A designer of innovating solutions in the fields of handling, transshipment zone safety and loading docks areas, which remain a high-risk area for pedestrians. These innovations are supported by many patents and awards, making Expresso France one of the main players in these sectors.

In the safety range, in addition to our bumpers, stands and projectors, we have also developed a line of signalling kits (wheel wedge and Calebox), an automatic stop system called Stop Trucks®, and a manual blocking system preventing any unexpected truck departures thereby preventing falls from the dock.

By its custom design, our transshipment equipment line makes it possible to meet most size and load constraints. We propose a complete line of loading plates, mainly in aluminium, but also telescopic or foldable dock levellers, draw-bridge levellers and mini-levellers.

We can also propose a line of loading ramps and tables, both static and mobile.

Expresso France is represented in almost all countries. You will find the Expresso dealer for your country and also be able to contact us on our web site: www.expresso-france.eu

Expresso France, a name, a know-how!
ACCIDENT RISKS

I. Risk of crushing the body or the head

- The telescopic lip is used to cross the anti-crushing safety zone. The solution consists in embedding an adjustable ramp into the dock structure and installing bumpers that close off a 500-mm safety space. You will then be compliant with the NF EN 349 standard covering risks of crushing the human body.

II. Risk of collision and crushing between two vehicles

- Channel trucks to reduce the risk of an accident: If there are no wheel guides, or if they are not sufficient, there is a risk of pedestrians being crushed between two vehicles or between a vehicle and a building. There is also an increased risk of collisions between two vehicles.
  (1) A wheel guide must be at least 2200 mm long and 260 mm high.

III. Risk of falls from the dock in the event of unexpected departures

- Transshipment docks are areas with a high accident risk. There are risks of the fork lifts falling before the trailer is backed-up to the dock, or if the truck departs unexpectedly following human error, due to an incorrectly tightened parking brake, or due to a slope away from the dock station.

IV. Risk of falls

- Risk of pedestrians or machinery falling off the dock.
ACCIDENT RISKS

V. Risk of unhitched trailers tipping over

There is a risk of unhitched trailers tipping over during loading operations using a fork lift if the trailer parking legs fail or break.

VI. Slipping on the ramps in bad weather

Protect transhipment areas during bad weather

When existing awnings are not sufficient to provide effective protection, the risks of slipping during transhipment operations are increased by rain and frost.

VII. Collision or fall inside a trailer

Limiting the risks of collisions due to lack of lighting

When the light inside trailers is reduced, or when working at night, it is important to have a directional light source in addition to any lighting installed on the handling machinery because its effectiveness is often limited by the transported load.

VIII. Protection of buildings and dock equipment

The repeated impacts of trucks on insufficiently protected loading docks lead to the inevitable deterioration of the buildings, structures and dock equipment.

OUR SOLUTIONS

Control risks - Secure your docks

A) Trailer jack stands

They are used to support the trailers during transhipment when the trailers are not hitched to the trucks. Their height can be adjusted using a crank or a jack.

B) Safety trestles

The trestle does not directly support the unhitched trailer, but is placed underneath it to secure it if one of its parking legs fails or breaks. It does not have a raising jack, but its height is adjustable (using pins). The reinforced model is perfectly suitable for pneumatic suspension trailers.

A) Loading tunnels and dock shelters

The tunnels are used to provide comfortable working conditions by protecting both people and the goods to be transferred, especially when the building does not have enough awning coverage in the loading area, or if the awning is too short.

B) Inflatable shelter

The inflatable shelter provides a sealed connection between the back of the truck and the warehouse wall. It is used to minimise heat loss and protects staff from bad weather during operations to load and unload trailers on the docks.

C) Non-slip coating

Non-slip phonic paint composed of grained epoxy resin also reduces noise.

A) Directional LED dock light - Ref. PJQU100

This directional LED dock light is compliant with the INRS ED6059 directive:

It can provide 110 lux. lighting power 10 m inside trailers.

B) Directional wide angle LED dock light - Ref. PJQU90

This LED dock light can be used to light areas thanks to its wide lighting angle.

C) Halogen dock light - Ref. PJQU60

MOBILE DOCK BUMPERS

Protect your docks effectively and long-lastingly using the Expresso mobile bumpers.

As trucks with pneumatic suspension are on the increase, static dock bumpers (classic) cannot withstand the pressure (vertical up and down movement) exerted during transhipment operations for very long. The rubber then rapidly deteriorates. Once the bumpers have been destroyed, it is the building that suffers the vehicle impacts. The solution: mobile bumpers, they permanently follow the variations in vehicle height.

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