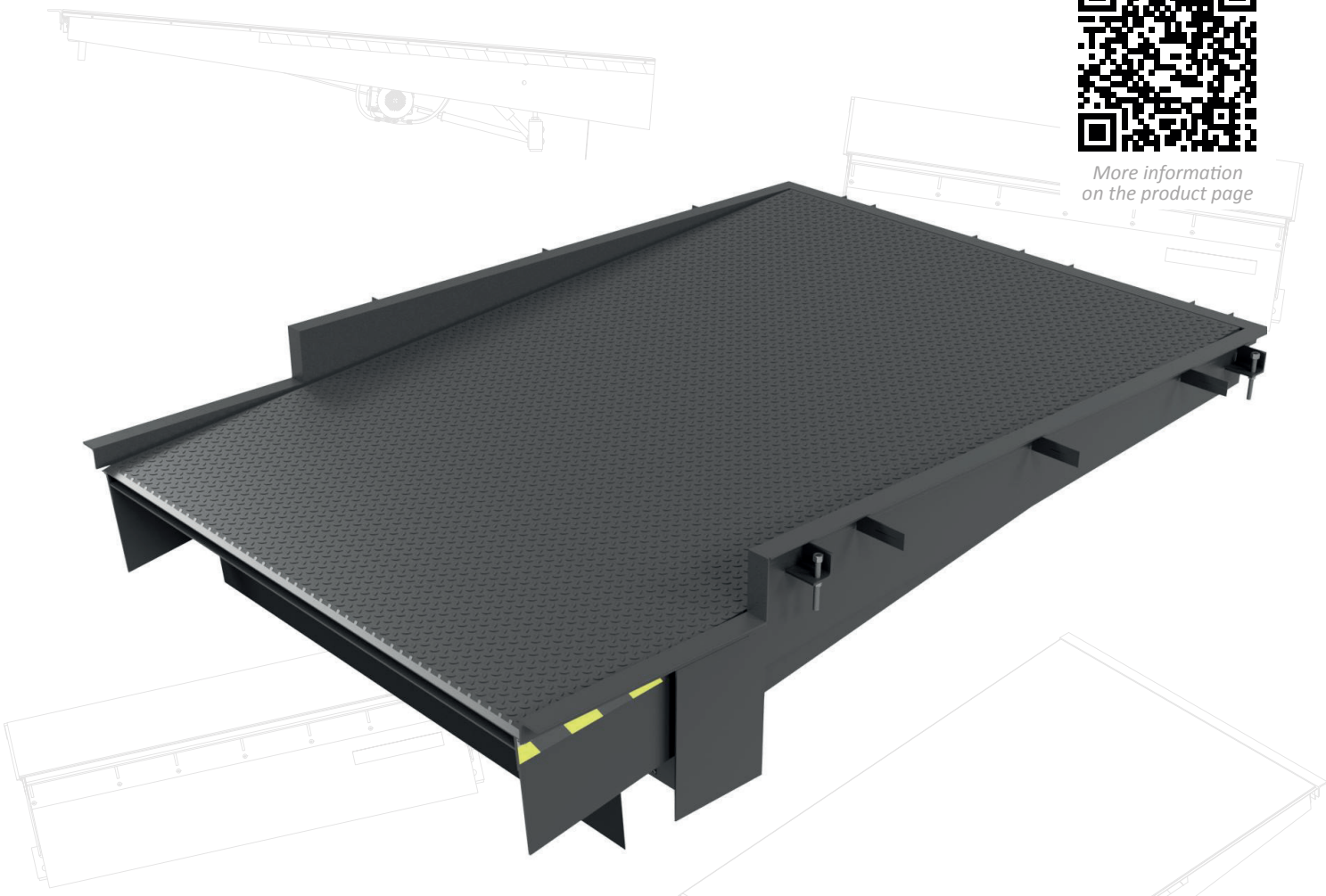




More information  
on the product page



# AMTRV-ESS

Dock leveller with energy saving system

- Robust steel structure
- Quick and safe loading
- Standstill below level 0
- Anti-slip layer for leveller contact elements
- Chamfered lip
- Four-button control
- Possibility of pairing the ramp with a gate and pneumatic seal
- Easy installation
- Possibility to adapt the product to individual requirements



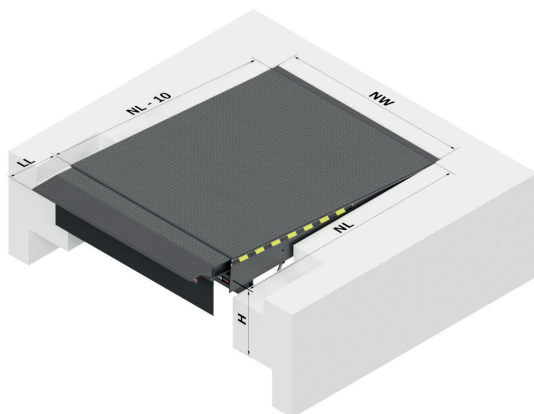
AC 082



## General information


The ESS system, an ideal solution to ensure the safety of the docking process, the safety of the goods and the driver who does not have to leave the vehicle directly in front of the bay to open the rear of the trailer. An additional advantage of the system is the significant reduction in costs associated with the loss of energy needed to heat or cool warehouses during loading, as the door opens after the vehicle is docked and sealed. The AMTRV-ESS dock leveller is not only used for internal loading docks, but also for specially developed external loading bays with doors and air seals, ideally suited to solutions applied in freezers.

When at standstill, the platform is lowered from level 0 to allow the doors of the articulated lorry trailer to be opened when docked.



Step dimensions depending on how the door is installed.

## Technical data\*

<b>Application</b>	Handling systems
<b>Nominal length (DN)</b>	2000, 2500, <b>3000</b> , 3500, 4000 mm
<b>Nominal width (SN)</b>	<b>2000</b> , 2250 mm
<b>Structural height</b>	710 mm
<b>Access nominal length (DJ)</b>	<b>500</b> /1000 mm
<b>Sheet thickness</b>	8/10 mm
<b>Nominal load-bearing capacity</b>	<b>6</b> , 10, 12 ton ( <b>60</b> , 100, 120 kN)
<b>Operating ranges above level (A)</b>	from 0 to 275 mm
<b>Operating ranges below level (B)</b>	from 0 to - 425 mm
<b>Supply voltage</b>	400 V
<b>Engine power</b>	0,75 kW
<b>Control voltage</b>	24 VDC
<b>Type of protection</b>	IP54
<b>Tank capacity</b>	2,5 dm <sup>3</sup>
<b>Operating medium</b>	MOBIL DTE 10 EXCEL 15
<b>Operating pressure</b>	140 bar
<b>Standard colours:</b>	RAL 9005  (two-component resin-based paint)

\*Possibility to adapt the product to customer requirements.

The maximum platform inclination in accordance with EN 1398 is 12.5%.

**The guidelines necessary for the preparation of the slot and the installation depend on the existing installation conditions:**

- DOK standard
- Frame-formwork DOCK

## Standard equipment

- electrical installation,
- hydraulic system,
- control box,
- pull-out lip in the straight version,
- platform varnished RAL 9005,
- CE declaration of conformity.

## Hydraulic drive

- the drive system consists of a set of cylinders allowing for fully independent lip extension and retraction,
- the lip is extended by a separate cylinder, supplied separately from the hydraulic unit,
- closed hydraulic system,
- smooth adaptation to the vehicle height during loading

## Control

Included is a four-button control TL301 enabling coupling with the gate.

The TL300 control series can be additionally coupled to the pneumatic seal control AMTR-P.



TL301  
AUTO-RETURN



TSL311  
AUTO-RETURN+GATE-LEVELLER

## Lip types

The lip of the AMTRV-ESS is manufactured from 12 mm (12/14 mm) high quality corrugated sheet metal with a robust, reliable and maintenance-free pull-out mechanism. The pull-out lip of the platform can be manufactured in two different shapes: a straight lip and a diagonal lip.

**Adaptable to your needs. On offer:**



DIAGONAL LIP



STRAIGHT LIP

## Safety devices

- protection in the event of power failure or use of the emergency stop (will stop in the current position),
- side black and yellow hazard markings,
- foot protection along the entire length of the platform.

## Additional options

- leveller structural elements painted in any RAL colour or hot-dip galvanised,
- other than standard pull-out lip shape,
- normal or reinforced wheel stops of non-standard dimensions to absorb the impact,
- sealing in the event of an opening under the vehicle's hydro flap,
- powder coating,
- leveller structure and all hydraulic components made of acid-resistant steel.