us and a knowledgeable sales representative will contact you as soon as possible.

## PLACING ORDERS

There are five easy ways to place your order:

1. Call our toll free number: 1800-741-1258
2. Fax an order request: 866-709-2802
3. Email your order to sales@loadingdocksupply.com
4. Send in a purchase order by mail
5. Online at [www.loadingdocksupply.com](http://www.loadingdocksupply.com)

## SETTING UP AN ACCOUNT

Apply for credit by contacting our sales team through either email (sales@loadingdocksupply.com) or by phone 1800-741-1258. The form requires business, bank & credit information in addition to acceptance of our terms contract.

Various factors comprise the loading dock system and contribute to the efficient transfer of goods and materials. Dock bumpers, dock levelers, dock lights, dock height, wheel chocks, and door seals or shelters should all be considered when designing a dock system. Email us, and we will be happy to help you create the most cost-effective bumper system available.

## Dock Bumper Arrangements

For the most comprehensive dock protection, a combination of vertical and horizontal bumpers, provides the greatest protection for both facilities and tractor trailers. For example, an 8' wide bay door receiving trucks at a straight approach are best protected by 24" high bumpers on either side and a standard 10" high bumper in the center. This allows a variety of trailer heights to be accommodated without the risk of trailers coming in below the 10" bumper centered in the opening. For refrigerated docks, extra length dock bumpers work as a vital component of the door seal effectively controlling air flow from the base of the door when used in conjunction with a dock seal. Overlapping angles are available for use on docks where a continuous bumper is undesirable.

- Use combinations of bumpers for optimal protection
- All bumpers have customizable widths
- When installed properly all bumpers are maintenance free
- Always verify the types of trucks being received before planning a loading dock

## Bumper Heights

Dock bumper heights are relative to the recycled tire pads used for manufacturing, typically these come in 6", 10", & 12" Heights. While the industry standard dock bumpers are built to this, greater heights are effectively achieved by stacking pads on top of each other. This allows for the production of 20", 24", & 36" high bumpers.

For best results always choose bumper heights which will best accommodate your traffic and facility. 6" dock bumpers are traditionally used on docks where a lip protrudes from the wall and has a face of 10" or less. 10" dock bumpers are the most widely used for docks where trucks come in at approximately equal heights or when only standard size trucks are received. The 12" Dock Bumper, our tallest single pad size, is a heavy duty product constructed with three pins through the center of rubber slats rather than the two pins used for 6" & 10" bumpers.

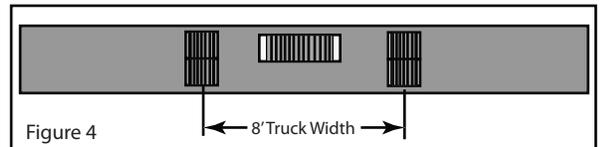
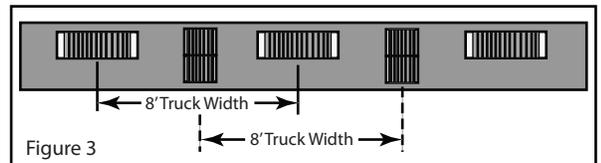
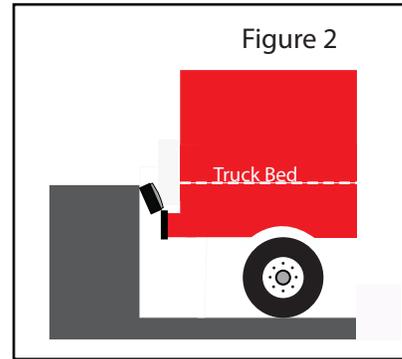
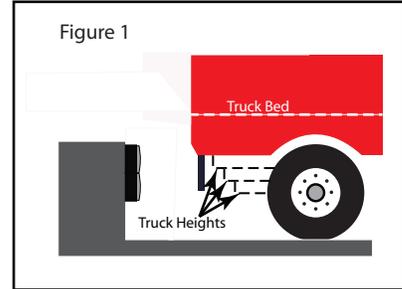
Always remember the combination of 20", 24", or 36" vertical bumpers, with standard sizes, provides extended depth protection for varying truck heights; (Fig. 1) or the lower steel members of trailer bodies. Consider these for docks that accommodate panel and pebble trucks as well as over the road trailers.

Vertical units with steel faces are particularly applicable with truck leveling devices that raise the entire truck to dock level. The Combination of horizontal units with, (Figs. 3 & 4), vertical units prevents a loaded trailer from dislodging shorter bumpers as the truck bed rises during unloading (Fig. 2).

## Dock bumper thickness

Dock bumper thickness is the second most important component besides placement of the bumpers. The determinant of bumper thickness is either the slope of dock approach or various obstructions protruding from the dock face. The typical projection for a dock bumper is 4.5", this is intended for a dock with a level approach & no obstructions around the door way. Bumpers should always place the top of a trailer a minimum of 4" between the tallest trailers top and wall. For approaches sloping down towards the dock greater thicknesses are required.

- To measure your slope, attach a string to the floor of your dock and pace 50' away following the approach of the trailer. Using a line level determine the line drop at 50'. Divide this number by 600 and you will have your percentage of slope. For every percent of slope figure 1" of additional projection on a standard 4.5" bumper projection. For example, a 5% slop requires a 10" bumper projection.



## Bumper Installation

Install bumpers (Fig 10) 1" to 2" below dock level. Use 3/4" or 5/8" lag bolts or sleeve anchors; minimum length 3" and use corresponding shield if required. Use 3/4" "J" bolts with a minimum length of 8" with 1 1/4" projection.

## For Open Docks

Open docks without predetermined docking positions, are best suited to a combination of several bumper sizes and placements (Fig.3). When using 36" horizontal dock bumpers maximum spacing should be 24" between units with a minimum of 5" on centers (Fig.6).

- If trucks are approaching at an angle a continuous bumper or overlapping angles should be used to limit the chance of a trailer corner coming in contact with the wall.
- Typically when continuous protection is necessary overlapping angles can provide economical benefits by reducing the number of holes drilled and the number of materials used for installation (Fig. 5).
- Overlapping reduces the spacing between each bumper to 4", and is applicable to any laminated bumper model.
- Overlapping angles on adjacent bumpers increases the protected area.
- Special-length bumpers to fill out dock spaces are also available.
- For open docks or wide bays, extra-length, one-piece dock bumpers can also be used for maximum coverage and appearance (Fig. 7)

## For 8', 9' or 10' Bays

For 8', 9', or 10' bays a variety of combinations exist. Loading Dock Supply recommends a combination of standard and vertical bumper designs (Fig 3 & 4) for dock protection.

## For Refrigerated Doors (with or without dock shelters)

Refrigerated doors generally require a, solid one-piece construction, bumper for a complete seal around the truck and dock (Fig. 7). The same applies to doors sealed to maintain temperatures (Similar results can also be achieved with overlapping angles see (Fig.5). With shelters, the rubber surface of the bumper must extend under the vertical members of the Shelter pad to complete the seal.

## For Portable Dock Plates

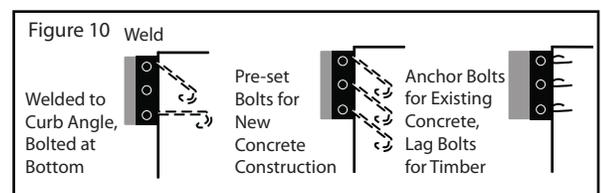
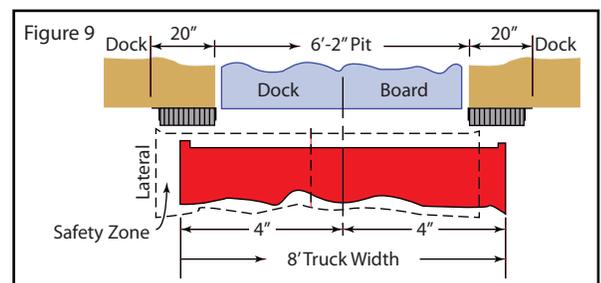
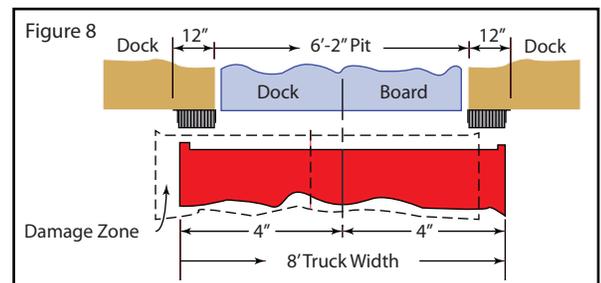
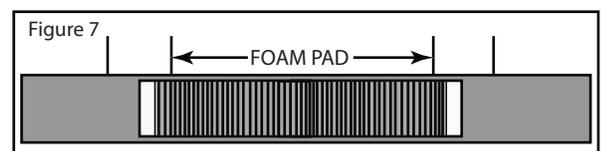
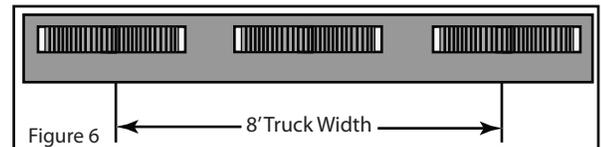
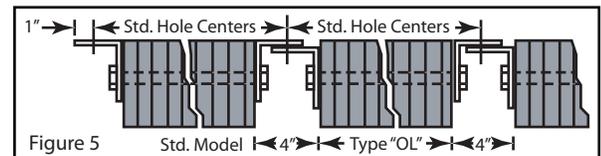
Effectively use your dock plate by centering a 36" bumper below the door opening, this allows for simple plate insertion even when a truck is already docked. Allow space for your plate legs and mount vertical bumpers at the desired distances on either side.

## For Adjustable Dock Boards

When using 14" hole centers, height should be a minimum of 12". Most boards adequately handle 4.5" & 6" bumper projections without impairing lip penetration into truck opening. Fig 8 shows damage from "short spacing". Fig 9 shows "lateral safety zone" impact absorption advantage provided by longer bumpers.

## Disclaimer

Every effort has been made to accurately describe our products and to define their general usage. Determination of the suitability of any product and any application contemplated by the Buyer is the sole responsibility of the Buyer or User. In the event of improper product selection by the Buyer, Loading Dock Supply makes no warranty or guarantee of results to be obtained since use and application by the Buyer are beyond our control. Our goal is to quote you 1.) The "right" bumpers for the application at hand. 2.) To provide customer service that will "save" you money. 3.) To have "satisfied" customers need for all their Loading Dock Supplies.



## USES/APPLICATIONS

- Mechanical/Welded Fastening to the loading dock
- Protective rub rails at the sides of truck wells
- Protection above low docks
- Wall protection from forklifts and other material handling equipment

## MATERIAL

- Fabric reinforced rubber pads cut from selected recycled truck tires
- Black powder coated steel angles
- 3/4" steel tie rods

## INSTALLATION

- Structural steel angles mechanically fastened or welded by 3/4" anchors to dock face

## BENEFITS

- Provides protection against vehicle damage to docks, buildings and cargo
- Absorbs over 80% of truck impact and shock to protect dock and building.
- Leading bumper sold in the industry today
- Standard sizes shipped within 24 hrs.
- Eliminates costly repairs from severe shock to docks
- Constructed to last and provide years of protection
- Anchored through thick steel angles to provide stability and shape retention
- Impervious to prolonged exposure of weather
- Maintenance free 5 year warranty

## SPECIFICATIONS

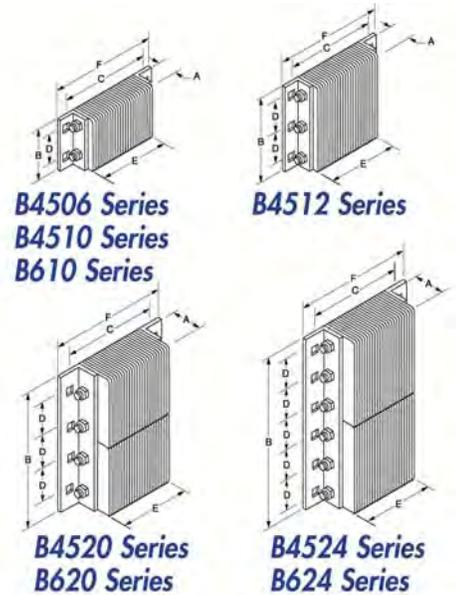
- Resilient rubber material of bumpers shall be sourced from truck tires cut to uniform size pads and punched to receive 3/4" supporting rods
- All bumpers must be 4-1/2" or 6" thick (projection from dock), and closed with two 1/4" structural angles under approximately 1,500 lbs of pressure
- The anchor leg of the angle extends a minimum of 3" beyond the rubber surface at either end and contains 13/16" anchor bolt holes as required (anchor bolts supplied separately)
- Black powder coat finish
- Galvanized available upon request, surcharges apply

## FEATURES

- Weldable flat plate options available at no additional cost \*lead times apply
- Tough plies of truck tires provide superior resistance to chipping or abrasion; unlike molded rubber, extruded rubber, conveyor belting or wood plank bumpers
- Attractive deep black color stimulates a neat, professional look for your loading dock
- Manufactured under pressure exceeding 1,500 lbs.
- Anchor bolts are protected by at least 3" of rubber to prevent damage

Model	Dimensions (AxBxC)	D Vertical Bolt Hole Centers	E Rubber Length	F Overall Length	Approximate Weight
B4506-14	4.5" X 6" X 14"	3"	10"	26"	18
B4506-24	4.5" X 6" X 24"	3"	20"	26"	28
B4506-36	4.5" X 6" X 36"	3"	32"	38"	42
B4510-12	4.5" X 10" X 12"	6"	8"	14"	25
B4510-14	4.5" X 10" X 14"	6"	10"	16"	26
B4510-18	4.5" X 10" X 18"	6"	14"	20"	34
B4510-24	4.5" X 10" X 24"	6"	20"	26"	45
B4510-36	4.5" X 10" X 36"	6"	32"	38"	66
B4512-12	4.5" X 12" X 12"	4"	8"	14"	31
B4512-14	4.5" X 12" X 14"	4"	10"	16"	32
B4512-18	4.5" X 12" X 18"	4"	14"	20"	41
B4512-24	4.5" X 12" X 24"	4"	20"	26"	56
B4512-36	4.5" X 12" X 36"	4"	32"	38"	82
B4520-11	4.5" X 20" X 11"	6"	7"	13"	42
B4524-11	4.5" X 24" X 11"	4"	7"	13"	51
B4536-11	4.5" X 36" X 11"	4"	7"	13"	85
B610-12	6" X 10" X 12"	6"	8"	14"	29
B610-14	6" X 10" X 14"	6"	10"	16"	33
B610-18	6" X 10" X 18"	6"	14"	20"	43
B610-24	6" X 10" X 24"	6"	20"	26"	58
B610-36	6" X 10" X 36"	6"	32"	38"	84
B612-12	6" X 12" X 12"	4"	8"	14"	34
B612-14	6" X 12" X 14"	4"	10"	16"	41
B612-18	6" X 12" X 18"	4"	14"	20"	51
B612-24	6" X 12" X 24"	4"	20"	26"	69
B612-36	6" X 12" X 36"	4"	32"	38"	105
B620-11	6" X 20" X 11"	6"	7"	13"	52
B624-11	6" X 24" X 11"	4"	7"	13"	63
B636-11	6" X 36" X 11"	4"	7"	13"	100

\*Additional mount styles available upon request



# EXTRA-LENGTH DOCK BUMPER

## USES/APPLICATIONS

- Primarily used in conjunction with dock seals
- Ideal for sealing in/out heat, cold, bugs, dust and debris
- Provides continuous protection across face of dock for applications where trucks back in at an angle

## INSTALLATION

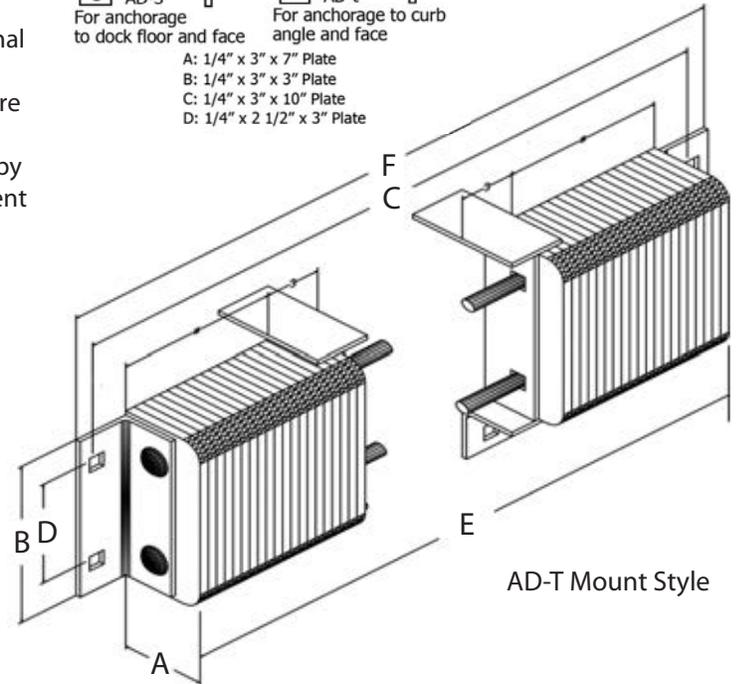
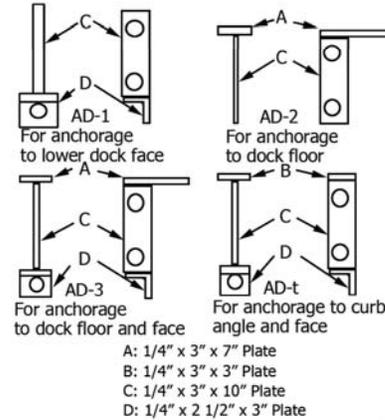
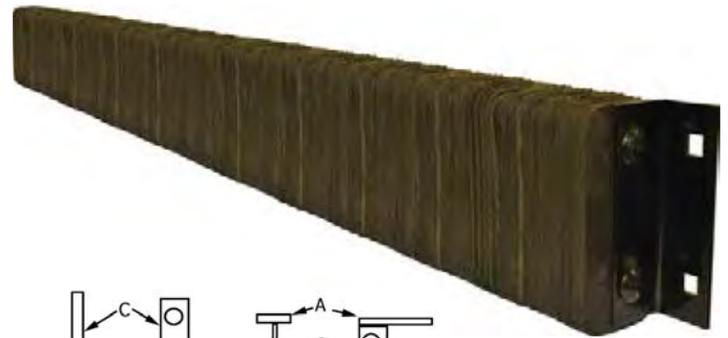
- Structural steel angles mechanically fastened or welded by 3/4" anchors to dock face
- Four anchorage device options for welded and anchored applications

## SPECIFICATIONS

- Resilient rubber material of bumpers shall be sourced from truck tires cut to uniform size pads and punched to receive 3/4" supporting rods
- All bumpers compressed under approximately 1,500 lbs of pressure, steel angles secured by 1/4" steel rods passing through tire sections
- The anchor leg of the angle extends a minimum of 3" beyond the rubber surface at either end and contains 13/16" anchor bolt holes as required (anchor bolts supplied separately)
- Galvanized available upon request, surcharges apply

## FEATURES

- Dock seal and bumper interact to totally seal the truck to the dock
- Provides continuous protection for truck, cargo, dock/shelter from wind, snow, heat, rain, and pests
- Custom lengths available
- Four styles of mounting tabs provide a superior mount for a variety of uses
- Tough plies of truck tires provide superior resistance to chipping or abrasion; unlike molded rubber, extruded rubber, conveyor belting or wood plank bumpers
- Attractive deep black color stimulates a neat, professional look for your loading dock
- Manufactured under pressure exceeding 1,500 lbs.
- Anchor bolts are protected by at least 3" of rubber to prevent damage



Model	Standard Sizes (A x B x C)	D Vertical Bolt Hole Centers	E Rubber Length	F Overall Length	Approximate Weight	# Anchorage Devices
B4506-87-A*	4.5" X 6" X 87"	3"	83"	89"	98	2
B4506-99-A*	4.5" X 6" X 99"	3"	95"	105"	121	2
B4510-51-A*	4.5" X 10" X 51"	6"	47"	57"	101	1
B4510-63-A*	4.5" X 10" X 63"	6"	59"	69"	124	1
B4510-75-A*	4.5" X 10" X 75"	6"	71"	81"	147	1
B4510-87-A*	4.5" X 10" X 87"	6"	83"	93"	172	2
B4510-99-A*	4.5" X 10" X 99"	6"	95"	105"	193	2
B4510-111-A*	4.5" X 10" X 111"	6"	107"	117"	218	3
B4510-123-A*	4.5" X 10" X 123"	6"	119"	129"	238	3
B4512-51-A*	4.5" X 12" X 51"	4"	47"	57"	120	1
B4512-63-A*	4.5" X 12" X 63"	4"	59"	69"	120	1
B4512-75-A*	4.5" X 12" X 75"	4"	71"	81"	175	1
B4512-87-A*	4.5" X 12" X 87"	4"	83"	93"	202	2
B4512-99-A*	4.5" X 12" X 99"	4"	95"	105"	230	2
B4512-111-A*	4.5" X 12" X 111"	4"	107"	117"	258	3
B4512-123-A*	4.5" X 12" X 123"	4"	119"	129"	284	3

More sizes available online @loadingdocksupply.com

\*Standard mounting style will be AD-3

## USES/APPLICATIONS

- Mechanical/Welded Fastening to the loading dock
- Provides a greater "stand out" distance from the dock sill for sites with steep ramps, canopied docks, overhangs or other architectural features.
- Protects top of door from trailer collisions
- Protective rub rails at the sides of truck wells
- Protection above low docks
- Wall protection from forklifts and other material handling equipment

## INSTALLATION

- Structural steel angles mechanically fastened or welded by 3/4" anchors to dock face

## MATERIAL

- Fabric reinforced rubber pads cut from selected recycled truck tires
- Black powder coated steel angles
- 3/4" steel tie rods

## BENEFITS

- Provides protection against vehicle damage to docks, buildings and cargo
- Absorbs over 80% of truck impact and shock to protect dock and building.
- Leading bumper sold in the industry today
- Standard sizes shipped within 24 hrs.
- Eliminates costly repairs from sever shock to docks
- Constructed to last and provide years of protection
- Anchored through thick steel angles to provide stability and shape retention
- Impervious to prolonged exposure of weather
- Extra thick bumpers are not under warranty due to specialty applications where they are used

## FEATURES

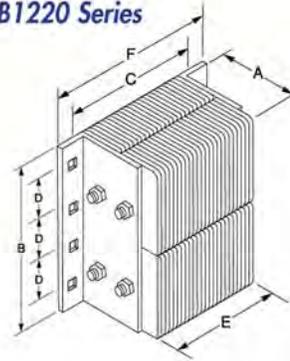
- Weldable flat plate options available at no additional cost \*lead times apply
- Tough plies of truck tires provide superior resistance to chipping or abrasion; unlike molded rubber, extruded rubber, conveyor belting or wood plank bumpers
- Attractive deep black color stimulates a neat, professional look for your loading dock
- Manufactured under pressure exceeding 1,500 lbs.
- Anchor bolts are protected by at least 3" of rubber to prevent damage

## SPECIFICATIONS

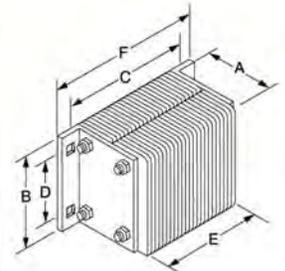
- Resilient rubber material of bumpers shall be sourced from truck tires cut to uniform size pads and punched to receive 3/4" supporting rods
- All bumpers compressed under approximately 1,500 lbs of pressure, steel angles secured by 1/4" steel rods passing through tire sections
- The anchor leg of the angle extends a minimum of 3" beyond the rubber surface at either end and contains 13/16" anchor bolt holes as required (anchor bolts supplied separately)
- Galvanized available upon request, surcharges apply



**B920 Series  
B10520 Series  
B1220 Series**



**B910 Series  
B10510 Series  
B1210 Series**



Model	Standard Size (A x B x C)	D Vertical Bolt Hole Centers	E Rubber Length	F Overall length	Approximate Weight
B910-14	9" X 10" X 14"	6"	10"	16"	63
B910-24	9" X 10" X 24"	6"	20"	26"	98
B910-36-A*	9" X 10" X 36"	6"	32"	38"	152
B920-11	9" X 20" X 11"	6"	7"	13"	103
B10510-14	10.5" X 10" X 14"	6"	10"	16"	71
B10510-24	10.5" X 10" X 24"	6"	20"	26"	109
B10510-36-A*	10.5" X 10" X 36"	6"	32"	38"	167
B10520-11	10.5" X 20" X 11"	6"	7"	13"	109
B1210-14	12" X 10" X 14"	6"	10"	16"	76
B1210-24	12" X 10" X 24"	6"	20"	26"	120
B1210-36-A*	12" X 10" X 36"	6"	32"	38"	195
B1220-11	12" X 20" X 11"	6"	7"	13"	134

8" Thickness now available at same price as B910 Series.

Center anchorage device AD-3 is recommended for 36" long bumpers.

# STEEL-FACED DOCK BUMPERS

## USES/APPLICATIONS

- Mechanical/Welded Fastening to the loading dock
- Ideal for use in docking areas where excessive friction from up and down trailer movement occurs.
- Can be used in any material-Handling system area where heavy-duty protection is required
- Ideal for docks receiving air ride trailers
- Protection above low docks
- Wall protection from forklifts and other material handling equipment

## INSTALLATION

- Structural steel angles welded or mechanically fastened by 3/4" anchors to dock face

## MATERIAL

- Black powder coated heavy duty 3/8" thick high carbon steel, mounted to standard laminated dock bumper face
- Fabric reinforced rubber pads cut from selected recycled truck tires
- Black powder coated steel angles
- 3/4" steel tie rods

## SPECIFICATIONS

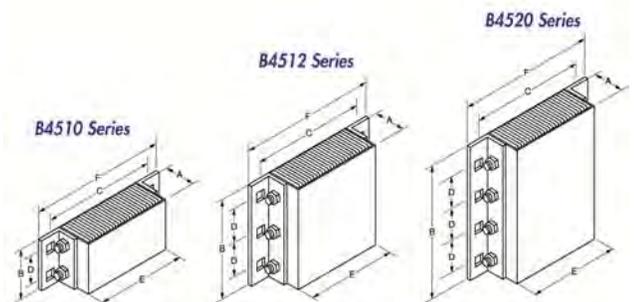
- Bumper to have 3/8" steel face plate equal to the rubber surface dimensions
- Resilient rubber material of bumpers shall be sourced from truck tires cut to uniform size pads and punched to receive 3/4" supporting rods
- All bumpers compressed under approximately 1,500 lbs of pressure, steel angles secured by 1/4" steel rods passing through tire sections
- The anchor leg of the angle extends a minimum of 3" beyond the rubber surface at either end and contains 13/16" anchor bolt holes as required (anchor bolts supplied separately)

## FEATURES

- Deflects and absorbs shock with floating steel face
- Weldable flat plate options available at no additional cost \*lead times apply
- Attractive deep black color stimulates a neat, professional look for your loading dock
- Manufactured under pressure exceeding 1,500 lbs.

## BENEFITS

- Provides protection against vehicle damage to docks, buildings and cargo
- Leading bumper brand sold in the U.S.
- Standard sizes shipped within 24 hrs.
- Eliminates costly repairs from Severe shock to docks
- Constructed to last and provide years of protection
- Anchored through thick steel angles to provide stability and shape retention
- Impervious to prolonged exposure of weather
- 5 Year warranty



Model	Standard Sizes (A x B x C)	D Vertical Bolt Hole Centers	E Rubber Length	F Overall Length	Approximate Weight
B4510-14-SF	5.25" X 10" x 14"	6"	10"	16"	48
B4510-18-SF	5.25" X 10" x 18"	6"	14"	20"	58
B4510-24-SF	5.25" X 10" x 24"	6"	20"	26"	73
B4510-36-SF	5.25" X 10" x 36"	6"	32"	38"	117
B4512-14-SF	5.25" X 12" x 14"	4"	10"	16"	58
B4512-18-SF	5.25" X 12" x 18"	4"	14"	20"	72
B4512-24-SF	5.25" X 12" x 24"	4"	20"	26"	90
B4512-36-SF	5.25" X 12" x 36"	4"	32"	38"	145
B4520-11-SF	5.25" X 20" x 11"	6"	7"	13"	73
B4524-11-SF	5.25" X 24" x 11"	4"	7"	13"	88
B4536-11-SF	5.25" X 36" x 11"	4"	7"	13"	155
B610-14-SF	6.75" X 10" x 14"	6"	10"	16"	55
B610-18-SF	6.75" X 10" x 18"	6"	14"	20"	65
B610-24-SF	6.75" X 10" x 24"	6"	20"	26"	85
B610-36-SF	6.75" X 10" x 36"	6"	32"	38"	129
B612-14-SF	6.75" X 12" x 14"	4"	10"	16"	62
B612-18-SF	6.75" X 12" x 18"	4"	14"	20"	78
B612-24-SF	6.75" X 12" x 24"	4"	20"	26"	105
B612-36-SF	6.75" X 12" x 36"	4"	32"	38"	166
B620-11-SF	6.75" X 20" x 11"	4"	7"	13"	83
B624-11-SF	6.75" X 24" x 11"	4"	7"	13"	100
B636-11-SF	6.75" X 36" x 11"	4"	7"	13"	160

NOTE: 1/4" flat plates may be substituted for one or both angles.

\*Thin Steel Face with overall thickness of 4 1/8" is available at no additional charge. Please specify when ordering.

## USES/APPLICATIONS

- Standard sizes shipped within 1 business day
- Provides maximum protection with unique "loop" design of bumper pads--providing the greatest impact absorption on the market
- Design has been thoroughly tested to prove that it provides maximum protection
- Ideal for use in docking areas where excessive friction from up-and-down trailer movement occurs
- Should be used in any material handling system/area where Heavy-Duty protection is required

## MATERIAL/THICKNESS

- Rubber pads 4" thick with loop pad and 3/8" steel face for overall thickness at 5-1/2"

## INSTALLATION

- Structural mounting angles permit welded installation or provide bolting through steel.
- No assembly required

## SPECIFICATIONS

- Resilient rubber material of bumper shall be cut to uniform size pads 4" thick with an overall projection of 5 1/2".
- Longer looped pads inserted between standard spacer pads allow approximately 1/2" flex of looped pads upon impact.
- Pads punched to receive 3/4" supporting rods.
- Plate to be welded to slotted steel support plates which extend back to the 3/4" supporting rods. brackets to be punched with elongated slots allowing steel-face to "move" on impact.
- Black powder coat finish only

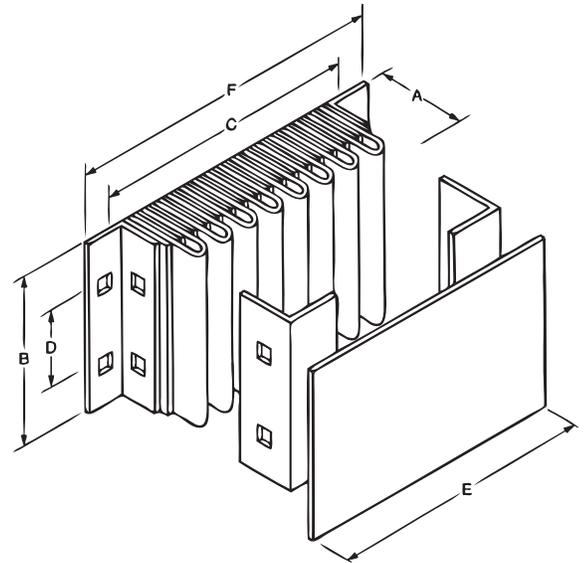


## FEATURES

- Unparalleled ability to deflect and absorb shock with loop design.
- Available in a variety of dimensions and can be mounted at various heights, from flush to dock floor, up to 12" above the dock

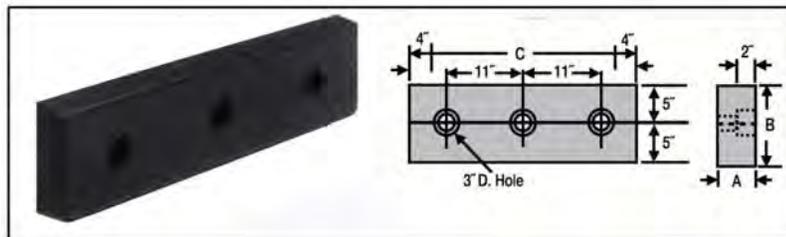
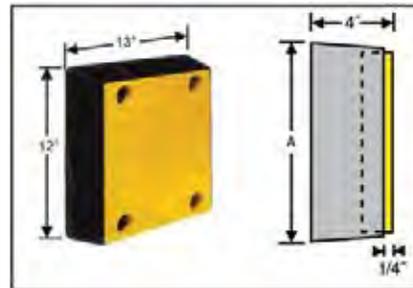
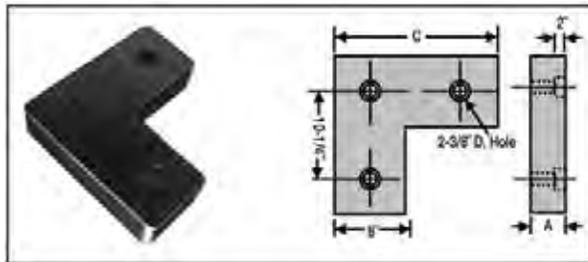
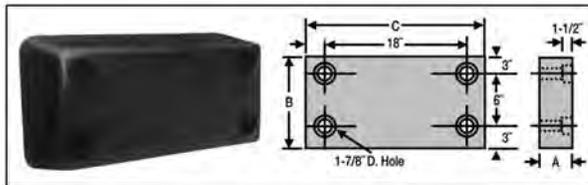
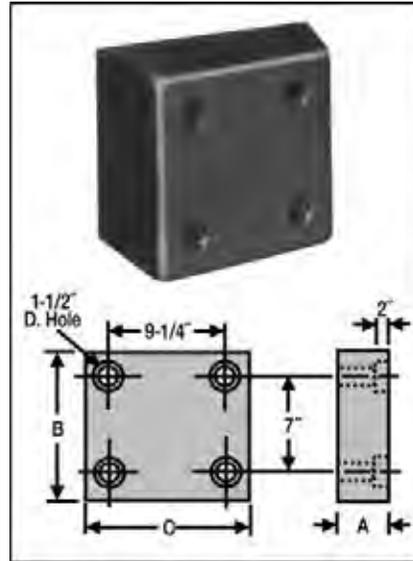
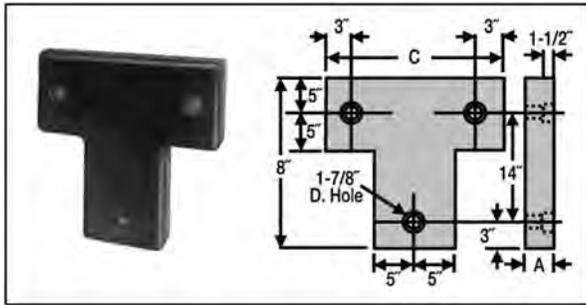
## BENEFITS

- Maximum dock and truck protection available on the market today
- Eliminates wear from up and down trailer movement
- impervious to weather
- Maintenance Free
- 5 Year Warranty
- Cost effective



Model	Standard Sizes (A x B x C)	D Vertical Bolt Hole Centers	E Rubber Length	F Overall Length	Approximate Weight
B5510-14-DS	5.5" X 10" x 14"	6"	10"	16"	48
B5510-18-DS	5.5" X 10" x 18"	6"	14"	20"	60
B5510-24-DS	5.5" X 10" x 24"	6"	20"	26"	86
B5510-36-DS	5.5" X 10" x 36"	6"	32"	38"	127
B5512-14-DS	5.5" X 12" x 14"	4"	10"	16"	52
B5512-18-DS	5.5" X 12" x 18"	4"	14"	20"	67
B5512-24-DS	5.5" X 12" x 24"	4"	20"	26"	93
B5512-36-DS	5.5" X 12" x 36"	4"	32"	38"	143
B5520-11-DS	5.5" X 20" x 11"	6"	7"	13"	84
B5524-11-DS	5.5" X 24" x 11"	4"	7"	13"	101
B5536-11-DS	5.5" X 36" x 11"	4"	7"	13"	149

Note: 1/4" Flat plates may be substituted for one or both angles.



## USES/APPLICATIONS

- Edge of Dock levelers and pit levelers
- Perfect protection for any low traffic truck dock
- In-plant wall protection from forklifts and other material Handling equipment

## MATERIAL

- High Quality Rubber Blend

## SPECIFICATIONS

- Nylon and polyester reinforced rubber molded to specific dimensions
- Bumpers have a durometer reading of 80±5, tensile strength of 950-1050 PSI, and an impact recovery of 95% (ASTM 1170)

## INSTALLATION

- Installation is easy—All models have predrilled countersunk mounting holes for fast installation (drilled to accept 3/4" anchor bolts)

## FEATURES

- Creates a clean, neat, attractive dock appearance
- Molded in one piece
- Will not warp or rust
- Compact in size

## BENEFITS

- Unique design and construction achieves the highest impact resistance
- Immune to all weather conditions
- Maintenance free
- Offers the correct amount of resilience to absorb pressure and impact shock without damage to truck or dock
- One year warranty

Model	A Thickness	B Height	C Width	Approximate Weight
T	3"	22"	22"	35
L	4"	18"	18"	33
R	4"	12"	13"	22
SS1213	4"	12"	13"	25
M-18	4"	10"	18"	27
M-30	4"	10"	30"	43
B	3"	12"	24"	29
BB	4"	12"	24"	38
BBB	6"	12"	24"	67
M-2818	2"	8"	18"	11
DB-13	4"	10"	13"	18
TB-10	3/4"	2 7/8"	6"	3
TB-20	3 1/2"	3 1/4"	6 1/2"	3
TB-60	2"	2 1/2"	7 7/8"	3
DBE-10	3"	4 1/2"	10"	5
DBE-20	3"	4 1/2"	20"	10
DBE-30	3"	4 1/2"	30"	15



88-8



68-9



811-7



SC-8

### Safety Accessories

- Safety sign for wall mounting reminds drivers and dock personnel to chock vehicle tires
- Chain and bracket secures wheel chock to wall and provides convenient storage location.

### OSHA Specifics

1910.178 (k) Trucks and railroad cars. (1) The brakes of highway trucks shall be set and wheel chocks placed under the rear wheels to prevent the trucks from rolling while they are boarded with powered industrial trucks.

### Model 88-8 \*Premium\*

- Extra Heavy-Duty
- Laminated and rubber pads assembled on 3/4" bolts and compressed between 1/4" steel plates.
- Contoured to fit tire.
- Fully meets OSHA requirements
- Reversible
- 5 year warranty

NOTE: Also available with gripper cleats for better traction in snow, ice, dirt, & mud.

### Model 68-9

- Molded from tough fiber-reinforced rubber compound.
- Well suited for trailer trucks and other heavy equipment
- One year warranty

### Model 811-7

- Light weight yet heavy-duty
- Molded urethane wheel chock is contoured to fit truck tires
- Designed to grip both the tire and the pavement.

NOTE: Will not harm macadam

### Model SC-8

- Light weight non-sparking extruding aluminum
- Surface gripping teeth on underside
- One year warranty

Other models available. Please call for information pricing on models not listed.

MODEL	MATERIAL	Width	Height	Length	APPROXIMATE WEIGHT
88-8	Laminated Rubber	8"	8"	8"	15
68-9	Molded Rubber	8"	5 3/4"	9"	9
811-7	Urethane (Orange)	11 3/8"	8 1/4"	7 5/8"	6.5
WC-5810	Molded Rubber	8"	5"	10"	10
SC-8	Extruded Rubber	11 5/8"	8"	7"	6.25
68-9-OR	Orange Molded Rubber	8"	5 3/4"	9"	11

## PARKING BLOCKS & SPEED BUMPS

### Parking Block Features

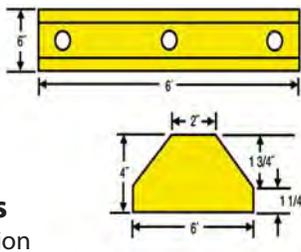
- Made of 100% recycled, heavy-duty plastic.
- Available in three colors: safety yellow, handicap blue, or gray.
- Light weight, yet durable.
- Mounting hardware included.

### Material

- 100% recycled, heavy-duty Plastic.

### Parking Block Benefits

- Easy, one-person installation
- Maintenance free
- Maintains attractive colorful appearance year after year.



### Speed Bump Features

- High density plastic construction
- Safety yellow & Blue Hues
- Light weight, yet virtually indestructible
- Hardware included

### Material

- 100% recycled, heavy-duty plastic

### Speed Bump Benefits

- 5 year warranty
- 10 mile an hour design helps protect people and property.
- Easily repositioned for changing traffic patterns or snow plowing
- Less costly than competitive alternatives
- Maintenance free

Parking Blocks					
Model	COLOR	Width	Height	Length	Weight
RPC-366-BL	Blue	6"	4"	6'	35
RPC-366-GY	Gray	6"	4"	6'	35
RPC-366-YE	Safety Yellow	6"	4"	6'	35

Speed Bump					
Model	COLOR	Width	Height	Length	Weight
HPR-0072	Yellow	2"	10"	6'	35

# EXTRUDED DOCK BUMPERS

## USES/APPLICATIONS

- Appropriate for outdoor and indoor protection
- For commercial loading docks, parking garages, marinas, carts, etc.
- On vehicles such as tow trucks, trailers, and heavy duty construction equipment
- In plant wall protection from forklifts and other material handling equipment

## MATERIAL

- Extruded SBR
- All bumpers have impact resistance (ASTM 2632) of 75% with a durometer reading of 70±5

## FEATURES

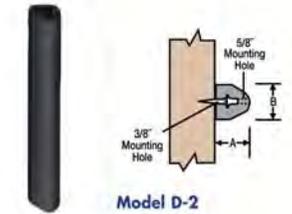
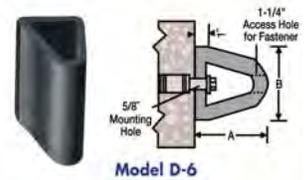
- Variety of styles available for greater flexibility
- Custom drilling available upon request
- Pre-cut and full length (10' undrilled) sizes kept in stock
- Mounting Bar option available for D4 and D6 extruded models

## INSTALLATION

- Anchor bolts easily installed through pre drilled holes
- Mounting bar option allows a superior mount with anchor bolts seated on the bar
- Adhesives can be used to mount light duty applications

## BENEFITS

- Installs easily
- Eliminates costly and unsightly damage to equipment, vehicles, and structures
- Resistant to all types of weather
- One piece construction
- One year warranty



Model	A Thickness	B Height	Length	Bolt Sizes	Approximate Weight	Color
D2	1 3/4"	2"	Up to 10'	1/4" x 2"	2 LB	Black
D3	3"	3"	Up to 10'	1/2" x 3"	3 LB	Black
D4	4"	4 1/4"	Up to 10'	1/2" x 3"	6 LB	Black
D6	6"	6"	Up to 10'	1/2" x 3"	10 LB	Black
E	1 1/2"	8"	Up to 10'	3/8" x 3-3/4"	6.5 LB	Black

NOTE: Extruded rubber bumpers are drilled for 1/2" bolts.

# EXTRUDED CORNER GUARDS

## USES/APPLICATIONS

- Mounted vertically or horizontally along the corners of walls or beams to prevent damage
- Mount on cart edges to provide abrasion resistance and enhance appearance
- Provides protection in storage spaces, parking garages and loading docks

## MATERIAL

- (EPM) For gray Guards
- (SBR) For Black Guards

## INSTALLATION

- Adhesive and/or mechanical fasteners for permanent protection

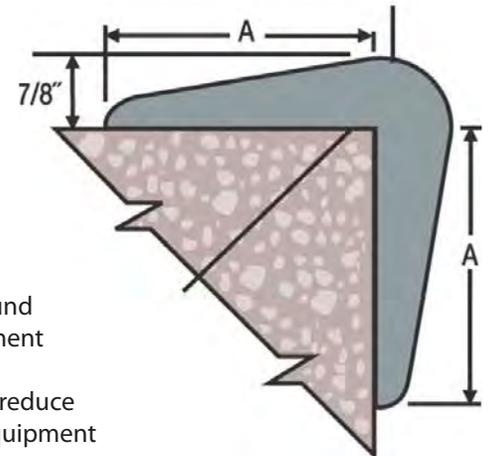


## BENEFITS

- Easy installation
- Maintenance free
- Tough and long lasting in severe weather
- One year warranty

## FEATURES

- Heavy duty flexible compound prevents damage to equipment and vehicles
- Gray colored corner guards reduce unsightly black marks on equipment



Model	Thickness	A Width	Length	Linear Weight Per Ft.	Color
CG-1	7/8"	4"	Up to 10'	2.6 lbs/ft	GRAY
CG-2	7/8"	4"	Up to 10'	2.6 lbs/ft	BLACK

Create your dock light fixture...

Order heads, arms, and fans individually!

## HEAD SPECIFICATIONS

- 18" long, 18/3 conductor cord
- ON/OFF switch on back of light head
- Adjustable up to 300°
- Wire guard included with INCHEAD and INCHEAD-P models
- Bulb included on HPS and HDLED model heads

## HEADS



HDLEDHEAD



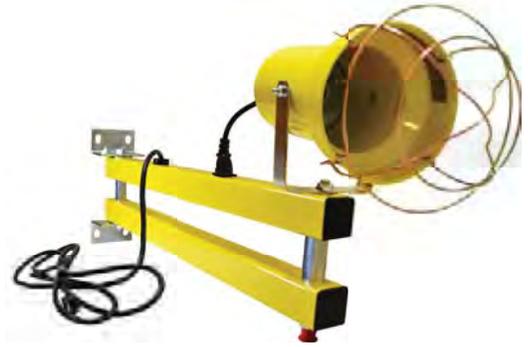
INCHEAD



HPSHEAD-P



INCHEAD-P



MODEL	AC VOLTAGE	MAX. WATTAGE	EST. BULB LIFE	LIGHT HEAD PLUG	ARM PLUG	ARM SOCKET
INCHEAD	115	300	----	IEC C-13	NEMA 5-15P	IEC C-14
INCHEAD-P	115	150	----	IEC C-13	NEMA 5-15P	IEC C-14
HPSHEAD-P	115	50	24,000	IEC C-13	NEMA 5-15P	IEC C-14
HDLEDHEAD	115	19	60,000	IEC C-13	NEMA 5-15P	IEC C-14

## ARM STYLES

### ARM SPECIFICATIONS

- Durable powder coat finish
- 1-1/2" square, 14 gauge, steel tubing
- 8' long, 300v SJTW conductor cord and NEMA 5-15 grounded plug
- (2) 3-1/4" x 1-3/4" x 3/16" mounting plates allow arm to be mounted with four 3/8" anchor bolts
- Adjustable arm knuckle joint allows vertical and horizontal adjustment

### OPTIONAL HEAVY DUTY MOUNT

Heavy Duty wall bracket for maximum strength. Optional with all double strut dock lights. Strongly recommended for use with dock fans. Standard on all dock arms 90" and longer.



SDL40-ARM  
Single Strut Adjustable

DL24-ARM  
24" Double Strut Arm



DL40-ARM  
40" Double Strut Arm



DSDL40-ARM  
40" Double Strut Adjustable Arm

### OPTIONAL FAN

Heavy duty, low vibration 3 speed 18" fan, this system can move over 8,000 cubic feet of air per minute.

Speed	Air Flow	Noise	Current
High	3190 cfm	67 dbA	1.65 Amps
Medium	2970 cfm	58 dbA	1.27 Amps
Low	2660 cfm		0.95 Amps



# Selecting Dock Light Combinations

	MODEL	Indoor	Outdoor	Wet	Dry	Food Service	Voltage Range	Warranty
	INCHEAD	x	--	--	x	--	115	--
	*INCHEAD-P	x	--	--	x	x	115v-240v 50/60Hz	3 Year
	HPSHEAD-P	x	--	--	x	x	115v--60Hz	1 Year
	HDLEDHEAD	x	x	x	x	x	115v-240v 50/60Hz	3 Year

\*With PAR38 LED Bulb



### 24" Dual Strut Arm:

A standard model arm suitable for most applications; limited range of positions.



### Dual Strut Arm:

An industry standard the dual strut arm has the highest strength of all the arms, offering 300° of horizontal movement at the joint. Available in 40", 60", & 90" lengths.



### Single Strut Adjustable:

A light duty dock light arm intended for limited use. Provides up to 300° horizontal and vertical movements from the joint. Not suitable for heavy lamp heads or fans. Available in 40" & 60" lengths.



### Dual Strut Adjustable:

Designed for medium to high traffic docks where positioning is unusual or requires more flexibility, allows varying light head angles as needed. Available in 40", 60", & 90" lengths.



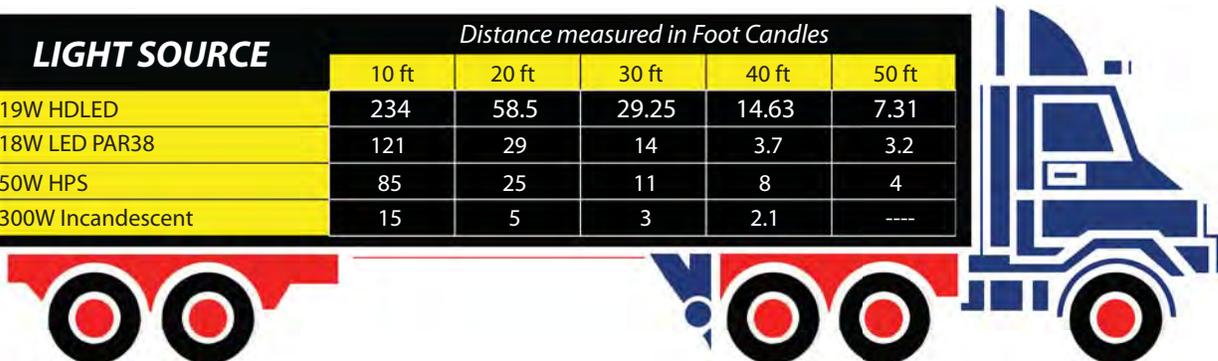
**Options:** Fan fixtures are an essential feature on loading docks using gas powered forklifts. Increase air ventilation and reduce fatigue and weakness caused by forklift fumes or heat by coupling this option with any dual strut dock light arm 60" and under. **Heavy duty mount standard on 90" arms.**

## Dock Light Performance Testing

We measured light levels (in foot candles) inside a 8' x 9' x 53' trailer with white fiberglass walls, wooden floors and ceilings. A matrix of nine measurements were taken at five work plains inside the trailer. Averages were figured along the center work plane of the trailer.

The chart below measures the overall quality of truck trailer illumination from a selection of light sources. Many other factors such as: cost of energy, safety, UL & cUL Listing, availability of fixtures, cost of labor and replacement lamps should figure into your final decision.

LIGHT SOURCE	Distance measured in Foot Candles				
	10 ft	20 ft	30 ft	40 ft	50 ft
19W HDLED	234	58.5	29.25	14.63	7.31
18W LED PAR38	121	29	14	3.7	3.2
50W HPS	85	25	11	8	4
300W Incandescent	15	5	3	2.1	----



The Stop and Go Traffic light (SG) is a multipurpose communication system found in places ranging from the loading dock to car washes. The success of the product is due to the simplicity of installing and retrofitting upgrades such as LED lenses or after market pressure switches. Used as a Unit standard operation is simple, when a truck is docked and chocked toggle the switch on the unit inside the building and the outside drone unit will show opposite. This can also be used as stand alone drone units to signal traffic at a gate or within a facility. Improve site safety and protect your equipment today with a dock communication system from Loading Dock Supply!

### SG10

The SG10 traffic signal is a drone unit designed to work with an existing SG20, pressure switch, dock communication system, or other form of actuation

### SG20

The SG20 traffic signal is a master unit complete with internal flashing logic and toggle switch on base; communication cable optional (recommended if using with an SG10 Drone). Signal is designed to operate as stand alone or in conjunction with a new or existing drone unit, pressure switch, dock communication system, or other form of actuation.

### SG30

The SG30 traffic signal is a set consisting of one SG20 with attached communication cable, & one SG10. with an SG10 Drone). Operated by a toggle switch at base of the SG20; pressure switches, dock communication systems, & other forms of actuation recommended to use the "no switch" option (NS).



### LED Retrofit kits

Tired of changing bulbs? or want a unit which does not need to flash? The the LED retrofit kit is the solution for you. LED retrofit kits from Loading Dock Supply are a simple and cheap way to improve the hardware you have on your dock. With a three year warranty on lenses and a guarantee the lenses will continue to operate without the need of flashing circuitry the LED retro fit kit is sure to become a standard piece of hardware for your operations.

### Options

- Order No switch models for lights installed within systems with existing flashing circuitry.
- Black housing available at no additional cost

### TECHNICAL SPECIFICATIONS

Housing .....	Safety Yellow or Black Polypropylene
Power Source .....	12V & 24V DC operation or 115V AC operation
Lens Diameter .....	4 1/4"
Dimensions .....	11 3/8" H x 6 3/4" W x 3 3/4" D
Shipping Weight .....	2 lbs. per unit

## Configurations Available

Stop & Go Light Set (includes (1) SG20, (1) SG10, Comm. Cable)				Stop & Go Light Control Unit With Flasher and Switch				Stop & Go Light Drone Unit No Flasher or Switch			
Item #	Style	Voltage	Amps	Item #	Style	Voltage	Amps	Item #	Style	Voltage	Amps
SG30-12RG	Incandescent	12v	4.34	SG20-12RG	Incandescent	12v	2.17	SG10-12RG	Incandescent	12v	2.17
SG30-12RG-LED	LED	12v	0.60	SG20-12RG-LED	LED	12v	0.30	SG10-12RG-LED	LED	12v	0.13
SG30-24RG	Incandescent	24v	2.20	SG20-24RG	Incandescent	24v	1.10	SG10-24RG	Incandescent	24v	1.10
SG30-24RG-LED	LED	24v	0.60	SG20-24RG-LED	LED	24v	0.30	SG10-24RG-LED	LED	24v	0.13
SG30-115RG	Incandescent	115v	0.42	SG20-115RG	Incandescent	115v	0.21	SG10-115RG	Incandescent	115v	0.21
SG30-115RG-LED	LED	115v	0.06	SG20-115RG-LED	LED	115v	0.03	SG10-115RG-LED	LED	115v	0.10

# INDUSTRIAL & COMMERCIAL MATS

For effective protection of equipment, faculty, & facilities industrial mats offer unique economical applications. With a wide variety of materials and uses industrial mats can effectively reduce employ fatigue, damage to conduits, protect entries, & much more. Many of our mats roll up for easy storage or transport and clean easily.

Give us a call and find out more about our 40+ different industrial mat styles. All designed to provide you with the best possible combination of comfort and performance within the application. No matter which mat you choose, you'll appreciate their exceptional quality and value!

**Anti-Fatigue:** Application-specific comfort and relief whether your conditions are dry or wet. For salons to commercial kitchens; athletic flooring to factory floor.

**Entrance:** For use in light, medium and heavy traffic at entry ways. Premium quality carpet, vinyl and rubber mats blend beautifully with your building's vestibule and interior spaces.

**Runner:** Used in industry, home & office buildings for temporary and ongoing coverage. Ribbed, corrugated and flat runner matting prevents dirt and debris from harming your floor.

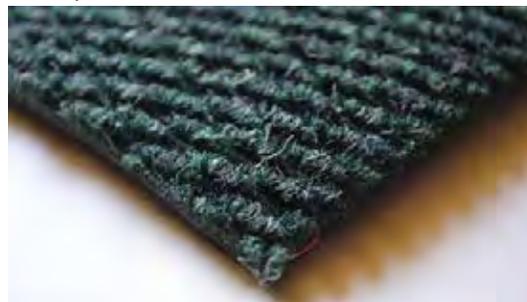
**Logo:** Custom designed Logo Entry Mats protect your floors from grime and wet while giving your building's entrance a professional look. Available in stain-resistant vinyl link or attractive and economical Nylon carpet.

**Anti-Static/  
Conductive:** Prevent shock or electrocution! Anti-Static, Conductive, Non-Conductive Anti-Fatigue Mats and Matting provide static dissipation or protection from electric currents.

**Market Specific:** Fire Industry Mats, Residential, Health facility, Athletic matting, Commercial floor tiles, Industrial, Schools, Hotels, restaurants, & salons

*Custom mats and many more styles are available on our website  
Loadingdocksupply.com or call to speak with one of our sales associates today!*

Entry Mat



Heavy Duty Durite



Workstation Solid



Carpet Tile



Workstation Open Tile



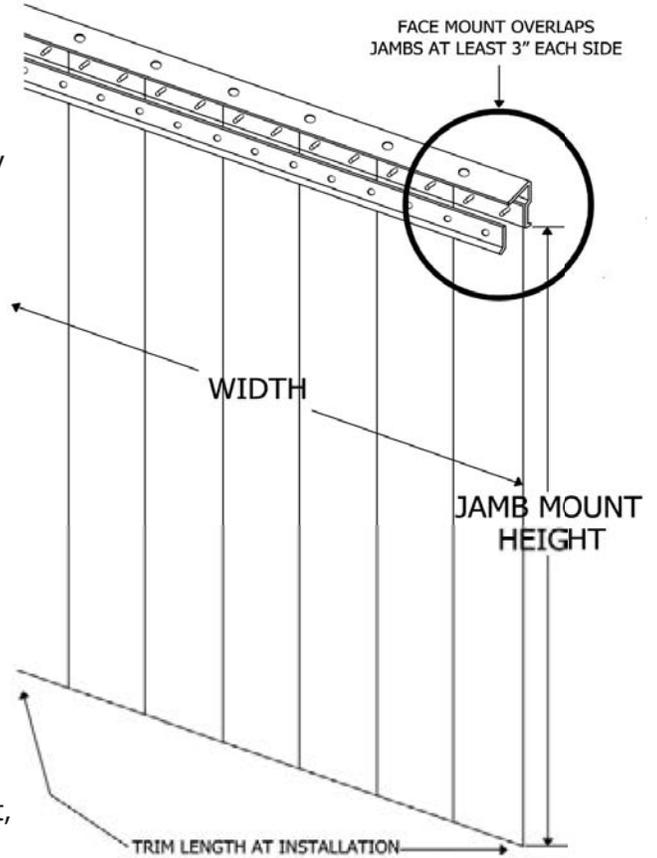
Diamond Dek Runner Sponge



When dealing with contained air conditioning, dust, pests, and optical safety issues strip doors provide an economical advantage over a traditional swing door. Strip doors provide this advantage by their unique design enabling multiple strips to be overlapped creating a permeable barrier which effectively contains environs within your facility, home, or Barn. Common uses for strip doors can be found in factories or warehouses where moisture, temperature, dust and other debris pose risks to surrounding tasks. Strip doors also work great on the farm, keeping animals comfortable while controlling environmental conditions such as heating, cooling or moisture saving energy while protecting supplies and equipment.

With the installation of a vinyl strip door traffic flow will become more seamless speeding up movement of your personnel and materials between work/storage spaces by reducing the time associated with the manual movement through a non permeable traditional door.

Once installed your strip door will effectively reduce noise, wind, dirt, and environmental factors thus helping to provide a comfortable work/living space for your employees, equipment, and animals.



**Still have questions?**

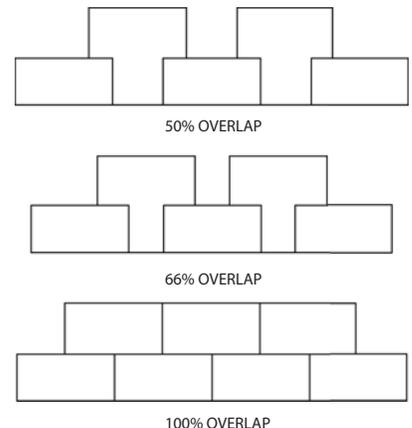
**Speak with one of our Strip Door experts today!**

**1(800)-741-1258**

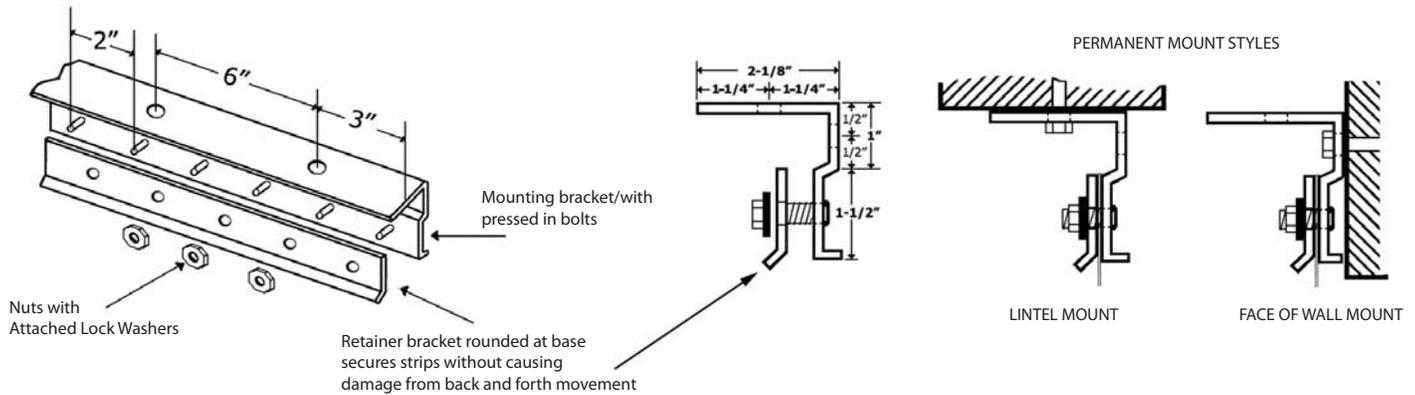
*Bulk rolls and material priced by the Ft. available*

Specification			Application
Width	Thickness	Overlap	
6"	.040"	Interior Doors 66%	<b>Personnel/Light Carts</b> For use in walk-through coolers, freezer and doorways with light cart traffic. <b>For door sizes up to 7'</b>
	.060"		
8"	.080"	Exterior Doors 50% - 100%	<b>8" Light Industrial</b> For interior use with cart, pallet jack and light forklift traffic. Okay for small exterior doorways with some air movement and cold storage coolers and freezers. <b>For door sizes up to 9'</b>
12"	.080"	Interior Doors 66%	<b>12" Industrial</b> Heavy lift-truck traffic in docks, doorways and cold storage coolers or freezers. Okay for use in exterior doorways and dock enclosures. Provides good sound attenuation. <b>For door sizes up to 14'</b>
	.120"	Interior Doors 66%	
	.120"	Exterior Doors 66% - 100%	
16"	.160"	Interior Doors 50% Exterior Doors 66% - 100%	<b>16" Heavy Industrial</b> Heavy duty lift-truck or vehicle traffic in large dock, door or crane way openings. Reduce sand, dust, chip and wind penetration. Not designed for walk-through traffic. <b>For door sizes up to 20'</b>

Strip Styles	Uses
Standard Clear	General Use
Ribbed Clear	For use with forklifts and High traffic doors
USDA Clear	For conditions where temperatures stay below 35°
Weld	Optimal for Barriers between employees and welding stations
Black	Optimal for Barriers between employees and welding stations; not recommended for doors with motorized traffic, due to limited vision
Orange	Used for doors needing high visibility. <b>Optional:</b> used for designation of strips overlapping walls or obstructions on any door.



# STRIP DOOR MOUNTING HARDWARE



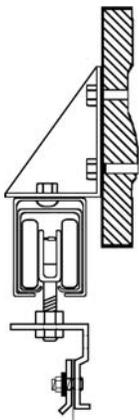
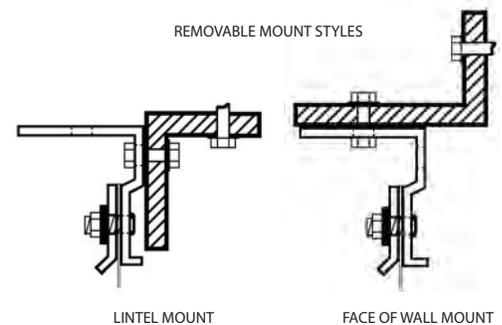
## UNIVERSAL STEEL MOUNT (USM)

Over the years manufacturers have come up with many different ways to build PVC strip doors. Focusing on large scale production needs rather than those of the customer many of these doors are not built for the efficiency, safety, and performance standards inherent in the doors we produce for our customers.

Our hardware is industrial grade steel, strong enough to last a lifetime, coupled with rounded mount covers giving PVC strips a longer life and the ease of installing makes it the #1 choice in today's market.

## REMOVABLE MOUNT

Sometimes a strip door is intended for periodic or seasonal use. For situations like these our exclusive removable mount hardware is essential. Utilizing removable brackets, the face or lintel of your doors mounting surface is protected from redrilling and other forms of stress associated with annual or biannual installations.

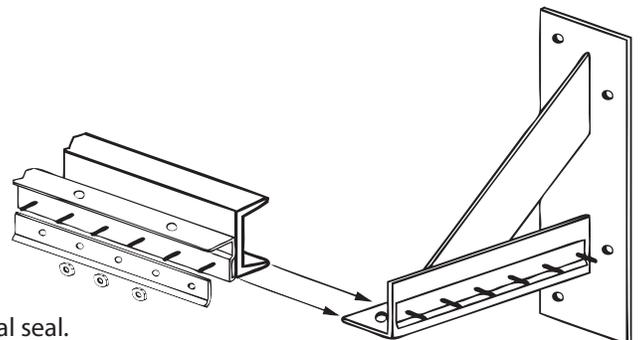


## ROLLING HARDWARE

Rolling hardware provides a means of moving your door out of the way when higher visibility or unusual traffic needs to be accommodated. Hardware requires an equal amount of space on the side of the door. This extension can either be split between the two sides or made to roll its full length to one side.

## FRAME-IN-MOUNT

Garage door tracks obstructing your plans for an interior strip door? If yes, then the Frame-In-Mount is the product you have been looking for. Designed to span door tracks, the Stand-In-Mount, extends past the track and is connected to either side by a heavy duty C Channel, pre drilled to hold USM mounting brackets. Along the side of each brace are pressed in bolts and mounting plates for securement of strips, creating a full horizontal seal.



**NOTE:** When making dock board and/or dock plate selections, you should consider the extremes rather than the averages

## CAPACITY

### PLATES

- Weight of equipment and heaviest load

### BOARDS

- See chart:

CAPACITY SELECTION CHART		
4-Wheel Forklift Lifting Capacity	3-Wheel Forklift Lifting capacity	Board Capacity Required
2,000 - 3,000	2,000	10,000
3,000 - 4,000	2,500	13,000
5,000	3,000 - 3,500	15,000
5,000 - 6,000	4,000 - 5,000	20,000

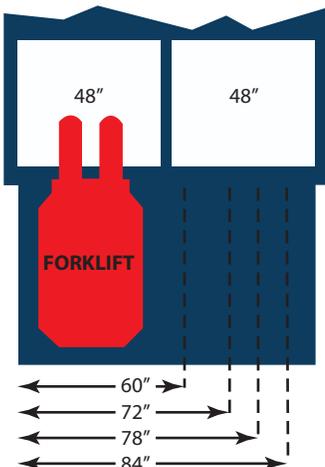
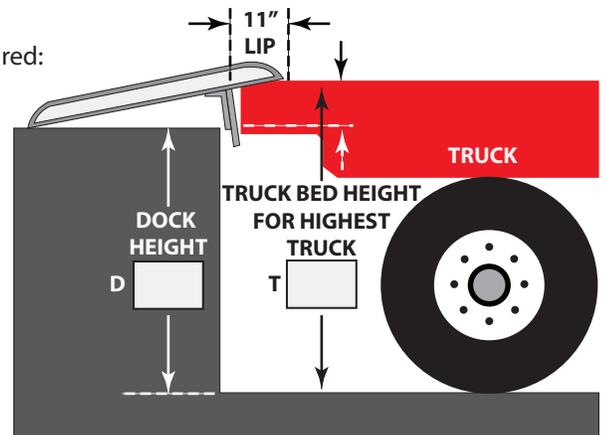
- Capacity rated for single-shift operation at a 3 mile per hour maximum rate of travel.
- Stackers and other narrow aisle loaders should not be used on a dock board
- Paper roll clamp and multi-shift loading add 5,000 pounds to the board capacity.

## LENGTH

To determine the proper length of a dock board/plate, three figures are required:

1. Dock Height (D)
2. Deck height of largest truck (T)
3. Operating grade of equipment

MAXIMUM TRAILER HEIGHTS SERVED	
Freight Line Trailers	46" - 56"
Flatbed Trailers	50" - 60"+
Bob Tail Trucks	46" - 48"
Containers	56" - 62"
Refrigerated Trailers	50" - 60"



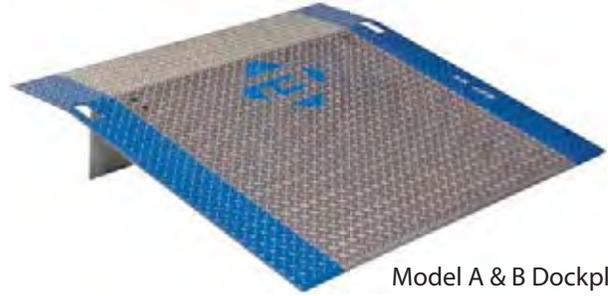
## WIDTH

Manufacturer recommends a minimum product width of 12" to 18" wider than the overall width of the vehicle or pallet used. For improved end loading efficiency, you may consider increasing board width, as shown in the diagram (on left).

## Light Duty Aluminum Dockplates

Designed for use by pallet trucks, carts, and foot traffic the A & B model Aluminum Dockplate is lightweight and portable.

- Accommodates differentials up to 8 1/2"
- Low cost solution for dock to truck safety hazards
- Fixed legs for securement between dock and truck
- Ideal for non powered loading dock applications
- Standard Duty constructed of 3/8" thick aluminum
- Heavy Duty constructed of 1/2" thick aluminum
- Optional permanent Spring loaded mount available
- Commonly stocked lengths: 36", 48", & 60"



Model A & B Dockplate

## Lightweight Aluminum Dockboard

The AC and BC model aluminum loading ramps are an ideal choice for low traffic docks without a forklift. With a weight capacity exceeding 10,000 pounds, the AC and BC ramps can be easily placed in position via our EZ-Roll attachment.

- Accommodates differentials up to 15"
- 10,000 & 15,000 pound capacities
- Fixed legs for securement between dock and truck
- Light Weight Aluminum Material
- Corrosion resistant
- Ideal for low traffic docks moving heavy loads by pallet jack
- EZ-roll handles option makes positioning simple
- No fork lift needed for positioning when using EZ-roll attachment option
- Optional aluminum side rails available at an increased rate
- Commonly stocked lengths: 36", 48", & 60"

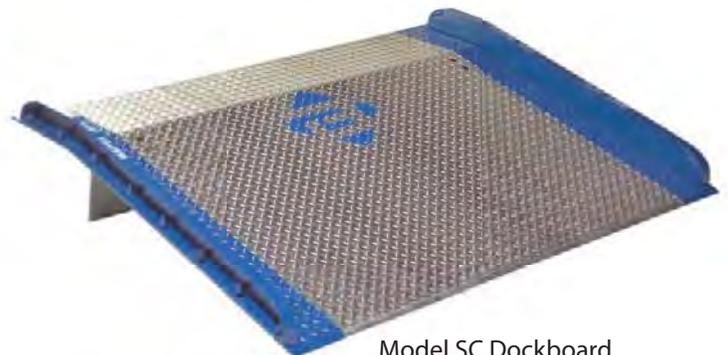


Model AC & BC Dockboard  
With optional EZ-Roll attachment

## Medium to Light Duty Steel Dockboard

Model SC Dockboard has been designed for light duty Loading dock applications utilizing forklifts with capacities ranging from 3,000 to 4,000 pounds.

- Accommodates differentials up to 12"
- Capacities of 10,000 & 13,000 LBS
- Fixed legs for securement
- Bolt-on steel curbs
- Lifting Chains included
- Constructed of 5/16" thick steel
- Commonly stocked lengths: 36", 48", & 60"



Model SC Dockboard

## Steel Dock Ramp (T)

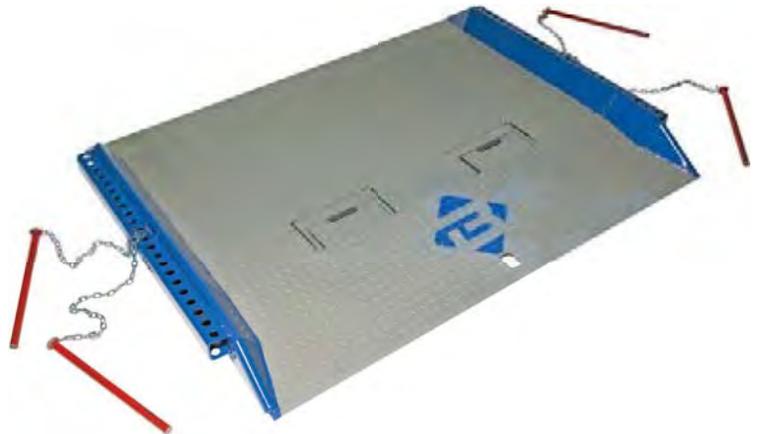
The steel Dock Ramp model T is a high strength dependable piece of equipment, which comes in a variety of combinations suited to fit your needs. Bluff's Heavy Duty Steel Dock Ramp is constructed of ANSI rated steel in thicknesses ranging from 5/16" to 1" thick. When in use 2 Durable 1" diameter stress proof steel pins effectively hold the ramp in place by insertion between the bumper pad and truck. Whether going up or down into a truck this ramp has pin placement slots to suit the application. With welded high strength steel curbs the Model T Dock Ramp can be made to handle capacities ranging from 15,000 to 60,000 thousand pounds.



- All welded steel construction
- Two four-hole pin pockets placed on each edge
- Collapsible lifting loops
- Double-bend design
- 15,000, 20,000, 25,000 LB capacities available
- Usable widths available 60"; 66"; 72"; 78"; 84"
- Commonly stocked lengths: 48", 60", & 72"

## Red Pin Steel Dockboard (C)

The Red Pin Steel Dock Ramp is one of the most versatile boards in the industry. Constructed of ANSI rated steel in thicknesses ranging from 5/16" to 1" thick, coupled with high strength welded steel curbs, capacities ranging from 15,000 to 60,000 pounds can be carried. An added feature which sets this ramp apart from the Model T Dock Ramp and similar competitors are the pin pocket placements along the length of the ramp in addition to four pins rather than two. This feature is important for two reasons; first a Standard Steel Dock Ramp utilizing two pins for placement cannot be used safely when a truck comes into the Dock at an angle, second sometimes a truck cannot park flush against a dock and must stop short, this is called a "Park Out", the four locking pin solution assures the ramp is secured for safe use. Whether going up or down into a truck this Dock Board has pin placement slots to suit the application.

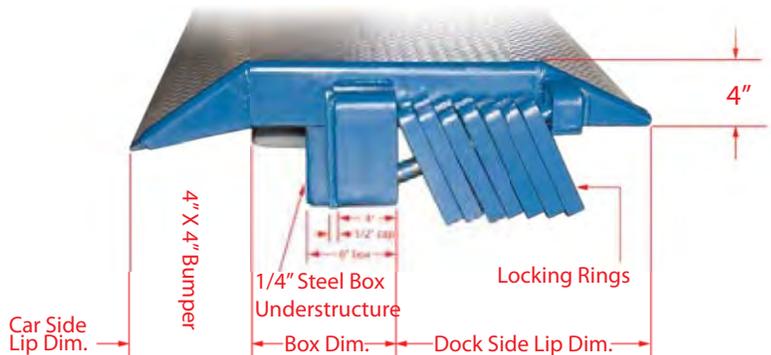


- For difficult trailer-to-dock positions
- Dual-pin locking system
- All-welded steel construction
- Capacities of 15,000 and 20,000 lbs
- Usable widths available 60"; 66"; 72"; 78"; 84"
- Most versatile board in the industry

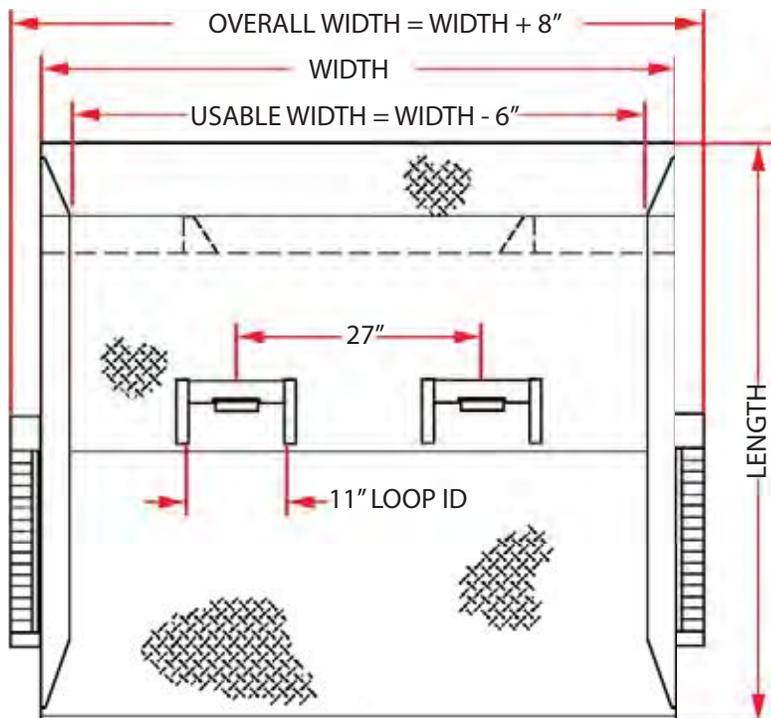
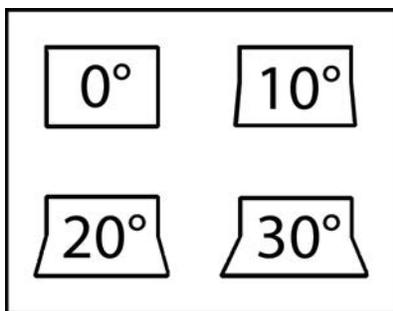


Using the right equipment is an essential component of a safe & efficient Rail Dock. Our Rail Boards are custom designed to accommodate all types of railway boxcars, including refrigerated & special cars for the lumber and paper industries. All rail boards are custom built to order in the United States using High Quality ANSI rated steel.

Positioning the railboard could not be easier with the locking ring design rather than pins for placement. First position the board next to the rail car, then as the board is lowered the rings will automatically set the securement against the dock. Steel box understructure bumpers fit around the car latches protecting rail car door latch from damage.

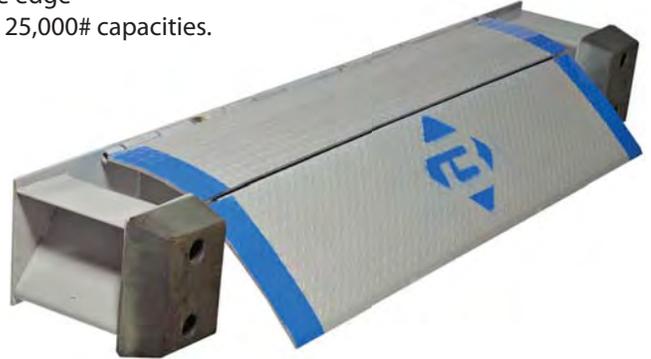


- All welded steel construction
- Capacities from 15,000 to 80,000 pounds
- Rectangular or flared design
- Box understructure for strength and safety
- Heavy-duty drop ring for safe, secure positioning
- Lifting loops fold flat into recessed pockets
- Lifting chains available
- Designed for use on all types of railway boxcars
- Designed and built to match specific dock conditions
- Locking Ring Design
- **Rail Board worksheet required.** This information allows Loading Dock Supply to have a rail board manufactured with the proper width, length, bends, capacity, and understructure for your application.



For fork truck traffic that is from 5" below dock level to 5" above dock level. The edge of dock leveler includes molded bumpers and a mechanical spring operation that takes the heavy work out of the lifting. The patented design assures that the edge of dock leveler is positioned exactly for correct use every time. 20,000# and 25,000# capacities.

- Capacities from 20,000 to 25,000 lbs.
- Widths of 66", 72" and 78"
- Automatically returns to stored position when truck leaves.
- Self storing handle
- Refrigerated lip optional
- Bumper and bumper blocks are included.
- Raises edge of dock levelers (ramp) to proper working height.
- Completely assembled; no site welding required.



Our Dock Leveler is designed to accommodate a maximum of five inches above and five inches below dock, providing 18.5% grade down and 20% grade up. This is acceptable for most gas or propane forklifts but is not suitable for most pallet trucks or many electric forklifts.

- Freight trailers range in height from 46 to 56 inches; for optimum performance the Dock Leveler should be mounted at 51" above the driveway.
- Refrigerated trailers range in height from 50 to 60 inches; for optimum performance the Dock Leveler should be mounted at 55 inches above the driveway. In addition this application requires a 17" reefer lip to accommodate the offset floor of the trailer.
- Flat bed trailers have a wide range of trailer heights. Dock boards or other equipment may be needed for extreme height variations.
- Containers have variations in both floor heights and door configurations.
- Captive fleets require mounting midway between lowest and highest trailer, provided  $\pm 5"$  range is maintained.

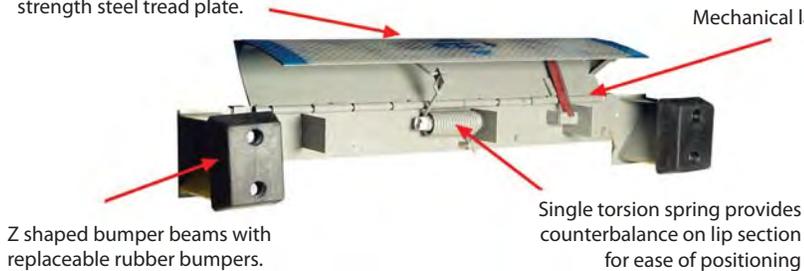


Pallet trucks and electric forklifts can be used with trailers 3 inches above and three inches below dock level. Dock boards or other equipment may be needed to accommodate a greater service range for pallet jacks and electric forklifts (This is due to limited clearance and grade this type of equipment operates at).

**NOTE:** Dock Levelers WILL NOT accommodate refrigerated and freight trailers at a single dock location due to above specified conditions

Three piece steel construction. Lip and ramp are constructed of 50,000 psi yield strength steel tread plate.

Mechanical latch produces lip extension

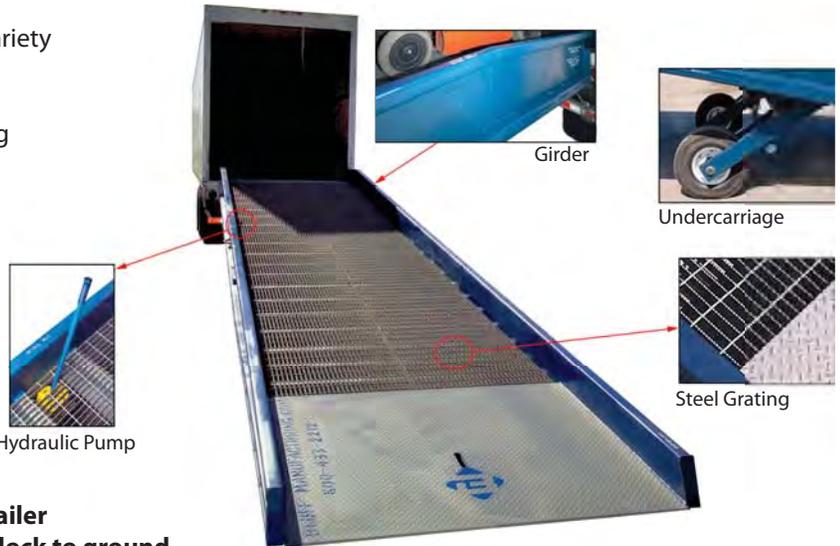


Z shaped bumper beams with replaceable rubber bumpers.

Single torsion spring provides counterbalance on lip section for ease of positioning

Getting a forklift down on the pavement, or unloading where a dock access is not available has been a complication for a variety of operations. With one of our Yard ramps this is no longer an issue, easily traverse from truck or Dock to ground, and make difficult rail car access easy. With fast, safe, precision unloading freight has never been more simple.

- **All steel welded construction**
- **Capacities from 16,000 to 60,000 pounds**
- **Curbs 8" tall for more safety and capacity**
- **Double acting hydraulic pup to adjust the unit to the proper position.**
- **Solid 18" rubber tires provide excellent traction without worry of puncture**
- **Pneumatic tire option available**
- **Beveled approach provides a smooth transition**
- **36 ft. unit includes a level off for unloading back of trailer**
- **30 ft. unit is a straight design for quick loading from dock to ground.**



## USE

The Yard ramp is simply moved into position at trailers, railcars, or docks. The operator utilizes a self-contained, double-acting hydraulic pump to adjust the unit to the proper position. In minutes you are ready to load or unload freight. Solid 18" rubber tires provide easy positioning and towing. Open serrated steel grating provides excellent traction while preventing build-up of snow, water, and other debris. Beveled approach creates a smooth transition. For truck or railcar to ground applications; utilize the 36' model for optimal loading/unloading from the back of a truck or rail car where ceiling clearance is minimal.

## Hydraulic Pump

- **Double-acting**
- **Two hydraulic cylinders**

The hydraulic system allows for smooth and quick raising of the front lip to the proper dock or trailer height. Simply open the release valve to safely lower the unit into position. The pump is mounted internally to protect it from accidental damage.

## Grating

- **Serrated for Traction**
- **Self-Cleaning**

Serrated grating provides excellent traction and the open design prevents buildup of water, snow, oil, grease and miscellaneous debris. The lower end approach plate provides maximum support and smooth transition onto the ramp grating surface.

## Girders

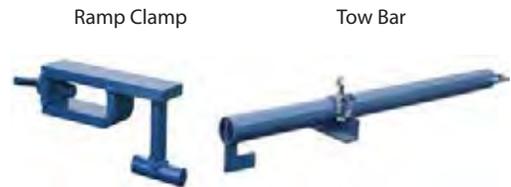
- **Heavy-duty formed steel side girders provide primary load-bearing capacity**
- **Steel side girders welded to steel Z members form a superior frame**

Multiple Z cross members are welded to the side girders, then self-cleaning steel grating is welded to the Z members to form a one-piece unitized Yard ramp.

## Undercarriage Assembly

- **Tubular steel box undercarriage assembly**
- **18" solid rubber pneumatic profile tires**

Heavy-duty wheels and solid rubber, pneumatic profile tires make positioning the Yard ramp easy. For stationary dock installations, standard Yard ramps are available in 30' and 36' lengths without wheel assemblies. Pneumatic tires available upon request.



## Tow Bar

The optional towbar features a fast-locking, easy hook-up to the Yard ramp. A quick disconnect feature improves handling efficiency.

## Ramp Clamp

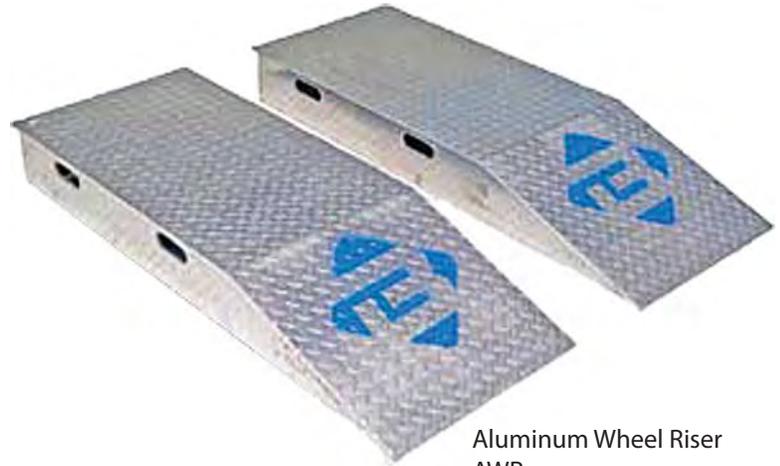
The optional ramp clamp assists operator in moving the Yard ramp over short distances. Fork Lift tine inserts into the rotating lift loop and is secured by a locking device.

Often times dock heights and types of trucks received at a loading bay vary making loading and unloading of freight difficult when using a dock leveler or dock ramp. For situations like these a wheel riser makes it possible to correct a steep grade or allow a single door to receive a variety of traffic. Widths of 18" and 24" accommodate both single, dual, or tandem axel trailers; with heights of 6", 8", 10", 12" most variances can be solved making a portable or permanently mounted Wheel riser the key to improved economy on your dock. *Custom sizes are available.*

**Aluminum Wheel Risers (AWR)**

Aluminum Wheel Risers offer 30,000 lb capacity per pair and have cutouts for lifting by hand. Tabs in place of cutouts can be added at no additional cost.

- Use 18" Width for single tire on riser
- Use 24" Width for dual tires on riser
- Use 30" Top Length for single Axle
- Use 84" Top Length for Tandem Axle



Aluminum Wheel Riser  
AWR

**Steel Wheel Risers (SWR)**

Steel Wheel Risers offer 40,000 lb capacity per pair and have (4) tabs with 9/16" holes for anchoring. Fork pockets in place of tabs are available at no additional cost.

- Use 18" Width for single tire on riser
- Use 24" Width for dual tires on riser
- Use 30" Top Length for single Axle
- Use 84" Top Length for Tandem Axle



Steel Wheel Riser  
SWR

**STEEL PLATFORM**

Steel Platforms are a perfect solution for remote locations & rail car unloading. Used one at a time or grouped for multiple dock positions, your shipping or receiving area can be enlarged quickly with one of our Steel Platforms.

- Affords 90 degree turn-a-round for safe fork lift maneuvering.
- Fast, economical way to expand your dock area; increasing freight handling capabilities without the expense of site or concrete work.
- Easily be relocated to other areas of your yard where a free-standing loading dock may be needed. This means more trucks or rail cars can be serviced while freeing up other critical dock doors.
- Optional: adjustable telescoping legs of 44" and 55"; meeting most dock height requirements.
- Create a Loading/unloading bay anywhere by coupling a Yard Ramp with our steel platform.



Steel Platform  
SP

# POST PROTECTORS AND SAFETY RAIL

Improve site safety and economy with a rugged safety rail system from Loading Dock Supply. Manufactured at the highest quality standards our machine and personnel guards provide protection from costs associated with employee injury, machinery down time, insurance claims, and building or equipment repairs resulting from an accidental collision.

## Door Track Protectors

- Wrap around track design allows free door operation
- Projects 7" from wall
- Anchors to both wall and floor
- Safety Yellow powder coat finish
- Columns are 3/16" thick steel



Track Protector  
DG48

## Rack Guard

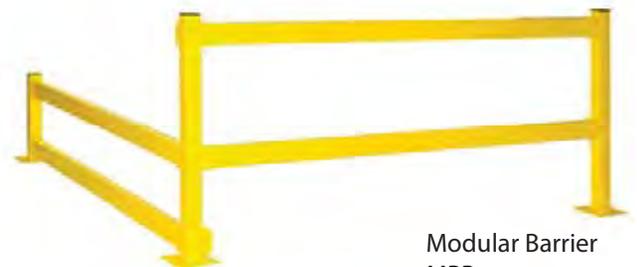
- Durable heavy duty protection
- Curved design protects rack edges from both forward of rack and aisle damage
- Bolted to floor for extra stability
- Powder Coat Finish -- six standard colors available that last longer and are highly visible



Rack Guard  
RG

## Modular Protective Barrier

- Simple to install add-on components or custom size safety rail lengths in the field
- "Lift out" design makes our safety railing ideal for spaces which require quick access, without the time consuming task of re-installation of hardware
- 42" double safety railing assembly meets OSHA Specifications for fall protection
- High quality safety yellow enamel paint finish



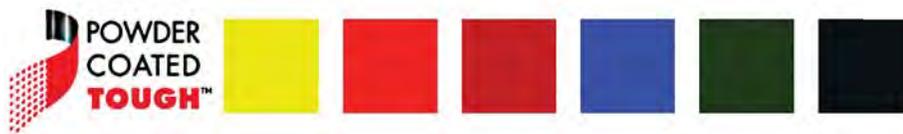
Modular Barrier  
MPB

## Crash Guard Protective Barrier

- Incredibly tough crash guard system is easy to install and versatile
- Manufactured with 4" x 13 LB A36 structural steel I-Beams with .280" web thickness and .345" flange thickness
- Structural steel posts have open sides for easy assembly
- Standard post heights 18", 30", 42"
- Standard railing can withstand impacts of up to a 10,000 pound load at 4 MPH when installed properly
- Premium Tuff system railing designed to withstand impacts up to a 10,000 pound load at 6 MPH
- Safety Yellow powder coat finish. Also available in six standard colors, custom colors, and with galvanized finish. Additional charges may apply



Crash Guard  
CG



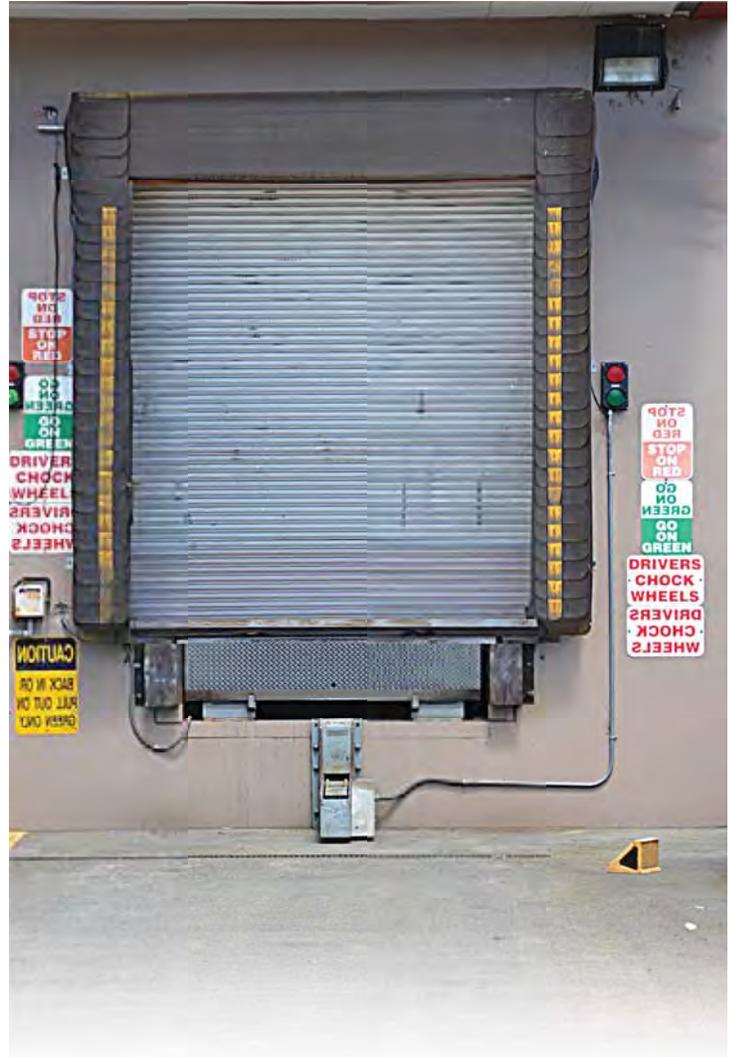
\*Additional colors available at no additional cost

Loading dock systems are an integral part of any facility. Unfortunately Not all Loading Docks are built the same. For this reason all dock Seals offered through Loading Dock Supply are custom built to suit your facility. This provides the best possible seal found on the market today.

Working within that system Dock Seals & Shelters provide environmental protection and a guide for trucks docking with your facility. Compressing between the trailer and wall dock seals effectively guard against outside environmental conditions, Insects, pests, & other variables which may pass between the truck and wall.

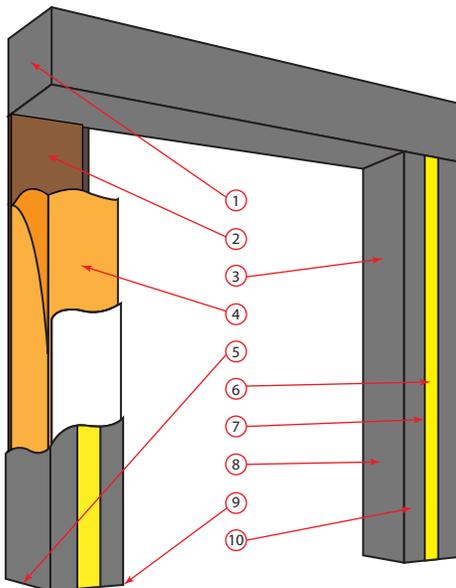
**FEATURES:**

- High grade vinyl material comes in 22, 35, 40 oz gauges.
- Yellow guide stripes 3" in from inside edge of verticles provides higher visibility ensuring accurate docking.
- Pressure treated wood backing is rot resistant and chemically bonded to the high density foam used for the cushion
- All seals are designed to accomodate your slope whether it is a positive or negative grade
- Tapered bottom reduces pinching between trailer and bumpers when compressed.
- Curtain model headers are coupled with wedged top verticles to inhibit water accumulation
- Dock Shelter offer full access to the bay door unlike the 7'6" opening traditional dock seal wedge to
- High Tear Duropeen is virtually indestructible



**Don't wait get a same day quote today!**

**Basic Dock Seal Construction Features**



1. Air Vents - All pads will be equipped with air vents to minimize possible rupturing of the pad covers and subsequent building wall damage.
2. Wood or Steel Mounting Base - These door pads are factory assembled and mounted to kiln dried wood 2" thick. Optional steel mounting base is available.
3. The dock seal covering can be made from vinyl, hypalon or neoprene fabric.
4. Polyurethane Pad Filler - The dock seal pad filler foam is standard 1.00 pound density per cubic foot weight and a 35 pound compression factor. Fire retardant dock seals are available.
5. The bottom of each side pad is tapered up to avoid pinching, sagging, and wear when compressed.
6. Safety Guide Stripes.
7. The thread is carefully selected and meets requirements of Federal Specification V-T-285
8. Adhesive - The fabric sides of the vertical pads facing into the door opening are chemically bonded to the polyurethane foam pad with a high quality, chemical adhesive to minimize snagging of the fabric by materials and handling equipment passing through the opening.
- 9 Drain Holes - The dock seal pads are perforated to reduce moisture build up.
10. Optional Pad Facing - Extra heavy duty wear sheilds or guardian flex for high abrasion resistance may be specified.



### Rigid Wood Frame Truck Shelter

The rigid wood frame truck shelter is the most basic of models for an enclosure providing full access to a trailer while controlling internal environments. Double stitched, pleated, spring steel reinforced curtains mounted on pressure treated wood frame.

- Pressure treated lumber frame
- Translucent fiberglass covering (top and side frames) to allow natural light into the dock area.
- 18" overall projection is standard for 4 ½" bumper projection.
- Coated polymer fabric face curtains have foam bead on inside edge, for superior seal.
- Raked header prevents water collection on top.
- Wear face with guide stripe on bottom corners of face curtains.
- Wind cord prevents head curtain from blowing out of position.
- Three overlapping wear pleats in corners absorb impact of sharp trailer edges.
- Foam-filled draft pads inside lower corners prevent air from entering.
- Angle trim secures face and header curtains to shelter frame.
- Heavy-duty steel bumper guards support frame and protect Frame from incoming vehicles.
- Durable fabrics in a wide range of weights, styles, and colors.
- Spring steel stays inside of head curtain and side curtains.

### Soft Sided Truck Shelter

The Soft-Sided Truck Shelter construction is an improvement on the traditional rigid frame styles offering a variety of benefits. Double stitched, pleated, spring steel reinforced curtains mounted to foam side frame with wood backing.

- Foam filled side pads eliminate the need for steel bumper guards.
- Pressure treated lumber backing.
- 18" overall projection is standard for 4 ½" bumper projection.
- Coated polymer fabric face curtains have foam bead on inside edge, for superior seal.
- Raked header prevents water collection on top.
- Wear face with guide stripe on bottom corners of face curtains.
- Wind cord prevents head curtain from blowing out of position.
- Three overlapping wear pleats in corners absorb impact of sharp trailer edges.
- Foam-filled draft pads inside lower corners prevent air from entering.
- Angle trim secures face and header curtains to shelter frame.
- Durable fabrics in a wide range of weights, styles, and colors.
- Spring steel stays inside of head and side curtains.



### Compression Frame Truck Shelter

The Retractable Frame Truck Shelter construction is an improvement on the traditional rigid frame style shelter offering a variety of benefits. Double stitched, pleated, spring steel reinforced curtains mounted on galvanized spring loaded flexible truck shelter frame.

- Galvanized steel frame
- White vinyl (top and side frames) allows natural light into the dock area.
- 18" overall projection is standard for 4 ½" bumper projection.
- Coated polymer fabric face curtains have foam bead on inside edge, for superior seal.
- Raked header prevents water collection on top.
- Wear face with guide stripe on bottom corners of face curtains absorb impact.
- Wind cord prevents head curtain from blowing out of position.
- Three overlapping wear pleats in corners absorb impact of sharp trailer edges.
- Foam-filled draft pads inside lower corners prevent air from entering.
- No bumper guards required.
- Durable fabrics in a wide range of weights, styles, and colors.
- Spring steel stays inside of head curtain and side curtains.





## Bug & Bird Mesh / Screen Door

- Doors are constructed with a durable vinyl encapsulated woven polyester mesh that is resistant to mildew and color fading.
- The bug screen door material utilizes 17 x 11 scrim count plain weave and 11.7 oz. per square yard of material in your choice of standard colors.
- The bird mesh standard material utilizes netting, a special oval shape weave with 9 holes per square inch and 15 oz per square yard of material in your choice of colors.
- Extruded aluminum "C" channel guide track is 1" wide x 4" deep.
- Safety yellow and black strips are standard on smaller
- Size doors and 1" diameter metal tube is standard on larger size doors
- The roller tube is 3" – 6" in diameter and is dependent upon the size of the doors.
- Manual roll up doors are available with either a chain hoist or springload system.
- Motor operation uses either in tube motor for small doors or an external jackshaft motor for large doors.
- Exterior wall mount protective hood is available as an option.
- Lock down system with a solid bottom bar is also available as an option

## Wire Mesh Security Door

- Stop trespassing, but let in natural sunlight and fresh air with the durashield aluminum or stainless steel wire mesh security door.
- Doors are constructed with 15 gauge aluminum with ½" coil wire mesh. Other panel options include 18 gauge aluminum with ¼" coil, 16 gauge stainless steel with ½" coil, and 19 gauge stainless steel with ¼" coil.
- Heavy duty extruded aluminum "C" Channel guide track is 1.25" wide x 4" deep.
- Safety yellow and black strips are standard on the interior edge of the panel.
- Horizontal stiffeners are constructed with ¾" fiberglass wind load rods and are inserted into specially constructed coils for horizontal stability, visibility and increased safety.
- The roller tube is 3" – 6" in diameter and is dependent upon the size of the door.
- All wire mesh doors come standard with in-tube motor for small doors or external motors for larger doors.
- Lock down system with a solid bottom bar is standard Exterior wall mount protective hood is available as an option.



## Solid Vinyl Roll Up Door with Window

- Doors are constructed with 22 oz. durable vinyl coated nylon material that is resistant to color fading and can be washed down. An optional, heavy duty panel constructed of 40 oz material is available. Contact factory for choice of colors.
- Optional vision panel is constructed with clear PVC vinyl and is the full width of the panel.
- Durable, yet light weight, the deep channel aluminum track system tightly secures the panel in the opening. The aluminum track flairs out at the top of the guide curtain material for easy smooth and reliable operation.
- Each door includes round ¾" diameter horizontal fiberglass stiffeners for draft resistance and horizontal stability. An optional 1" diameter metal tube is available for wider openings or for high wind load applications.
- Heavy duty extruded aluminum "C" channel guide track is 1" wide x 4" deep, dependent upon the size of the door.
- The bottom pocket uses a bright yellow, vinyl coated nylon and a hem chain for added weight preventing crawling critter from getting free passage at the floor contact point. Uneven or slanting floor are not a problem, additional weight along with a lockable bottom bar is available.
- Your choice of manual roll up with chain hoist or optional motor operation with in tube motor for small doors and external motor for larger doors.
- Safety yellow and black strips are standard on the interior edge of the panel.
- Exterior wall mount protective hood is available as an option.
- Lock down system with a solid bottom bar is also available as an option.
- Low cost alternative to low and high speed doors.

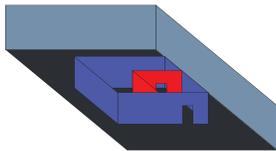




Often times warehouses, offices, and other work spaces require partitions to be erected in order to improve site safety and/or control specific environmental conditions. Curtain walls as an alternative to permanent installations are a quality low cost solution, allowing a variety of applications not possible with traditional walls. Designed to be suspended from the ceiling, face of wall, or from free standing hardware the places in which curtains can be hung are as varied as the custom sizes and materials we provide to you.

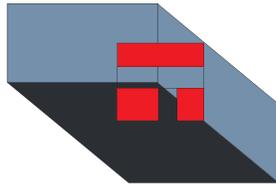
Our standard curtain walls constructed of high grade 18oz vinyl are chain weighted for air pressure resistance, and assembled in 15' wide sections by velcro seams. This makes adjustment and installation simple enough for non professionals to install with out the use of specialized tools. Other materials such as opaque, translucent, high tear vinyl, and clear PVC are available upon request.

Curtains walls are designed to be used with rolling trolley hardware for maximum versatility, making it easy to open up spaces when needed. Perfect for clean rooms, machining booths, refrigerated partitions, offices, pharmaceutical warehouses, and schools.



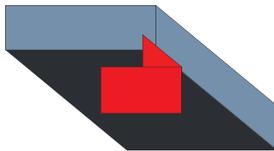
### Full Enclosures

Create enclosed spaces within a large facility with our custom curtain wall enclosures. Designed with functionality in mind, multiple sections facilitate versatility when mounted either to a wall, ceiling, or on our free standing mount hardware.



### Partitions

Bi-part large rooms, Gyms, Warehouses, etc. reducing noise & environmental conditions while improving safety. Built with a permanent upper curtain, and free standing sliding curtains these partitions provide effective control in any dual use space.

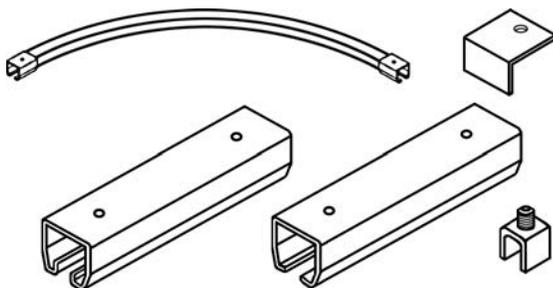


### Isolated Areas

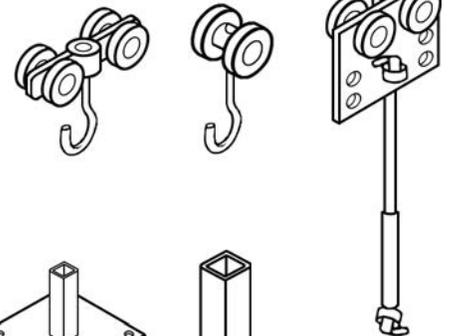
Section off a machining room welding booth, or consultation area with a curtain wall today. Buy these curtains in sections and mount them in the accordance with your facilities changing needs.

### Hardware

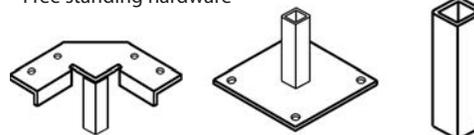
Standard track hardware



Trolley styles



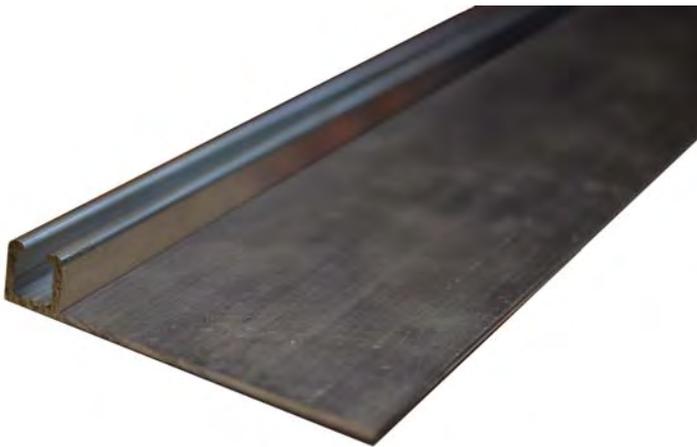
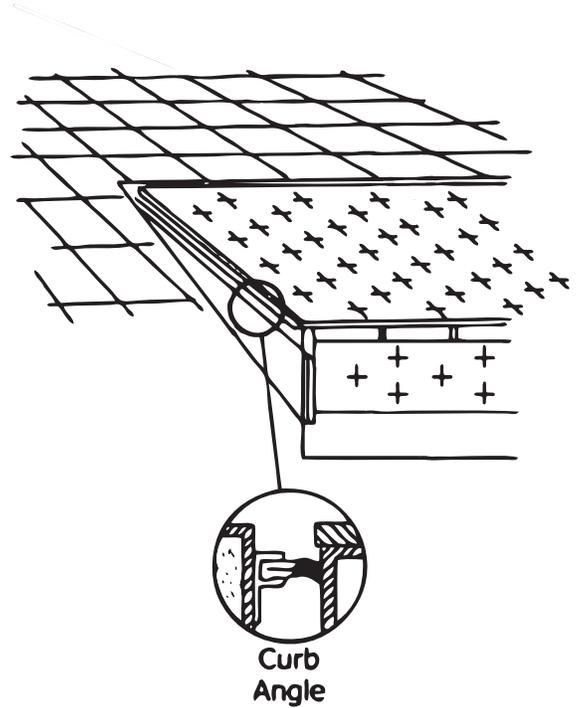
Free standing hardware



One of the most vulnerable areas in any facility is the space around dock levelers. This is because, even when the Facility is closed, the space under the leveler is open. If the sides and back of the dock leveler are not sealed, rodents, insects, and air can easily enter the facility. As a solution, our specially designed brushes will seal a dock leveler virtually air-tight. When the bottom of the shipping door over the leveler is sealed as well, its brushes seal against the levelers side brushes and the whole dock leveler is sealed tight.

- Easy to install
- High quality long lasting protection
- 1.5" Nylon brush
- Weldable & 45 degree brackets available

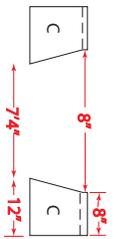
## 90° Degree Brush Seal



### CS Model Dock Seal

Designed to close an 8" opening down to 7'6" the CS Model dock seal is a the premium solution constructed of high grade virgin materials made to order ensuring the right fit every time.

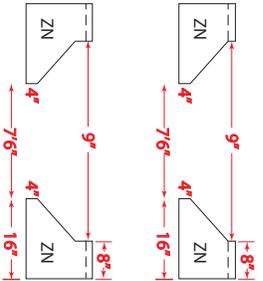
- 18" high header
- 3 HT-H-40 wear shields
- Verticals 8" Back to 12" face
- Pressure treated wood backing
- Yellow guide stripes 3" in from inside edge



### CSN Model Dock Seal

Designed to close an 9" opening down to 7'6" the CS Model dock seal is a the premium solution constructed of high grade virgin materials made to order ensuring the right fit every time.

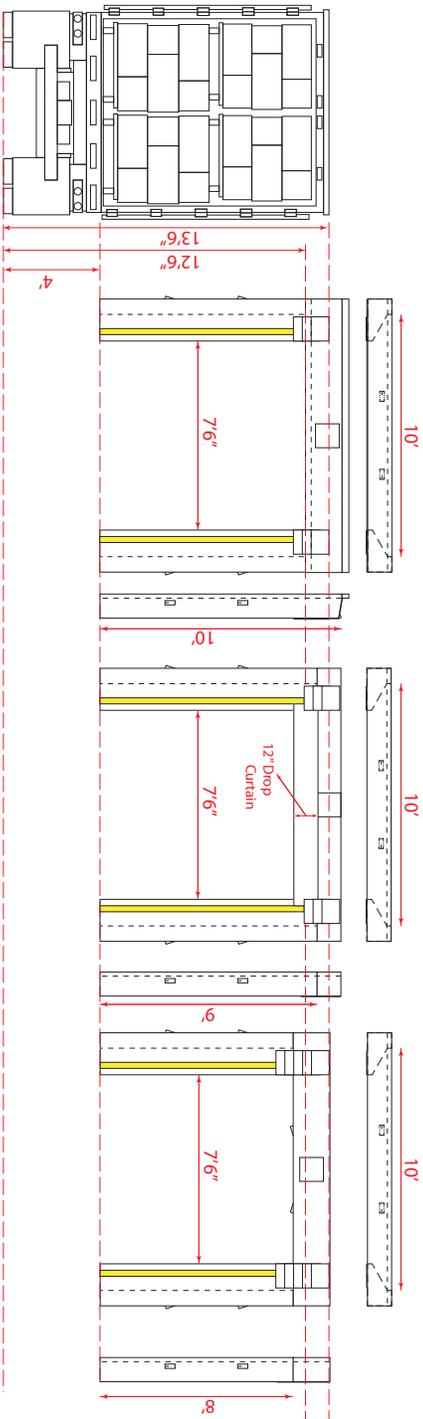
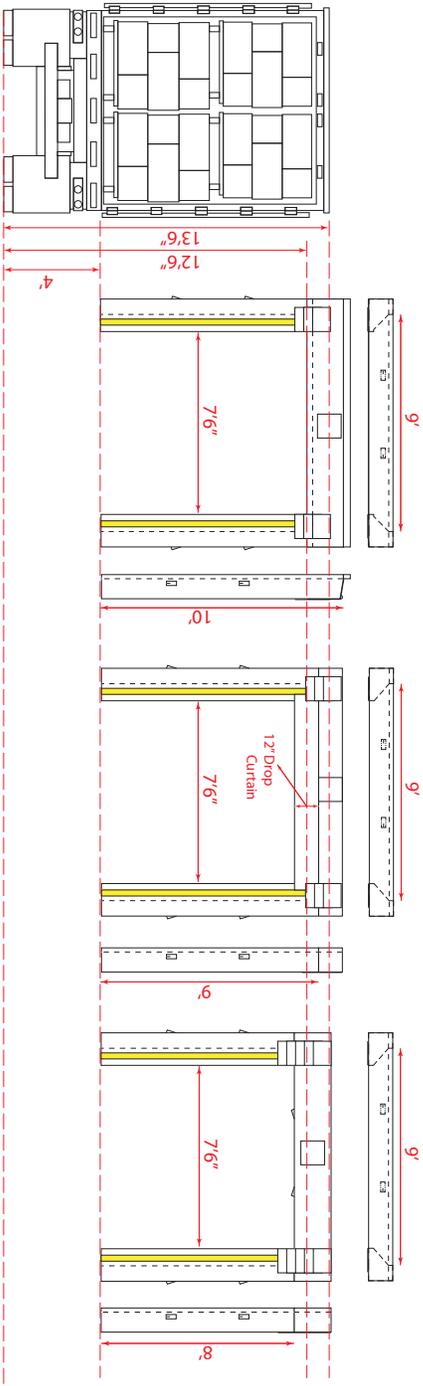
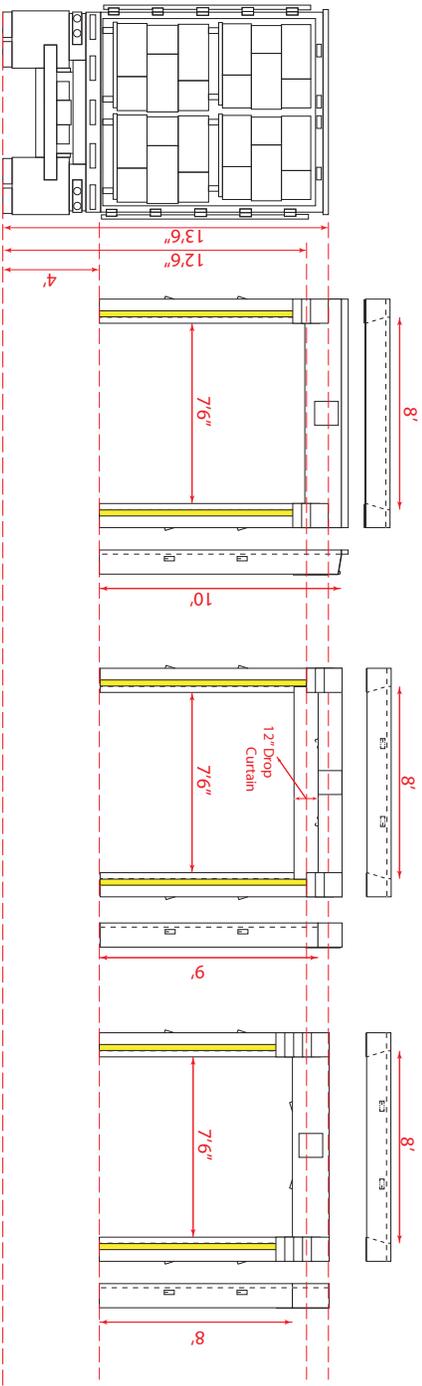
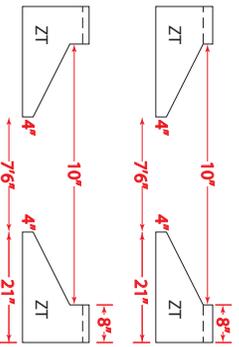
- 12" high header
- 12" Drop Curtain
- 3 HT-H-40 wear shields
- Verticals 8" Back to 16.5" face
- Pressure treated wood backing
- Yellow guide stripes 3" in from inside edge



### CST Model Dock Seal

Designed to close an 10" opening down to 7'6" the CS Model dock seal is a the premium solution constructed of high grade virgin materials made to order ensuring the right fit every time.

- 3 HT-H-40 wear shields
- Verticals 8" Back to 21" face
- Curtain Style Header with 18" face
- Pressure treated wood backing
- Yellow guide stripes 3" in from inside edge



## OVERVIEW

The loading Dock is a key component of any facility, whether it is a warehouse, grocer, retail outlet, plant, or other material handler. Through a variety of equipment loading docks can speed up traffic and capture costs that add up if left unattended. With careful planning many of the risks and expenditures associated with a design lacking proper safety features can be alleviated. Improving dock function, employee safety, and effective transfer of goods from your facility to its intended destination should be a primary concern of all conscious business owners and purchasers.

Common problems on the loading dock are often rooted in initial design elements which do not take into consideration future dock uses or the evolution of manufacturing and production. Often times docks will have poorly planned approaches, small doorways, excessive slopes, gravel approaches, improper bumper projections, and docks that are too low to accommodate any standard over the road trailers.

By planning for the future steps can be taken to safeguard against large remodeling costs later. The initiation of future planning can take many forms, whether that is installing knock out panel walls for future door expansions, or building your dock to standard height and using wheel risers for smaller trucks. These simple inexpensive concepts can save you and your customer's time and money further down the road.

Due to the diversity and variations that may exist at the loading dock, any specification, drawings or other material pertaining to the loading dock should be developed and approved by an experience professional architect and reviewed by an experienced loading dock professional. Follow best practices for compliance to traffic engineering conventions in design to meet state and local codes.

It is important to include in the specifications of any project that the selected manufacture must provide; specifications, approval drawings, installation manual(s), owner's manual(s) and employee equipment training, to the owner.

## SAFETY MATTERS

Despite the loading docks potential to save money it has exponential safety risks which can cost your company in excess of one million dollars from direct and indirect costs. Financial hardships affect your tenants, customers, employees and bottom line, for this reason aggressive dock safety practices are considered good business sense.

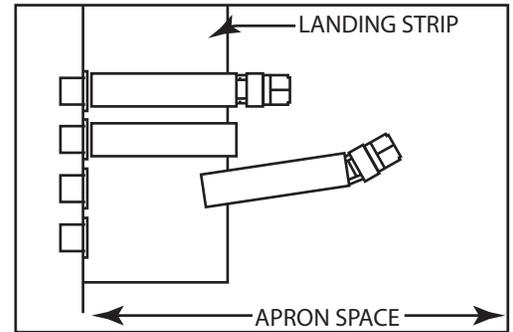
The figures speak for themselves in 2004 the National Safety Council reported that direct costs from accidents was a \$85 billion dollar industry, letting insurance companies cash in on costs associated with medical costs, wage indemnity, and claims administration fees. Dwarfing direct costs indirect liabilities resulting from injuries, damaged equipment, goods, lost production, diminished operation quality, process interruptions, yield losses, replacement labor, overtime, litigation, and higher insurance can mean for every dollar paid to direct costs an additional \$5-\$10 will be paid over time to indirect liabilities.

Note: It is the employer's responsibility to ensure proper training and operating practices of their employee's.

## APRON SPACE

The approach leading up to a bay door, known as the Apron Space, is an area necessary for trucks maneuvering into position at the loading dock opening. When planning this extension of your dock recognizing the needs of current and future potential freight is fundamental to the long term viability of the facility. Factors to consider are the direction of traffic flow, total vehicle lengths received, and materials used for the landing and leading up to the dock.

A simple guideline for determining apron space is to take the sum of the longest possible combination of truck and trailer and multiply the total length by two, then adding an additional safety factor of 5'0" to 10'0" on the outcome. (i.e. a truck with an overall length of 70' requires a minimum apron space of 150').



Keep in mind that a dock receiving box trucks and trailer jockey trucks today may not be using these in later years. Always consider long term construction in order to avoid costs in later years.

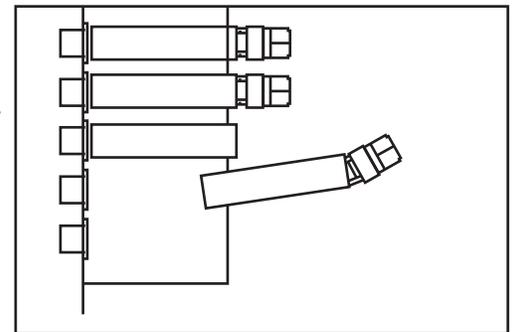
If the apron space is to be surfaced with asphalt, a concrete landing strip must be poured. This is necessary due to asphalt's tendency to become malleable under heat, resulting in depressions changing your truck differential to the dock. This is a serious problem which can make a leveler or board ineffective as well as making it difficult to properly secure wheel risers due to uneven ground.

A gravel-covered loading dock apron should be avoided because it creates uneven and unsafe dock conditions.

## TRUCK BAYS

Truck bays are a complicated portal requiring many pieces of equipment in order to operate safely and efficiently. Factors which ensure the safe function of those pieces of equipment is relative to dock door displacements from each other as well as adequate staging space within the facility.

For docks with multiple loading bays door displacement is crucial to effective loading and as a deterrent to bottlenecking from cramped staging areas. Typically the minimum displacement for doors is 12' on center of the opening. This provides an overall truck width of 10' including the mirrors. With greater displacements loading is made more economical, safer, and easier.



When determining the number of loading bays needed to support your product flow, consider the number of trucks received per day, delivery schedules, how many pallets can be loaded or unloaded per hour at one opening, and the number of trailers typically staged at your dock.

Bottle necks inside and outside your facility should always be avoided. Bottlenecking within your dock is the result of too little space for staging; this causes blind spots and reduces the mobility of your loaders, increasing safety risks and lowering productivity. Outside your dock on the apron, bottlenecking occurs when trucks are staged for

*Continued* 

loading without adequate room for safe departure of other trucks leaving the facility. Another form of restriction from bottleneaking occurs when there is not enough room on the sides of the trailer to safely turn out away from other trucks on the apron. By utilizing a 14' door differential trucks can safely and effectively exit and couple with the loading dock. This also provides additional space between doors for staging.

When considering what adequate space for staging is, consider the largest freight received at your facility; be sure not to design your dock around smaller trucks if there is a possibility of receiving over the road LTL trailers in the future. A 60' long trailer 8'6" wide requires a minimum of 510 square feet of staging area and can be loaded to a height of 10'0". Note: Each client's staging area requirement may vary, so we recommend that you consult with your client to find out exactly how much staging area is required for your project.

## DOCK APPROACH

### **Level dock approach**

The most effective approach grade for a loading dock is approximately a 1%-2% incline. This puts the top of the trailer further away from the wall, while also channeling water runoff away from the facility and your product. (Note: when raising the nose of the truck to couple with a tractor the grade is changed, the dock bumper projection must be able to accommodate this change in incline)

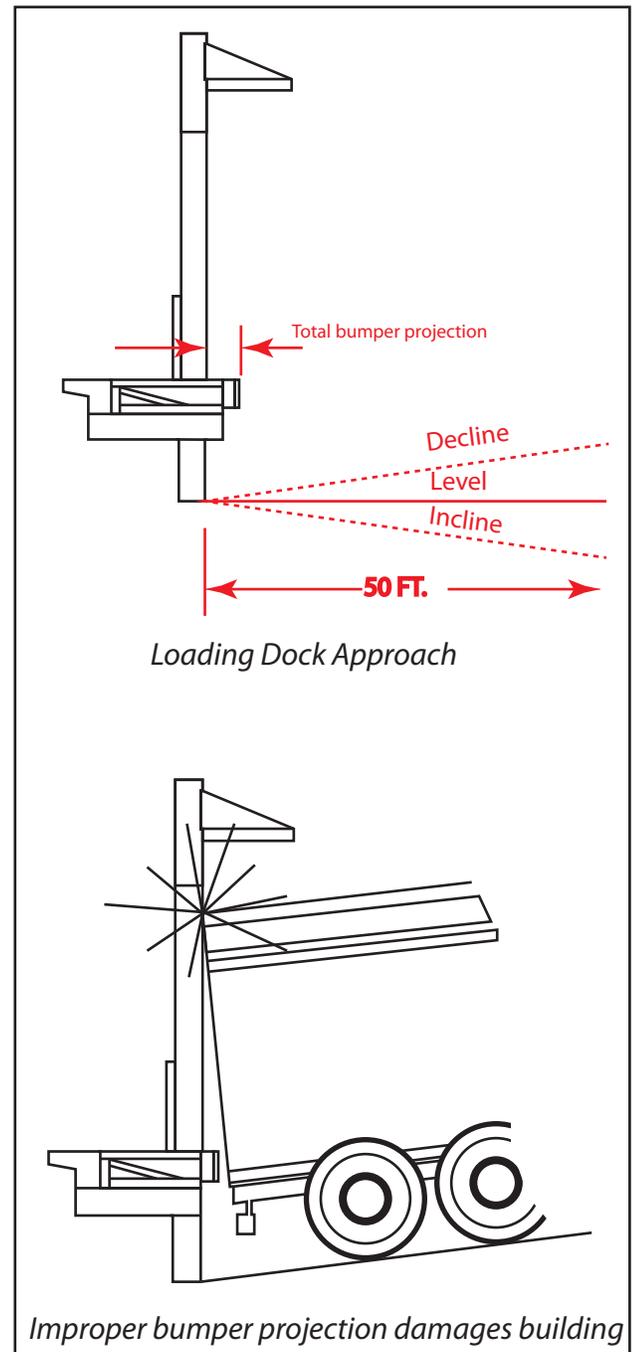
### **Declining & Inclining Approaches**

Docks with either of these approaches need careful planning before implementation. First, a declining dock has a tendency to move the top of the trailer towards the wall of the building; this causes damage to your facility and equipment. For inclined approaches the problem is similar, with the ICC bar coming closer to the wall under the bumpers. Second, if the incline or decline is too severe employee, equipment, and product safety come under risk of toppling during unloading & loading. Steep grades increase wear on loaders and can make certain types of equipment like motorized pallet jacks inoperable.

A decline / incline dock approach grade should never exceed 10%.

### **Determining Dock Approach Grade**

The required dock bumper projection is determined based on the percentage of grade. To calculate the grade, measure the difference in height from dock level to a fixed point 50' directly out from the dock. Divide the height by the length measured, using inches (e.g. 18" difference over 600" distance.  $18/600 = 3\%$  grade). for every percent of slope apply an additional 1" to the basic 4.5" dock bumper projection.



## DOCK TYPES

### ***Cantilever Loading Dock Design***

In a cantilever loading dock design, the foundation wall (dock face) projects past outside building wall. This can prevent damage to the building wall, should a dock bumper fail.

### ***Enclosed Loading Dock Design***

This design often used by package handlers utilizing fleets of box trucks, allows for control against pilferage while improving efficiency and comfort; it also doubles as space for overhead cranes loading/unloading flat bed trucks. It is the most expensive loading dock design requiring greater initial investment and maintenance. A main concern for this type of dock is the need for ventilation, adequate air-exchange, due to the exhaust fumes of motors operating within.

### ***Flush Loading Dock Design***

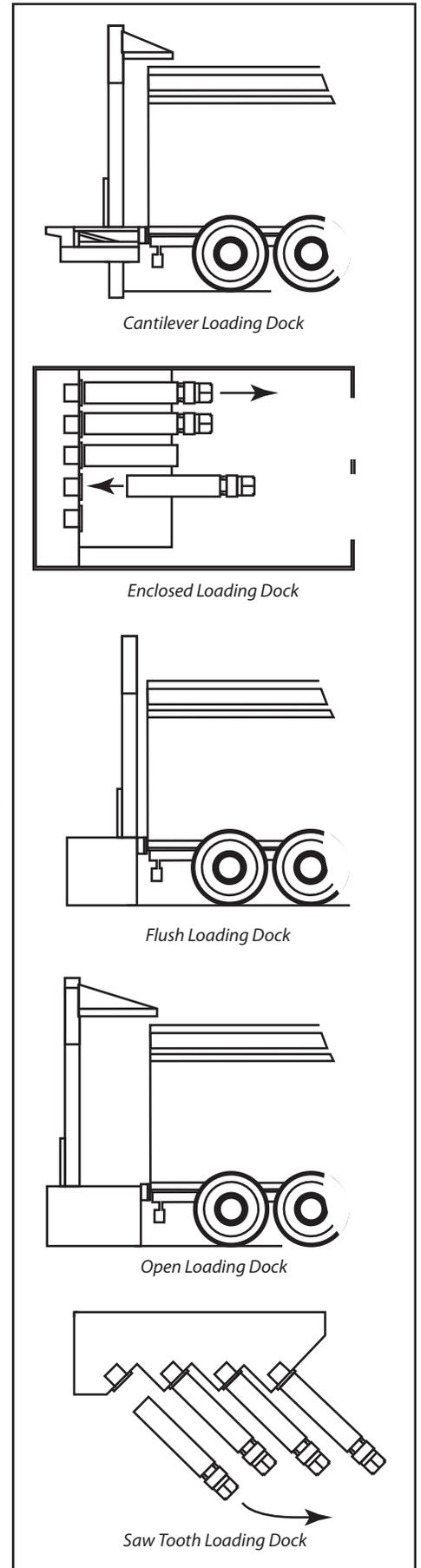
The most common type of loading dock used today is the flush loading dock. This dock shares the same foundation as the wall. When the building wall projects past the foundation due to the use of metal or other finishing material, dock bumper projection must be considered more closely; i.e. bumpers should always be a minimum of 4.5" from the wall, if the wall projects 1" past the foundation where bumpers are mounted, then the bumper will need to have at least one more 1" of projection.

### ***Open Loading Dock Design***

United States Postal Service uses the open loading dock design for its delivery trucks with an overhead canopy covering the dock. Open loading docks cannot be heated or cooled and it provides little protection for materials, packages and employees. Due to its exposure to the weather floor drainage needs to be considered, also due to the height OSHA may require; edge markings, run-off protection and hand rails.

### ***Saw Tooth Loading Dock Design***

Saw tooth loading dock designs are effective where dock apron space needs to be minimized. The staging area between docks is typically non-usable.



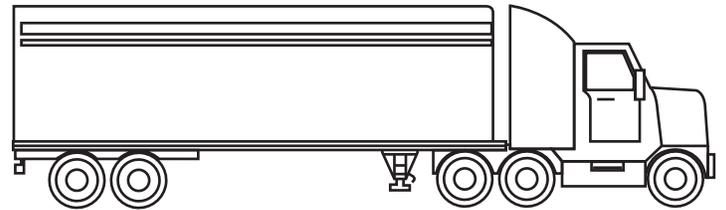
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Call the Experts!

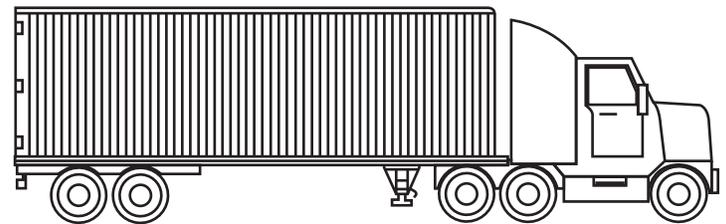
## TRUCK TYPES

Trucks come in a wide variety of heights, overall lengths and bed heights. The above general information about truck can aid in designing the loading dock, it is best to remember that each of the above truck heights can vary as much as 6" to 8" (12" if air-ride trailer suspension) in height from empty to fully loaded, this is know as "float". When designing the dock it is a good practice to ask the client for a list of trucks serviced at the loading dock; i.e. height, width, overall length, bed height and frequency that they arrive at the loading dock.

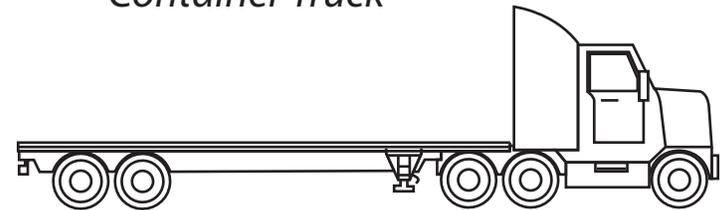
If a wide variety of trucks are to be serviced it may be practical to have several dock heights or one (1) dock position dedicated with a dock scissor lift or a truck leveler to accomplish this. If it is a standard captured fleet (all trucks are the same width, length, height and bed height), then one (1) dock height can possibly serve them all.



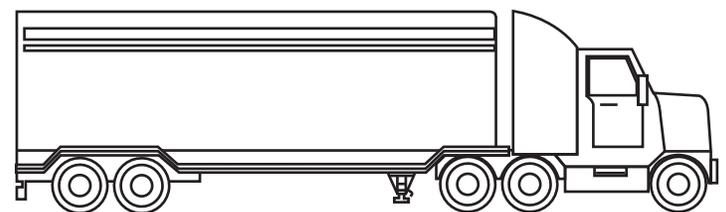
*Semi Truck*



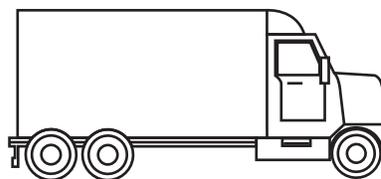
*Container Truck*



*Flat Bed*



*Low Boy*



*City*

Type of Truck	Truck Bed Height Total Range
Double Axel Semi	45" - 55"
City Delivery	45" - 48"
Container	55" - 62"
Flatbeds	47" - 62"
Furniture Van	23" - 36"
High Cube Van	35" - 43"
Low Boys	19" - 25"
Panel Truck	19" - 25"
Reefer	50" - 60"
Stake Truck	42" - 48"
Step Van	19" - 30"
Straight Semi	48" - 52"

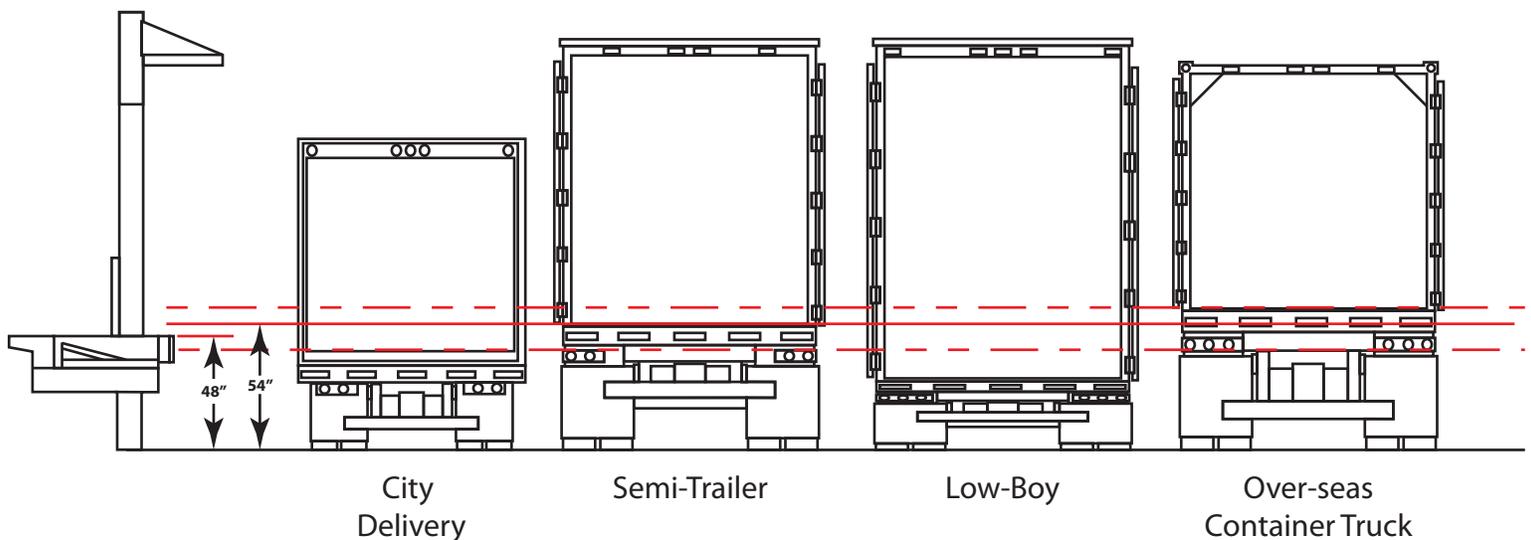
## DOCK HEIGHT

Optimal dock height plays a critical role in providing smooth product transfer...  
The following selection criteria must be considered for a proper loading dock height.

1. Service range of the variety of trucks to be service and mid-point.
2. The maximum grade capability of your client's material handling equipment, consistent with dock leveler and board length.
3. Dock leveler and board length that can accommodate the height difference from dock to truck, and truck/trailer "float" during loading/unloading.

The average loading dock height is between 48" and 52". Many facilities may have more specific qualifications for their loading docks which can put them above or below this level. When considering your client's application determine the highest and lowest truck received, in addition find the average truck bed height (note whether the trailers are refrigerated or not). If the differences in dock height are too great to service all traffic consider options such as wheel risers. This allows a dock to receive standard trailers at a 48" dock height and box trucks which would come in below the operating range of many boards and levelers.

Knowing the maximum grade capability of your material handling equipment can help determine the dock height and dock leveler length. The maximum grade capability of a pallet jack is 3%, electric pallet jack 7%, electric lift truck 10% and gasoline fork tucks is 15%. When planning the dock height always try to strive for the least incline/decline approach to load/unload the vehicles that arrive at the dock, this will provide a longer life for the material handling equipment and the dock leveler.



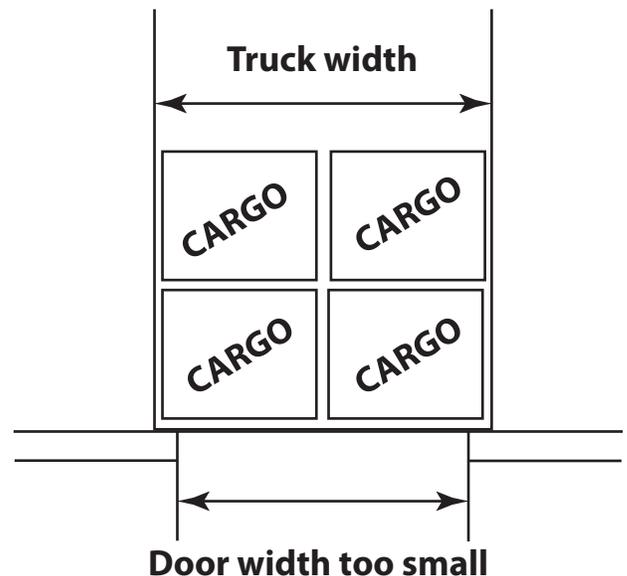
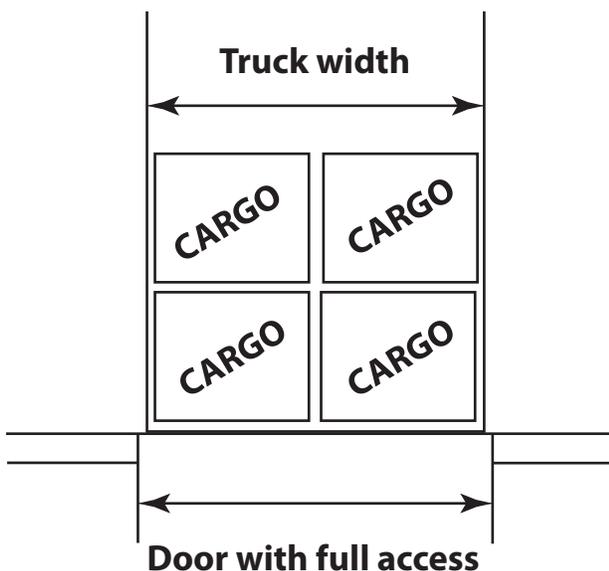
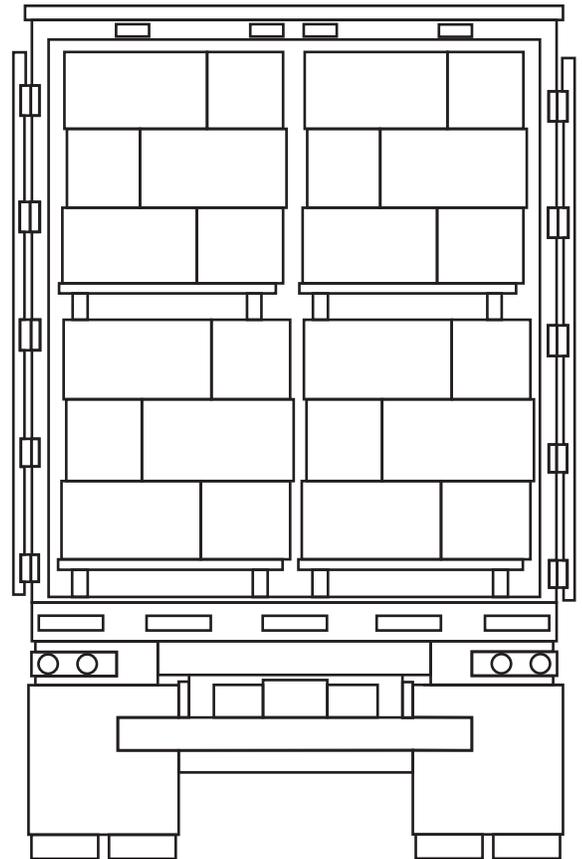
## Door size

Selecting the proper door width and door height is critical for a smooth transition of products and pallets from the truck to the loading dock. Improper size of the loading dock doors can create extra-labor for loading/unloading trucks, reducing efficiency causing product/package damage and possible employee injury.

### Loading Dock Door Widths

When conducting proper planning for your dock door always take into consideration the maximum legal truck width of 8'6" (without permit). This is important due to several factors, first if your door is 8' wide an 8'6" trailer with side by side pallets will become difficult if not impossible to unload, second if the truck comes in off centered with the opening, additional repositioning will be necessary; these two factors lead to time lost on the dock and more opportunities for accidents to happen. For these reasons the ideal dock door width is 9' wide, this reduces the possibility of door track damage, and also provides more room for acquiring pallets seated in the rear of the trailer.

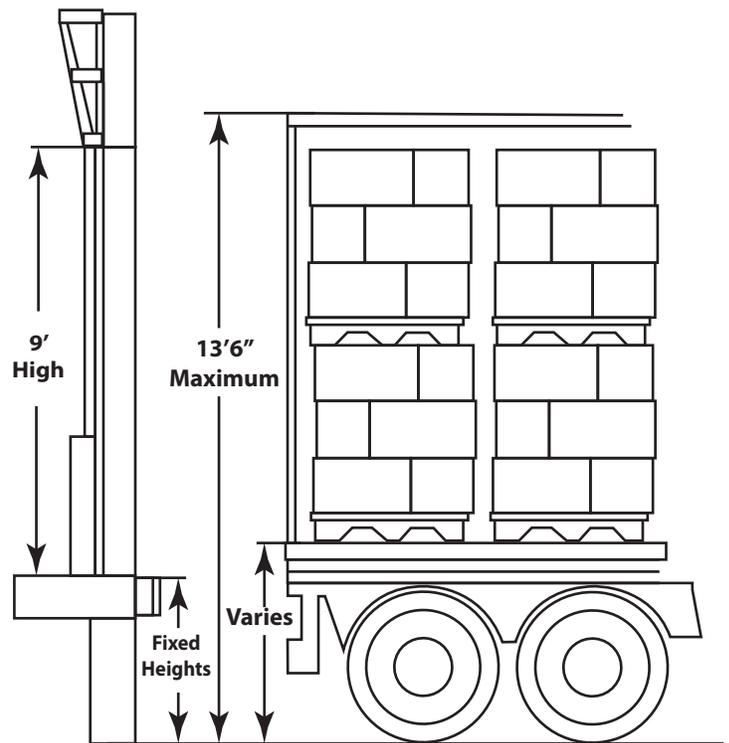
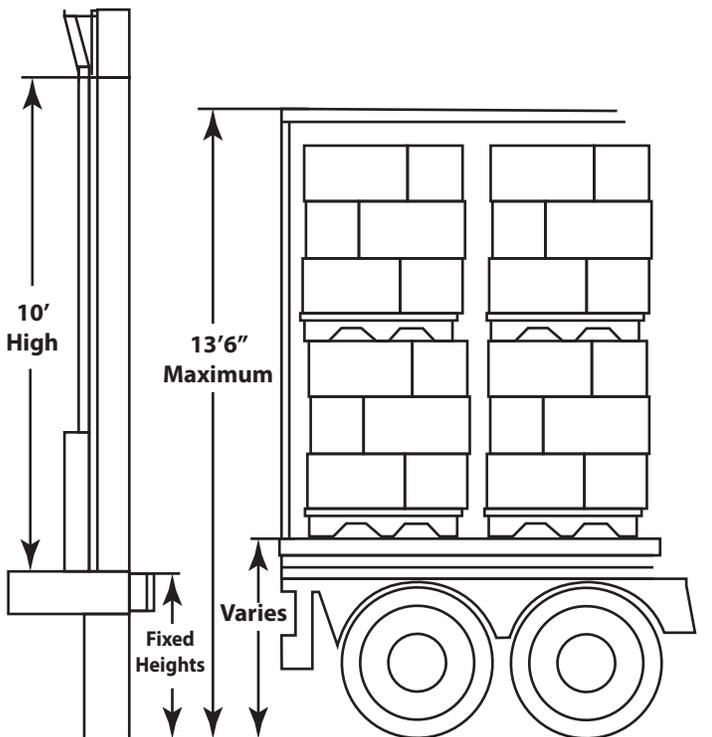
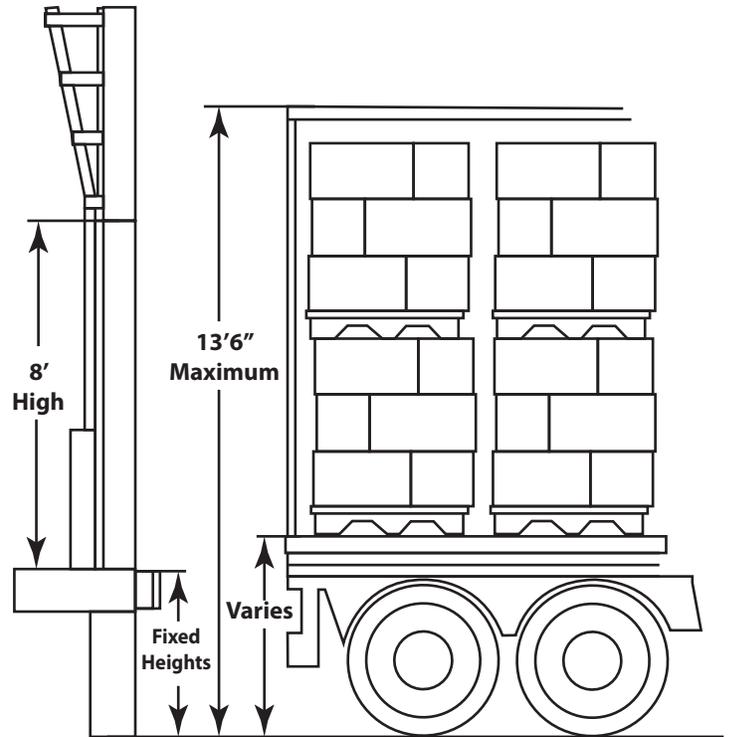
Note: Greater door widths should be considered if wide-load permitted trucks are to be serviced, and at least one door should allow for the greater width, if a future need may require it.



### Loading Dock Door Height

There are three standard door heights that are typically specified, 8', 9' and 10' high doors. The 8' high door can accommodate many single high pallet applications, but does not provide full height access to the maximum trailer height. The 9' high door provides improved access to the maximum trailer and load height. The 10' high door height typically provides the best access to the maximum trailer height. However if full access to the back of the truck is required consider the following formula; with the determine the fixed dock height you choose, subtract that height from the maximum trailer height, and round up by the foot, (example: 13'6" maximum trailer height minus 4' dock height equals 9'6"; consider a 10' high door) for full access to the back of the truck.

Note: Greater door heights should be considered if special permit trucks are to be serviced, and at least one door should allow for the greater height, if a future need should require it.





**Loading Dock Supply, LLC**

5405 Keating Rd NW

Olympia, WA 98502

Phone: 1-800-741-1258

Fax: 1-866-709-2802

[Loadingdocksupply.com](http://Loadingdocksupply.com)