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LOADING BAYS

GENERAL CATALOGUE

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***CAMPISA* manufactures Loading Bay Equipment since 1972,**

and is aware of innovations and national and international patents that allowed customers to obtain operational savings, to speed-up services, reduce the costs of the goods, reduce the risks for the operators and offer energy savings.

With 50 years of history behind it, *CAMPISA* is the leader in the loading bay equipment, fire-rated gates and high-speed doors sectors.

Thanks to its numerous industrial patents, *CAMPISA* has always distinguished itself for its innovative hydraulic motors, for the quality of its products which are maintenance-free.

Innovation has always characterized *CAMPISA's* activities; right from the outset, the company invested in an internal division dedicated to Research and Development, which is the constant driving force behind the innovation of products and production processes.

Thanks to robotized production and the high performance of its equipment, *CAMPISA* can apply the highest organisational and productivity standards ensuring maximum safety, quality and global service that can meet all logistical requirements. *CAMPISA's* commitment to Continuous Quality Improvement, from the design phase to post sale services is also attested by the ISO 9001 quality certification.

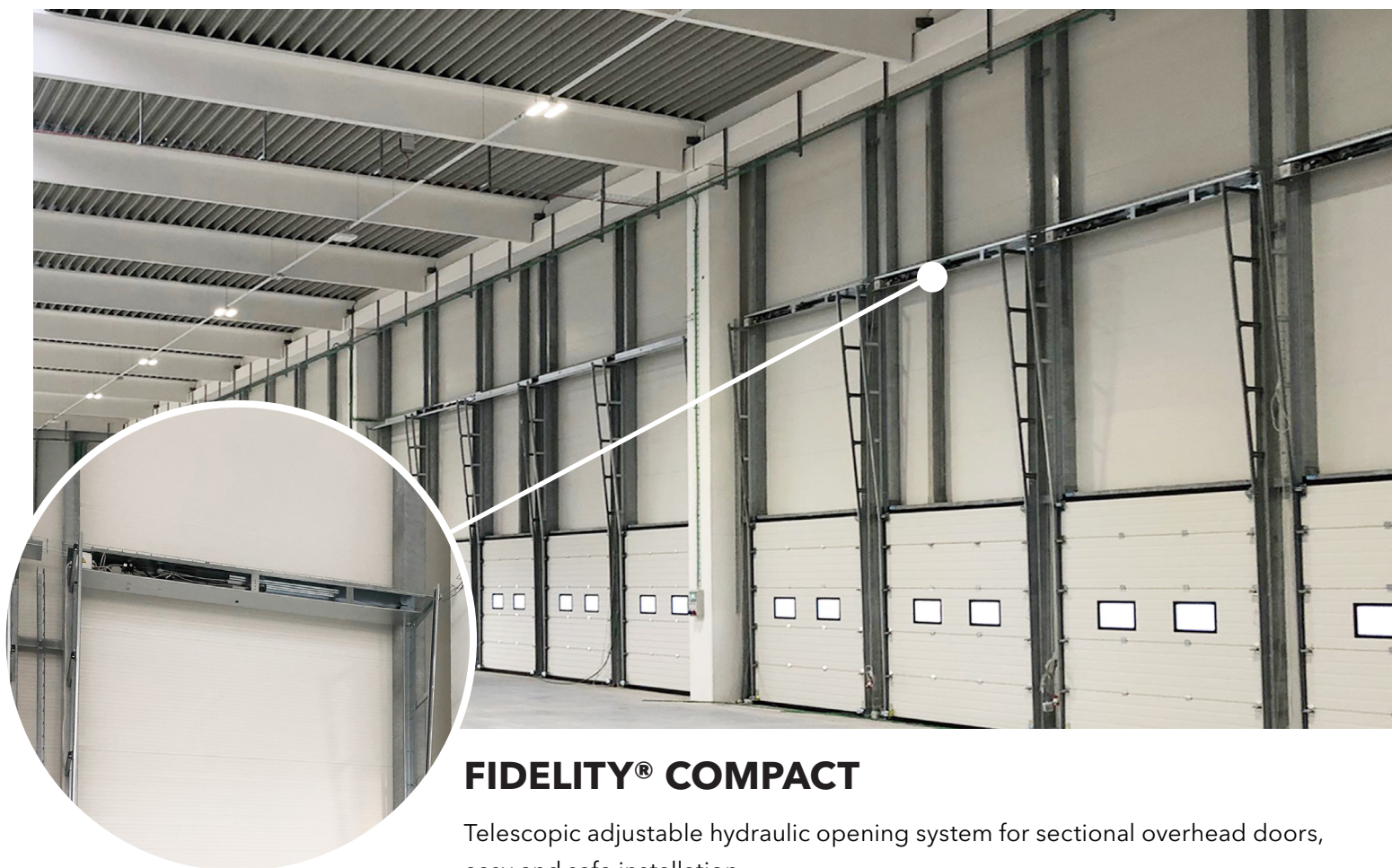
All of *CAMPISA's* products conform to Machinery Directive 2006/42/EC and the specific product standards; moreover, *CAMPISA* operations closely adhere to all the applicable rules and regulations for exporting its products to countries in the EU and outside the EU.

With the widest range of loading bay equipment, CAMPISA is the market reference for innovation, quality and safety.

FIDELITY® POWERING

The genius of a hydraulic motor with over 70.000 installations in 26 countries, with total security and minimal maintenance. Four standard units, adapted at the point of installation, serve every requirement up to openings of 8.5 m in width and 6.5 m in height and 730 kg in door panels weight. Tested in Class C3 - 50.000 cycles in compliance with EN16034:2014.

Installing a Fidelity® drive is simple. Install the drive system above the tracks of the sectional door and secure by screwing in two brackets. To choose the type, simply make sure the measurements and weight of the door fall within those supported by one of the four drives, which refer to panels with a minimum 25 mm overlap on each side.



FIDELITY® COMPACT

Telescopic adjustable hydraulic opening system for sectional overhead doors, easy and safe installation.

The Fidelity® Compact has the power unit, the hydraulic motor and the cylinder in one casing. For doors min. 2100 up to 5000 mm opening width and up to 5000 mm opening height.



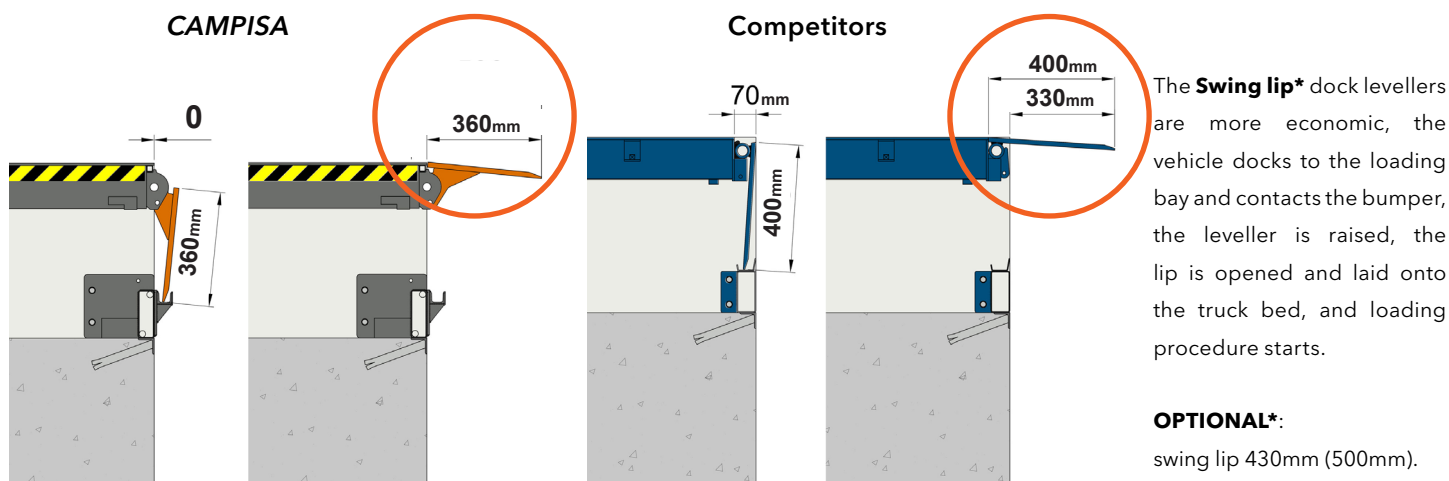
FIDELITY®

CAMPISA LOADING BAYS

ELECTRO-HYDRAULIC DOCK LEVELLERS

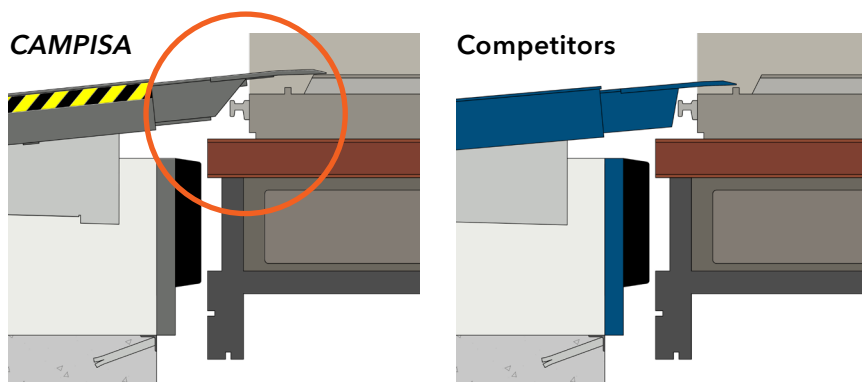
Basic elements of the Loading Bays are the dock levellers, the sectional overhead doors and the dock shelters. The dock levellers are steel platforms that connect the dock of the building to the vehicle truck bed which allows the fork lifts to pass over the platforms enabling them to load goods.

The CAMPISA dock leveller swing and telescopic lip are CE mark and conform to EN 1398, supplied with electro-hydraulic powerpack underneath or with multi function centralised Console.



The **telescopic lip** dock levellers have extending lips and overlap the truck bed to suit special requirements as reefer containers (see pictures on the right):

- ✓ Perfect docking
- ✓ Without step on reefer conduct

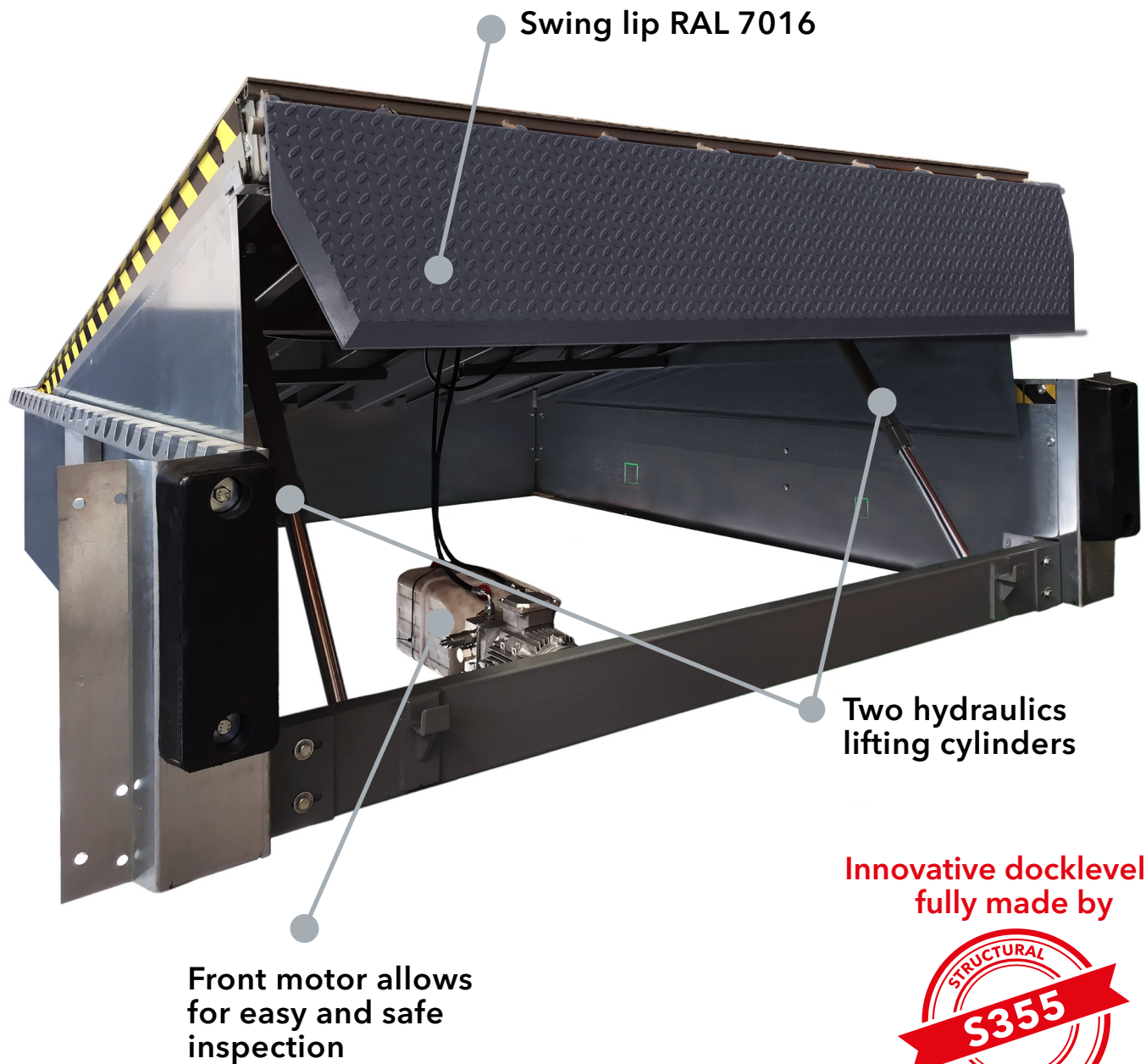


CENTRALISED CONSOLE

The multifunction 400V 3 phase 50 Hz Console is a system installed on ten of thousands of dock levellers and Fidelity® sectional overhead doors. It has an electro-hydraulic motor actioning one or two dock levellers and one or two sectional Fidelity® doors, with optional interlock.



UNIVERSAL DOCK LEVELLER

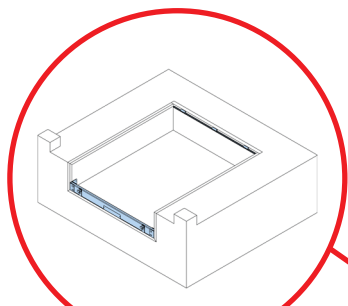


DOCK LEVELLER SPECIFICATIONS:

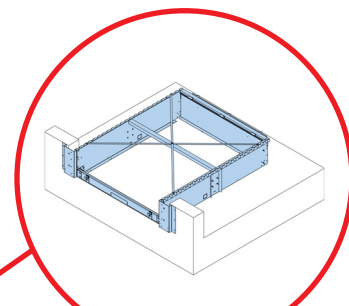
- ✓ On Swing lip ramps, the self-cleaning lip does not hold the residue normally present on the dock (pieces of pallets, nails, screws, bolts) in the hinge.
- ✓ Ramp-to-bench connection without cutting points for the wheels of the forklifts: the patented *CAMPISA* system has a rounded connection, whatever the inclination of the leveller.
- ✓ Leveller width as much wide as the truck bed (EN 1398 point 5.2.4.1). The standard widths are 2000 and 2200 mm.
- ✓ Length such as to remain within the slopes that the transshipment vehicles may exceed (generally 8% and 4%).
- ✓ Fully made by structural steel S355: platform, lip and reinforcements. Hot-dip galvanised finishing or AISI 304 stainless steel in case of use in damp places and where intensive washing is used.
- ✓ Carrying capacity (concentrated on lift truck, as per EN 1398) standard at 6000 kg and 9000 kg (special).

APPLICATIONS

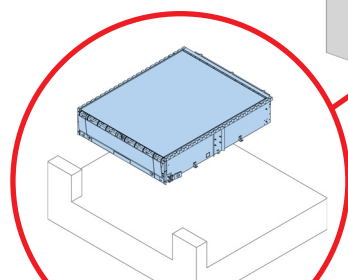
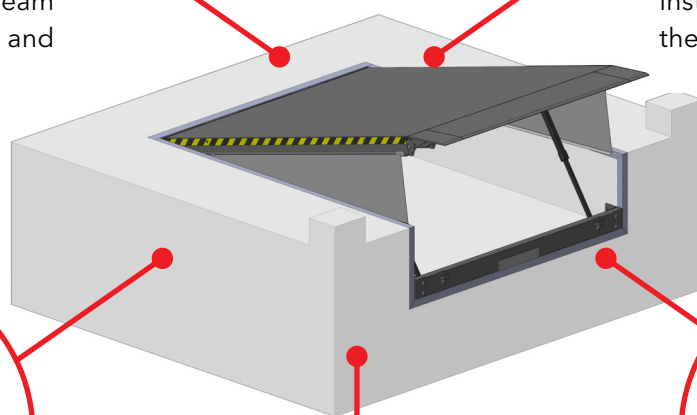
DOCK LEVELLER "UNIVERSAL"



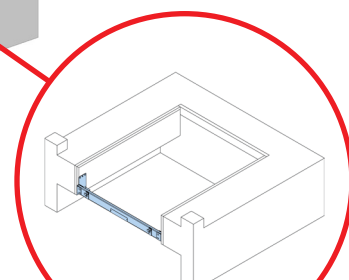
STAR: application on pit built in traditional way. Front beam fixing by expansion bolts and rear hinges welding.



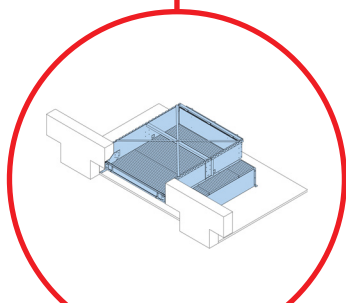
FOP: prefabricated Pit installation without welding at the end of all "wet-trades".



CAST: application on finished leveller with frame. To be levelled at final pavement and cast.



FLY: application on suspended dock leveller. The self-bearing front beam can be easily installed in case of tail lift clearance.



BANK: prefabricated pit with insulated bank space installation without welding at the end of all "wettrades".

CAMPISA UNIVERSAL - dimensions in mm

Lip	Width	Length	Capacity EN 1398	Powering	Safety stop valve	Service crutch	Standard pit height	Available bumpers
Swing 360/430	2000 2200	2500 3000	6000 kg 9000 kg	400V 3phase 50 Hz, 0,75 kW electro-hydraulic powerpack positioned	●	●	550*	<ul style="list-style-type: none"> • STANDARD • SUPER • MEGA • CAMPISAFLOAT
Telescopic 500/1000	2000 2200	2500 3000	6000 kg 9000 kg					

* KIT for different pit heights to be estimated

PRÉFABRICATED PITS

COMPARISON BETWEEN TRADITIONAL PIT AND CAMPISA PREFABRICATED PIT FOR STANDARD LOADING BAYS

Pits for dock levellers are a building theme. The builder needs to build them quickly, with low cost and without risk of fracturing the pavement caused by re-makes and joints in places of wear and tear.

CAMPISA Prefabricated pits allow the installation of dock levellers only when all “wet trades” are finished. This means absence of claims, certainty of costs, cleanness and saving.

TRADITIONAL PIT



VS

FOP CAMPISA PREFABRICATED PIT



- Long construction times
- High labor costs
- It requires high precision
- High risk of error
- **Welding in place!**

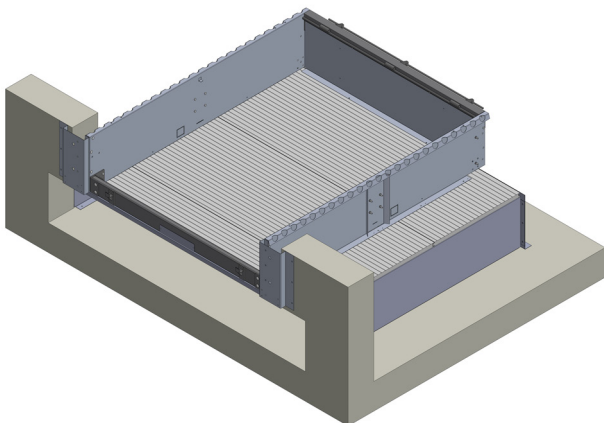
- FAST realization
- Low labor cost
- Reinforcements with iron steel bar not required
- EASY to assembly
- **NOT welding in place! With already hinges**
- **Solid behind the Bumpers**

PRÉFABRICATED DOCKS

The Campisa prefabricated dock is a viable alternative to the Prefabricated Pit for the rapid construction of a loading point.

It consists of 3 sheets that are anchored to the ground and to the concrete panel beam, which is already present on the installation building. A series of insulated panels are fixed to these plates, which give rigidity to the structure and act as an upper slab for the bank compartment.

Above this slab, the formwork with the two-cylinder loading ramp inside it is finally positioned.



Differently from the Prefabricated Ditch, the prefabricated dock already has the bank compartment for the retraction of vehicles.

This element therefore makes it possible to eliminate any building work for the construction of the retaining frame.

Thanks to this solution, it is possible to:

- Quickly realise new loading points
- Reduce labour costs
- Eliminate all perimeter reinforcement and formwork
- Eliminate all welding on site
- Maximum solidity and strength





SECTIONAL DOOR



THE SECTIONAL OVERHEAD DOOR IS A KNOWN ELEMENT and its characteristics for Loading Bays for dry goods is standardized: insulated 40 mm thick panels one metre high for vertical installations or 610 mm for the others, light RAL 9002 colour, for avoiding heat accumulation, one sight view for outside control or more windows for the light.

THE FIDELITY® HYDRAULIC OPENING SYSTEM grant an unequalled lasting and total opening constancy of the door, proved by ten of thousands installations. It puts free from the slavery of the periodical spring pulling and their greasing, combining to the clean aesthetic also the absence of polluting components that makes it to be the ideal solution for the food industry. Together with the optional interlock (the leveller operates only with door totally open) it avoids that the operators collide the bottom panel for insufficient opening of the door that happens with unloaded springs.

THE FIDELITY® SYSTEM SOLVES AT THE BEST ALL INSTALLATION PROBLEMS and allows the installation with widely different weights among panel and panel of the door (example pedestrian doors and full-vision) without out-of-balancing problems.

The convenience of the Fidelity® system is specially evidenced when it is centralized with dock levellers (picture on top).

THE BEST ECONOMIC AND FUNCTIONAL BENEFITS can be achieved with CAMPISA'S CENTRALISED CONSOLE



The routine inspection is reduced to the simple oil level check inside the wall positioned CONSOLLE at about 1,5 m H from ground.

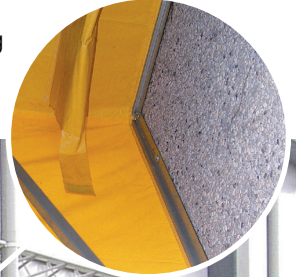
DOCK SHELTER

THE DOCK SHELTER IS THE CONSOLIDATED ELEMENT OF THE LOADING BAY that blocks the streams and transforms the inside of the van in extension of the inside ambience.

RETRACTABLE DOCK SHELTERS

It is used in almost the totality of the cases, it is composed by an external frame tied with a pantograph to an internal frame (that is fixed onto the building wall), as to retract in case the vehicle backs out of axel, and returns to its original state when the vehicle drives forward.

It is important that the roof of the dock shelter has an internal water channel for evacuating along one side coat the water from the roof.



CUSHION DOCK SHELTER

A great thermal insulation is obtained by this type (pictures below) that is composed by three perimeter cushions. They are used only in the deep cold sector.

The horizontal cushion can be fix or adjustable, for sealing different heights of vans.



INFLATABLE DOCK SHELTERS



It is suitable for insulating high temperature gap environments, composed by three inflatable cushions that lightly compress the roof and the sides of the van, granting for the maximum insulation.



EXTERIOR PREFABRICATED DOCKS, WITH DOCK LEVELLER

The Dock Houses are exterior prefabricated Docks, with Dock Leveller, covered with insulated panels 40 mm thick, with Retractable Dock Shelter and Sectional Overhead door. They are an outside prefabricated enlargement of the building, often not counted as built space because "dismountable". They do not call for space inside the building, they are rapidly installed at the end of all wet-trades in the court (slab or plinths). The Sectional Door can be installed on the building opening or as closure of the Dock House, for having inside this one the same temperature than in the inside of the building.

The inferior part of the Dock House can be used as outside Steel Dock (picture on the right), that can also be equipped with a Retractable Dock Tunnel for covering it during the bad weather conditions periods (last picture on the right).

STEEL DOCKS AND DOCK-HOUSES

They can be orthogonal to the building or inclined at 30 - 45 - 60 degrees. They have as standard the bottom tail-lift reservation.



The Dock House for "Deep Cold" with Telescopic Dock Leveller, with 80 mm thick insulated panels and Inflatable Dock Shelters grant for the maximum energy savings.

RECESSED LOADING BAYS

RECESSED LOADING BAYS SPECIFIC FOR THE COLD CHAIN

The recessed loading bay is composed by a dock leveller with telescopic lip 1000 mm installed into a pit realized with the prefabricated system that is 500 mm longer than the dock leveller.

The Fidelity® door closes by gravity on the lagging in front of the dock leveller granting the best insulation. Spring doors, being balanced, never close perfectly. **Cold chain** Sectional Doors can be supplied with 80 mm thick sandwich panels.

Thermal cuts are supplied between the door bottom panel sides and the prefabricated system to ensure the best insulation.

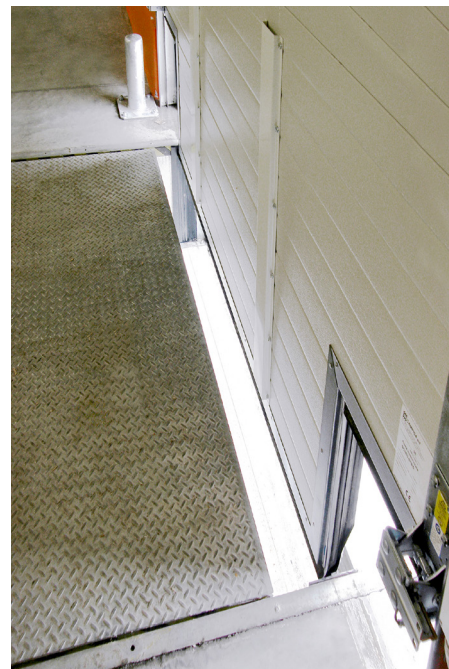


A perfect combination of elements designed for the best possible insulation and energy saving.

TELESCOPIC LIP DOCK LEVELLERS



Telescopic lip dock levellers are ideal for connecting vehicles unable to drive near to the dock (e.g. sea containers, side loading railway wagons etc.), or where it is imperative to reach a longer total length of the dock-leveller itself.



MINILINKER RAMP

The **CAMPISA Minilinker Ramp** is a complete connection system recommended when the height of the vehicle truck bed is almost the same of the one of the dock (max +/- 100 mm from the dock floor). Moreover it is recommended for fleets of vehicles with homogeneous truck bed height.

Easy and quick to install either **in the pit** or **to the rim of the dock**, it is mechanically or hydraulically operated by just one operator. In case of manual operating for its connecting to the truck bed it is sufficient to insert a lever to lift the ramp that lifts assisted by a gas cylinder, the lip opens automatically by this manoeuvre and lays over the truck bed.

In case of hydraulic motorized manoeuvring this is performed by hydraulic cylinders controlled through a 1 button electric command box that operates all connecting operations and those of back to the rest position.



Manual Minilinker ramp available dimensions mm									
Type	Width	Total length	Lip	Cap.ty	Working range +/-		Pit dimensions		
							width	length	height
Hinged to the dock rim, with MEGA bumpers on metallic boxed support	2000 2200	760	360	4000 kg	100	100	-	-	-
Hinged into the pit, with MEGA bumpers on wall mount support	2000 2200	760	360	4000 kg	100	100	2040 2240	460	450



VANDOCK

COMMERCIAL VEHICLES LOADING BAYS

Specific dock levellers to be used with the Commercial Vehicles. Reduced weight for the reduced capacity of the truck bed. They allow the docking of the vehicle, the opening of the doors and the connection of the leveller without moving the vehicle.

Dock levellers for specific use with Commercial Vehicles with rear doors, with truck beds generally at 600 mm from ground. A dock between 400 and 700 mm is suggested. Construction as per EN 1398 Norm.

The **dock levellers Vandock** are fixed at the rim of the dock, and have rest position in vertical position. They are connected to the truck bed that stops at about 1350 mm from the dock and the engine of the vehicle can be immediately stopped. The vehicle is in such a position to be able to open both rear doors by 90°, leaving them blocked. The leveller descends between the doors until connection to the truck bed: in this position it is an inert bridge that fluctuates with the up - down movements of the vehicle under load.



SAFETIES OF THE LOADING BAY

INTEGRATED TRAFFIC LIGHT LOGIC

SAFE LOAD safety and management systems of the Loading Bay: ATTACK, LOAD, RESTART. It is based on a traffic light logic available in three levels. It can provide:

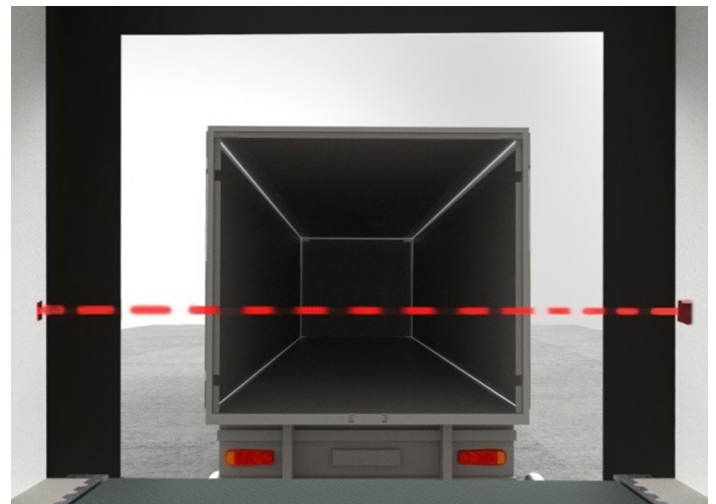
- Wedge/sectional door interlock which allows the sectional door to be opened only if the wedge is correctly positioned under the wheel of the vehicle
- Two-position extractable key release and flashing warning light to override the wedge/sectional door interlock so that the door can be opened without the presence of the wedge for side activities (maintenance and cleaning).

CTDS control system of the vehicle setback and positioning.

It avoids accidents caused by misunderstandings and negligence in communication between the driver and operators within the warehouse.

A traffic light system, activated by a photoelectric cell, warns both the driver of the correct position of the vehicle and the operators inside the warehouse of the presence of a docked vehicle ready to be loaded.

The sectional door can be opened.



HEAVY DUTY Vehicle restraint safety wedge.

It is a very important tool for safety at work, especially with regard to the problem of accidental driving away of the vehicle, which generates unpredictable accidents.

It is an important component of the SAFE LOAD System, if not correctly positioned or if removed during the loading-unloading manoeuvre it triggers an alarm within the warehouse.





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