

THORWORLD INDUSTRIES MODULAR LOADING PLATFORMS



Many warehouses do not have a dedicated loading bay. In such circumstances, there will either be a doorway with a roller/sectional door or external level loading area with nothing to bridge the height differential between trailer and ground.

Traditionally, options for turning such an 'open doorway' / level loading area into a loading bay would have involved either building up a concrete platform to the height of the trailer or, alternatively, digging down to create a recessed loading bay. Both solutions, entail significant disruption and costs in terms of planning and civil engineering. Civil work is also not always a possibility dependant on building ownership and planning permissions.

Our solution to this is to provide a bespoke solution consisting of a ramp, platform and a dock leveller. By integrating these items, it is possible to create a semi-permanent solution that fulfils all of the requirements of a dedicated loading bay.

In addition the platform can be positioned flush to an entranceway beneath a roller or sectional door. There is no significant difference in terms of performance, reliability or health & safety to a traditional loading bay. The trailer pulls up; the leveller provides the transition to the platform; the forklift truck removes the goods along the platform, down the ramp and into the warehouse.

The schemes do not require civil work and are extremely effective, when compared to a traditional loading bay both in installation time, drainage issues and cost. When used in conjunction with insulated doors and shelters they also provide significant operational cost savings and energy savings by minimising the heat transfer between warehouse and outside.

The versatility of such a solution means that it can work equally well out in the yard as within a warehouse. The final configuration is dependant only on the customer's specific preferences, usage and space constraints.



ADVANTAGES

- Maximise existing loading facilities in order to gain the optimum mix of functionality, flexibility and exceptional value for money.
- Create a dedicated raised loading bay without the need for expensive and time consuming civil works.
- The semi-permanent nature of the system allows for greater flexibility, because they can be easily relocated if required.
- Allow safe access into various types of vehicles including those where a standard [yardramp](#) cannot be used.
- Available with either electro hydraulic or manual dock boards / bridge plates subject to power availability.
- Allow fast and safe leveller engagement to maximise loading/unloading efficiency.
- Ideal for consignments that need to be removed from the trailer horizontally, such as very long items, or during operations where pallets are stacked so high that the operators need an extended flat working area.
- Manual handling is significantly reduced when compared to (un)loading with a mobile yardramp.
- Access ramps available for rental separately to minimise initial outlay.
- Can be operated by one person.
- Bespoke design service to allow the scheme to be specified exactly as required, detailed CAD drawings and rendered images are included a standard prior to any production commencing.



COST SAVINGS

We have found the cost of a platform, dock leveller and ramp combination can pay for itself in only 30 deliveries when taking into account shipping port charges to unload containers. This can be reduced even further if the ramp is taken on rental.

When compared to a traditional dugout loading bay we have found Thorworld modular docks often **less than a quarter of the cost** of the equivalent civil work required.

The time taken to unload a vehicle is significantly reduced using this type of scheme compared to unloading a curtain sided vehicle or even using one of our mobile yardramps as the time taken to setup the leveller on the vehicle is only a matter of seconds.

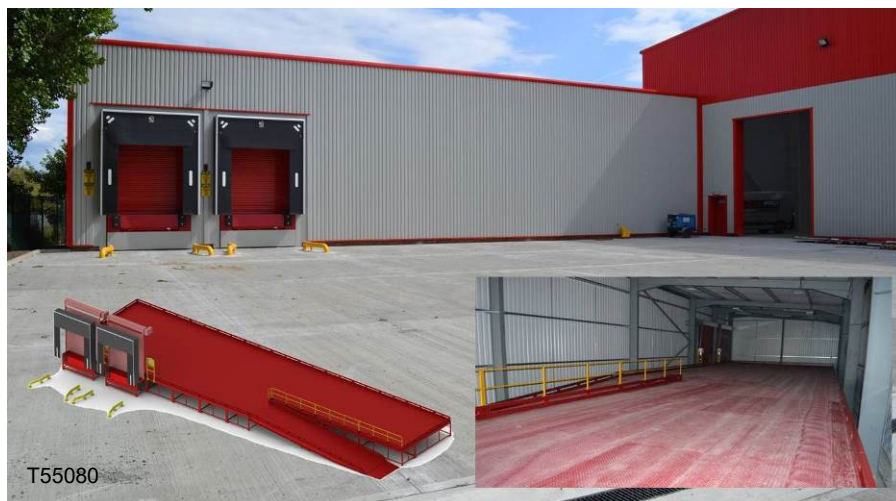
Additional savings are also made by minimising space requirements along with reducing temperature loss and increasing (un)loading efficiency.

OPTIONS / ACCESSORIES

- Multiple levellers can be used with one ramp to maximise efficiency of the available area.
- Dock [seals/shelters](#) to minimise heat loss and weather ingress.
- Sectional or roller shutter doors.
- Traffic light systems to reduce the risk of drive-aways.
- Dock lights to maximise visibility.
- Alignment Curbs for correct vehicle positioning.



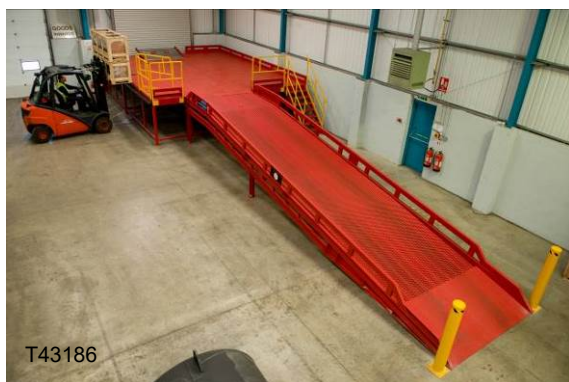
- Bollards to prevent damage.
- Hinged safety barriers or removable handrails to allow goods to be (un)loaded onto the platform from ground level.
- Vehicle wheel locks or [safety interlocks](#) can be incorporated to prevent drive aways.
- Standard expanded metal decking on the ramps to allow rain / debris to pass though. Alternatively solid tread plate decking available more suited to vehicles with smaller wheels.
- Swing or telescopic lip [electro hydraulic dock leveller](#) with lip lengths from 400mm to 1000mm
- Manual, [dockboards](#), or [hinged bridgeplates](#) for use when power is not available.
- Various styles of access ramps available depending on frequency of use and capacity.
- Access steps and ladders.
- 300mm high fork raves.
- 1100mm handrails.
- Antislip epoxy grit surface.
- Operator training courses.



For more information and previous installations and quotations please see our website.

<http://www.thorworld.co.uk/bespoke-products/list>

http://www.thorworld.co.uk/range/modular_docks/modular_docks

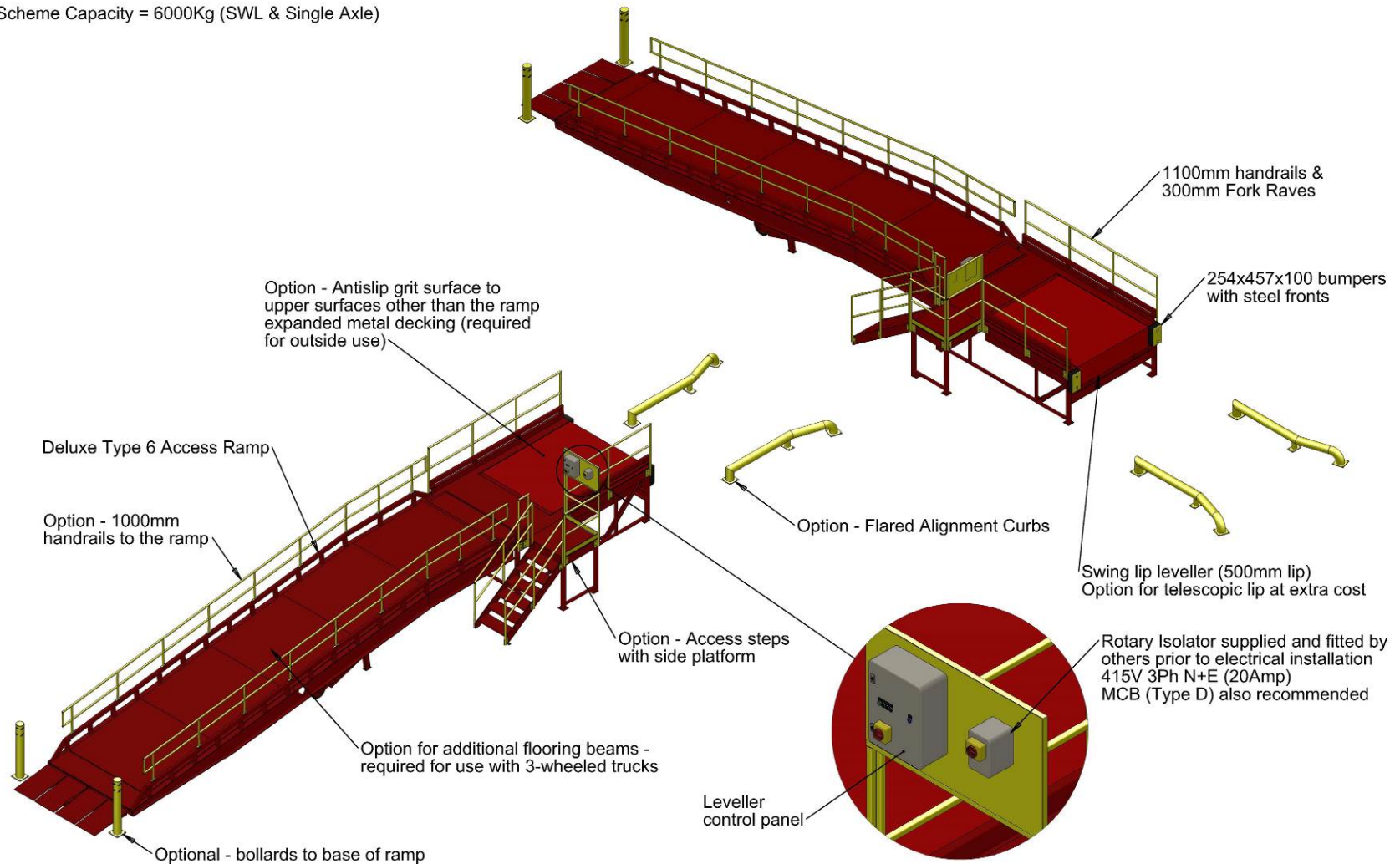


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A TYPICAL SCHEME LAYOUT

Scheme Capacity = 6000Kg (SWL & Single Axle)



GENERAL TOLERANCES		
UNLESS OTHERWISE STATED		
THIRD ANGLE PROJECTION		
MODIFIED	APPROVAL SIG.	ISSUE LEVEL
28-11-2014 (lan)		A

ANGLES	= +1.0°
BORES/DIAS	= +1.0mm
SIZES < 100mm	= +1.0mm
SIZES < 600mm	= +3.0mm
SIZES > 600mm	= +6.0mm



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INDUSTRIES

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DESIGN & MANUFACTURE
OF LOADING &
UNLOADING EQUIPMENT

DRG No	TMD-DL-Quote-1
TITLE	Dockleveller / Ramp Combination
DATE	28-10-2013
DRAWN BY	IL

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