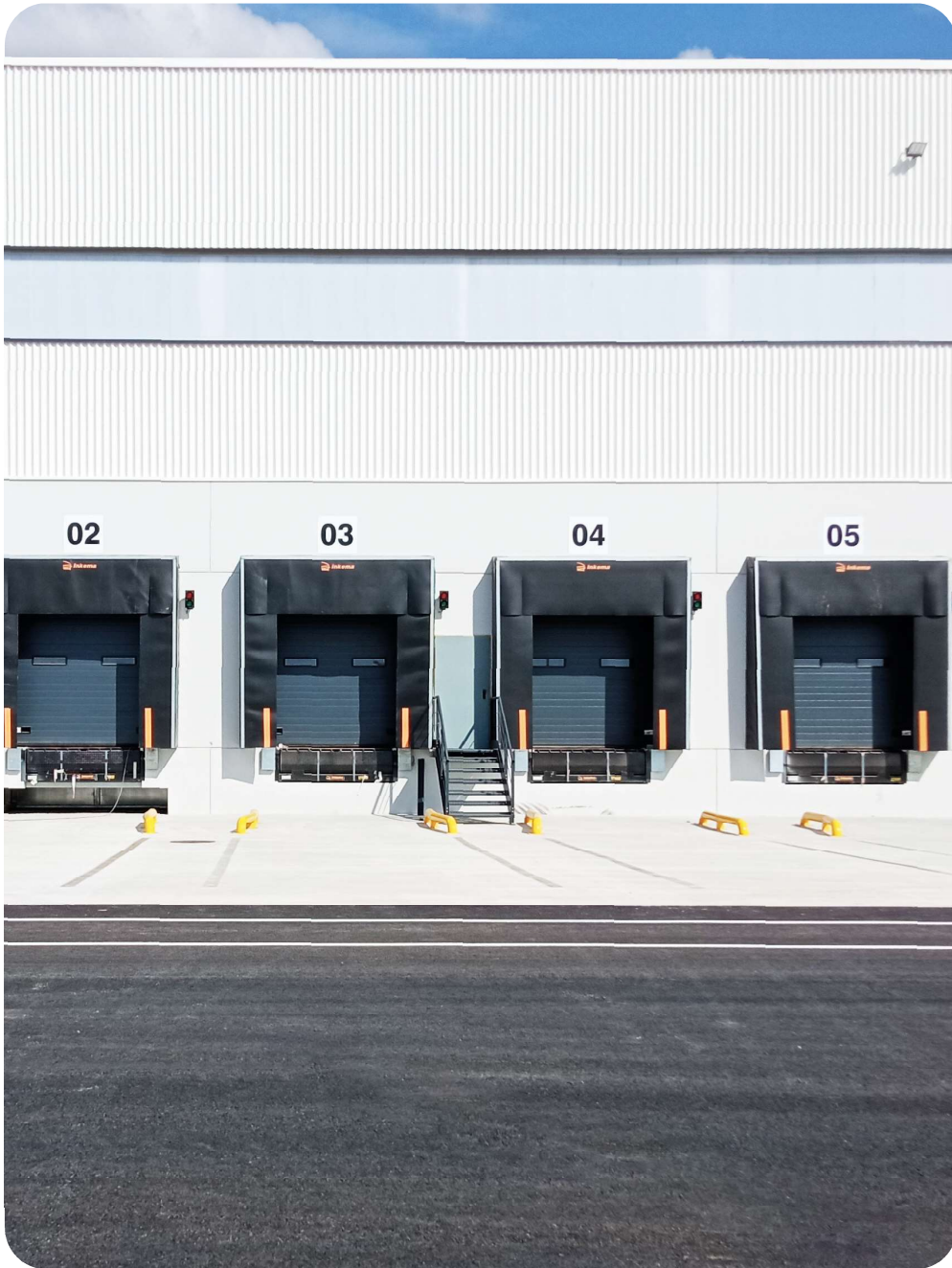




Inkema

Useful Tips for Your Loading Bays:

The Importance of Proper Planning.



Loading Bays.

Loading and unloading bays are industrial equipment designed to ease the flow of goods between industrial warehouses and transportation vehicles.

Building Your Loading Bay for Success.

Key Elements of Loading Bays.

Dock Levellers.

Are essential elements at loading bays to bridge the distance and height between vehicles and loading docks. They are also the **most practical and secure** means of carrying out the process of loading and unloading goods. Inkema offers three types of dock levellers: **Hinged Lip Dock Levellers, Retractable Lip Dock Levellers, and Special Dock Levellers.**

Dock Shelters.

Inkema Dock Shelters are designed to ensure optimal thermal insulation at all times, resulting in significant **energy savings** and maintaining a clean facility. Thanks to the signaling system, the maneuvering of trucks towards the loading bay is easing, and enhancing loading and unloading operations.

High Speed Doors.

Inkema High-Speed Doors are designed as a dividing element, ensuring **optimal insulation** at all times. They incorporate various safety features, such as **photocells** or **electric safety strips**, compliant with European regulations **UNE-EN 12453** and **UNE-EN 13241.**

Sectional Doors.

They are rigid vertically moving doors **suitable for enclosing any industrial warehouse or storage facility**, thanks to their strength and easy operation.

Furthermore, they provide **energy savings** in facilities that require thermal insulation.

Accessories.

Inkema is fully aware that the needs of its customers are never the same. That is why it offers a wide range of accessories and finishes with the sole aim of optimizing your professional environment.

- **Truck Blockage Systems**
Manual, sensor-based or Automatic
- **Truck guides.**
- **Guides protections.**
- **Rubber bumpers.**
- **Dock lights.**
- **Proximity sensors.**
- **Traffic Lights.**

Practical tips

for your loading bays.



Height.

Loading bays should have a **well-defined height at the design stage**, corresponding to the heights of the vehicles that will use the loading bay.

The standard size for lorries is 1.10 and 1.20 metres. For the use of vans or other vehicles of different dimensions it will depend on the height necessary to achieve the coupling, provided that the difference in height does not exceed 12.5% (**according to standard 1398:2010**) between the floor of the truck and the floor of the dock.



Slope.

The slope will vary depending on the type of transport used to load and unload the goods. Based on the **UNE-EN 1398:2010** standard, we recommend the following slopes depending on the type of transport:

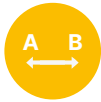
Transport method	Maximum slope of the dock leveller
Manually-operated wheeled container	3%
Manual pallet truck	3%
Motorised Pallet Truck	7%
Forklift truck with electric motor	10%
Forklift with petrol or gas engine	12,5%



Lenght.

The length of the dock leveller for the loading bay must comply with the ratio of gradient to maximum slope. Depending on the type of vehicle coupled, different lengths are required.

The current standard (**UNE-EN1398**) stipulates a minimum overlap length of 100mm for the lip of a levelling ramp. The length must be such that this measure can be guaranteed.

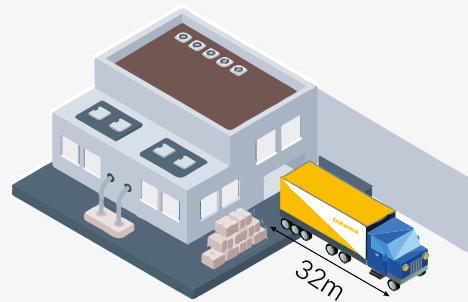


Distances.

Sometimes the manoeuvring of semi-trailers can be complex, so **we always recommend a distance in front of the dock of 32m**, which can be reduced to 30m if the distance between the two lorries is at least 2m.

Between two loading and unloading bays there should be a minimum distance of 3,700mm or 4,600mm measured between the central axes of each door, making it possible for large lorries to open the door. In addition, leaving this space favours the installation of dock shelters.

In the case of a side wall there should be a minimum distance of 2,400mm and an optimum of 3,000mm between the door axis and the side wall.



Safety.

Safety when planning the construction of a loading bay should be an important element to take into account. **Inkema** recommends **a 0.5m gap between the building and the lorry bed** to avoid the risk of crushing.

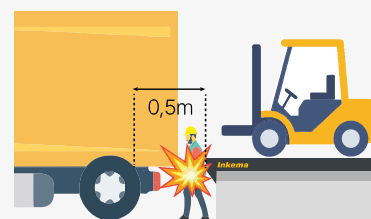
This space can be achieved by placing **Inkema dock bumpers**, or by welding a metal structure to achieve this space.

Inkema also recommends the fitting of **truck guides**. These will facilitate the manoeuvre and a perfect coupling to the loading dock.

Other accessories that improve **safety** in the loading area are **reference posts, restraint systems** (manual or automatic chocks), **traffic lights and signalling systems**, among others.

You can **consult the Inkema Accessories** on our website

(Respecting a space of 0.5m will avoid the risk of crushing.)



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