

Working with ease...

Safe - Productive - Efficient



Calematic®

The ideal solution for chocking lorries during loading and unloading operations

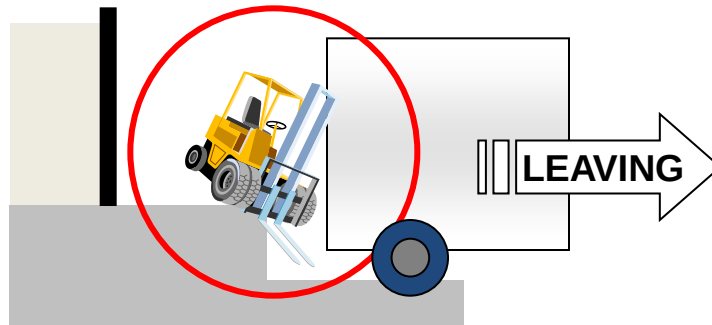
MATERIALS
Handling *Working with ease...*
PTY LTD

Summary

- Tumble risk for forklift
- Calematic solution
- Versions for Calematic
- Calematic specifications
- Calematic operation
- How to define the typology of trailers
- Options
- Contact us



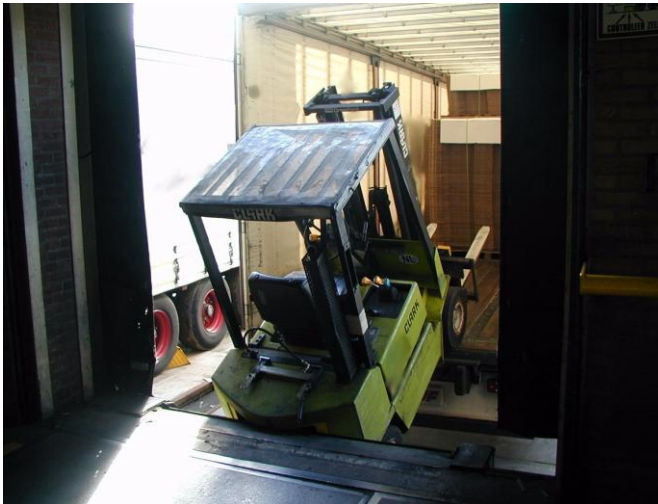
Tumble risk for forklift



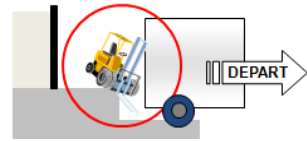
Risk of tumbling for the forklift due to :

- unexpected departure of the truck
- progressive movement of the trailer.

Examples of forklifts accidents



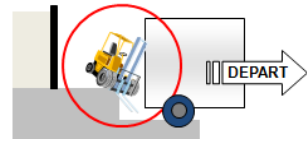
Risks of falling over for the forklift



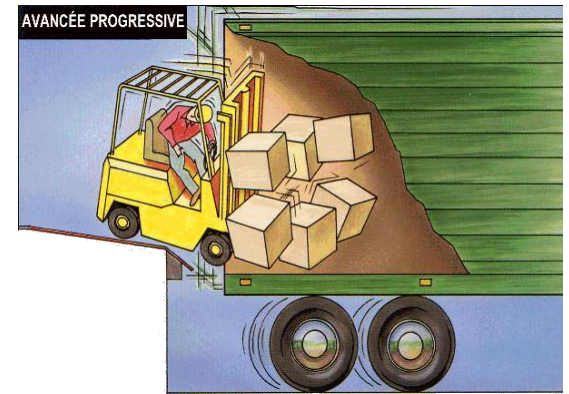
- Unexpected departure of the truck and falling over of the forklift driver.
- Cause :
 - No communication between the bay operator and the truck driver.



Risks of falling over for the forklift



- Progressive movement of the lorry and fall over of the forklift driver.
- Causes :
 - Inertial forces due to several incoming of the forklifts in the trailer
 - A pronounced effect due to weight and speed of the forklifts
 - But also by others factors on recent trailers like pneumatic suspensions.



Calematic® solution

Calematic® is the ideal solution for chocking lorries during loading and unloading operations, providing all risks of forklift drivers fall over.



Advantages

- Immobilize all types of trailers
- Simple and reliable
- Make the operation automatic
- Can be installed in any conditions
(new building, existing levelers and wheel guides...)
- Simple preventive and curative maintenance
- Enslavement with the loading bay door.

Versions for Calematic® wheel chocks

Calematic® version simple chocks

- 2 concrete pits 11 spaces
- 5 simple chocks per pit
- 12 half cover plates per pit
- Composition of the single chock :
 - 1 air cylinder
 - 1 cast iron pedal
 - air connectors
- Option : 6th simple chock



New !

Available from
September 2016.



Calematic® version double chocks

- 1 concrete pit 11 spaces
- 5 double chocks
- 2 special half cover plates
- 9 half cover plates
- Composition of the double chocks :
 - 2 air cylinder
 - 2 cast iron pedals
 - Air connectors
- Option : 6th double chock

Calematic® specifications

The chocks are high enough to prevent a lorry from leaving even when using full power.

The lorry mud guard and other appendage cannot be damaged and will not affect the operation of the chocking system.



Redundant system, two axles are wedged.

Calematic® specifications



The half cover plates allow :

- modulating the timing depending on the type of truck,
- open the pit for maintenance and repairing operations.



The shape of the chock is designed to present no dangerous asperities.

Calematic® specifications



Operates in any conditions :

- on crowded platforms,
- In any weather conditions.

Conception without obstacle :

- the truck is free to maneuver,
- Calematic is easy to be cleaned.



Calematic® specifications

Respect environnement :

Use of compressed air, no risk of oil leak.



Calematic chocks can be retrofitted into existing dock installations and will fit neatly between existing wheel guides.

Calematic® specifications



Solid system :

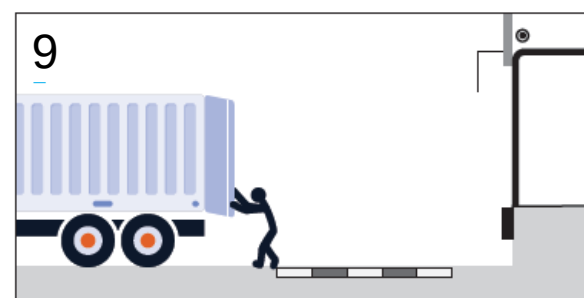
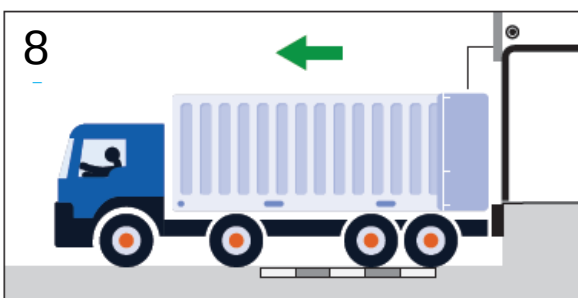
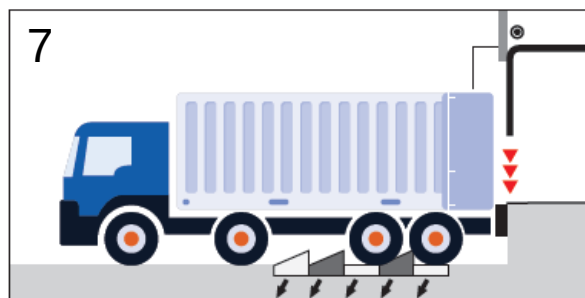
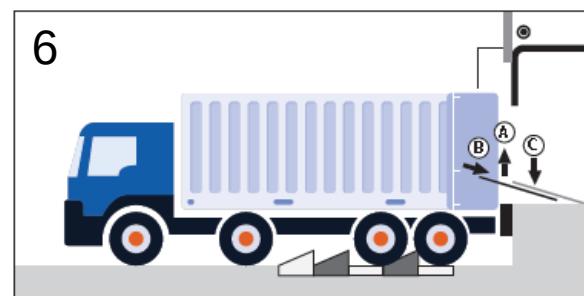
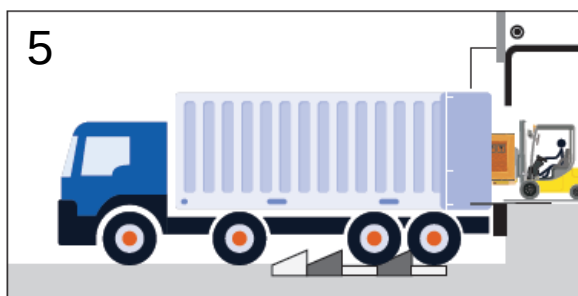
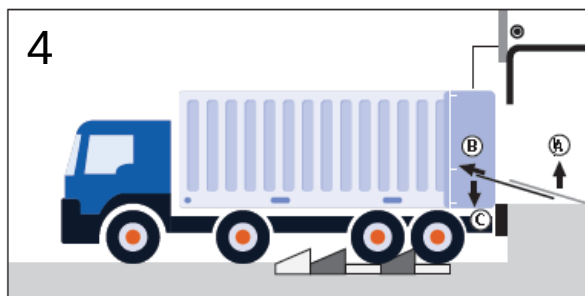
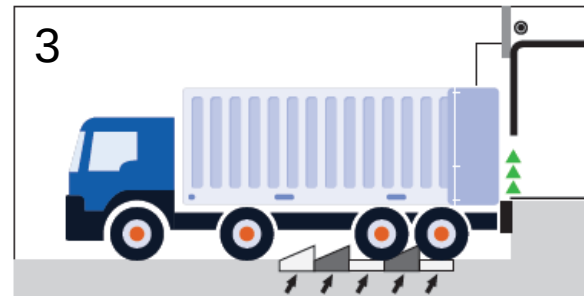
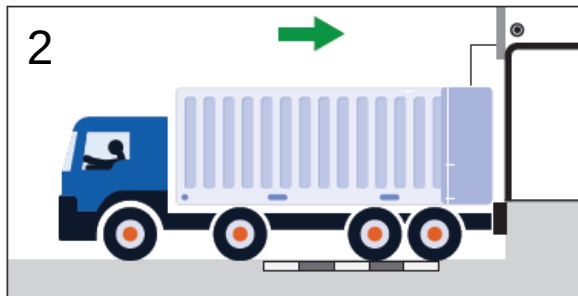
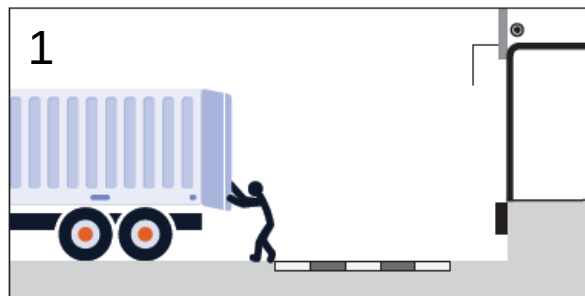
- By the product conception
- By the fact it is installed in the ground.



Reliable system :

The chock is composed of only 5 mechanical elements, and the control system is extremely simple and reliable, without any sensor and cell.

Calematic® operation



Calematic® operation

Principle : loading bay door « open », chocks raised, loading bay door « closed », chocks in lowered position.

The usual working procedure for Calematic® is next :

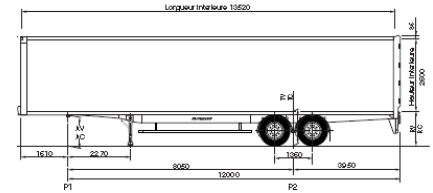
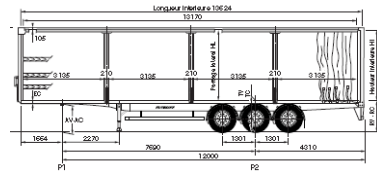
1. The lorry arrives and reverse over the lowered chocks.
2. The bay operator open the door / barrier lifting up automatically the chocks.
→ The lorry is immobilized.
3. Once the chocks are raised, the forklift driver is allowed to position the dock leveler.
→ The loading and unloading operations can proceed with minimal risk.
4. At the end of the loading / unloading operation, the dock leveler is retracted .
5. The bay operator close the door / barrier, that lowers the chocks automatically.
→ The chocks, when fully lowered allow the lorry to leave.

How to define the typologie of trailers

For an efficient timing, define the typology of the trailers you will receive on your docks.

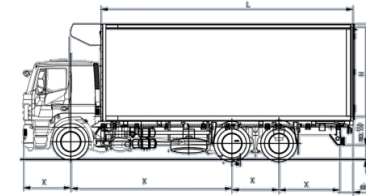
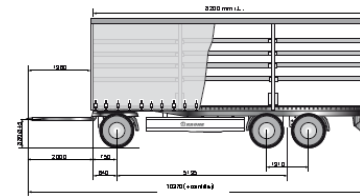
- Semi-trailers :

- 1 axle
- 2 axles
- 3 axles

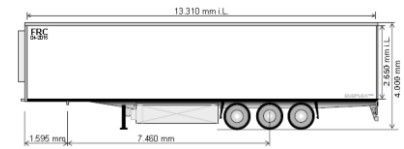
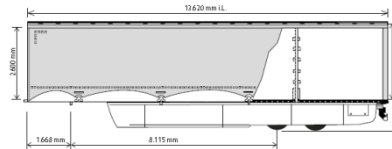


■ Carrier :

- 1 axle
- 2 axles



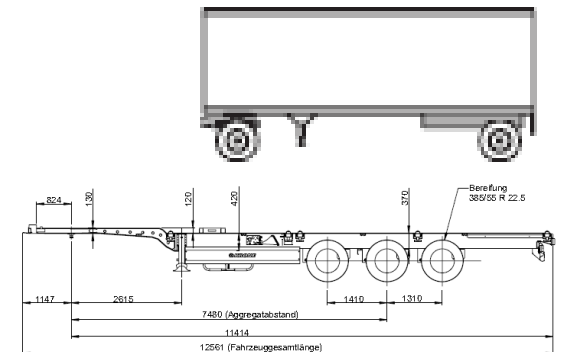
- Box trailer



- Container trailer

- Special transport :

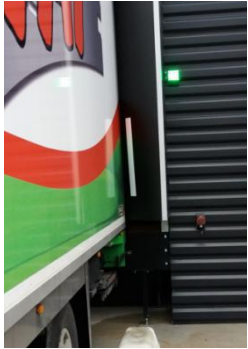
- Low floor trailer
- keeled axles



Options

■ Traffic lights :

- For a better communication between driver and bay operator / forklift driver.



■ Concrete or steel wheel guides :

- To guide the truck and ensure a good position of the lorry towards the docks.



Options

■ Electrical Switchgear :

Goal :

This option replace the standard door linck.

This electrical box allow the operator to rise and retract the chocks via a rotating knob.

Specifications :

- Dimensions : 300 x 300 x 210 mm metallic
- Input current : 230 or 400 V mono
- Signal in :
 - external command
 - command by rotating knob
- Signal out :
 - In order : green electric light
 - Out of order : Red electric light
 - Electrical output for two traffic lights kits.



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MATERIALS

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PTY LTD

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