

*telescopic design, steel*

rainwater drainage to the side

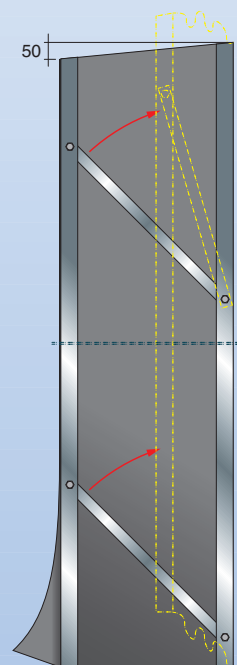
lightweight plastic sheet

shelter flap

white guidance marker

corner cushion (option)

aluminium angle retainer



Cross-section

## Features

- rainwater drainage to the side
- telescopic frame design
- robust construction
- galvanised steel components
- resilient shelter flaps
- black shelter flaps (blue is optional)
- suitable for all sizes and types of heavy goods vehicle
- also available as a ruggedised model (see Heavy Duty design).

*Novoferm's telescopic dock shelter designs offer protection against draughts, rain and wind. They create a perfect seal between heavy goods vehicles and the building. This reduces energy loss, the risk of damage to goods and sickness absenteeism resulting from poor working conditions. They also help keep birds and insects out of the building.*

## Components and construction

- dock shelter construction consists of a frame made of steel U-profiles
- the steel frame is a telescopic design and held in the fully extended position under its own weight
- shelter flaps, which create the seal, are attached to the front of the frame
- the sides and roof are covered with vinyl sheet
- the vinyl sheet and the shelter flaps are clamped to the frame using aluminium angle profiles
- a gutter drains rainwater off to the side.

## Materials

- the frame is made of galvanised steel U-profiles
- the shelter flaps are made of 3 mm thick plastic sheet; the reinforcement used in the flap material resists bending in one direction, but is highly flexible in the other direction; the material used for the shelter flaps is totally flat and features integral reinforcement for permanent resilience
- the sides and roof of the dock shelter are covered using vinyl sheet.

## Finish

- the clamping profiles are made of non-anodised aluminium
- the shelter flap material is black
- steel components are galvanised.

## Safety features

- as the steel frame is designed to telescope, there is less risk of damage to the dock shelter if the heavy goods vehicle should hit the frame when backing up
- white markers on the front face of the shelter flaps guide the driver; when black shelter flaps are fitted, the white markers are visible over the entire height of the flap
- elastic ropes hold the vertical shelter flap under tension
- the horizontal shelter flap is held in place to prevent it being blown open by the wind.

## Structural requirements

The area where the dock shelter will be mounted to the building facade must be:

- flat to ensure good sealing (and prevent water ingress)
- offer sufficiently stability
- lie flush with the front face of the loading platform
- allow dock shelter installation using bolts.

In the case of corrugated cladding, it is recommended that a flat recess is made in the cladding using pressed opening trim plates to create a mounting surface for the dock shelter.

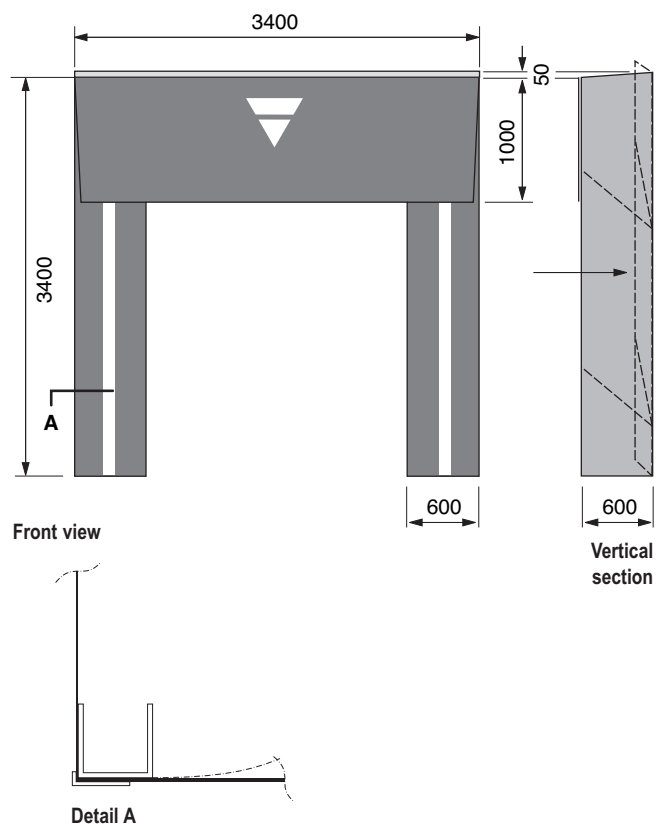
## Technical details

standard dimensions:

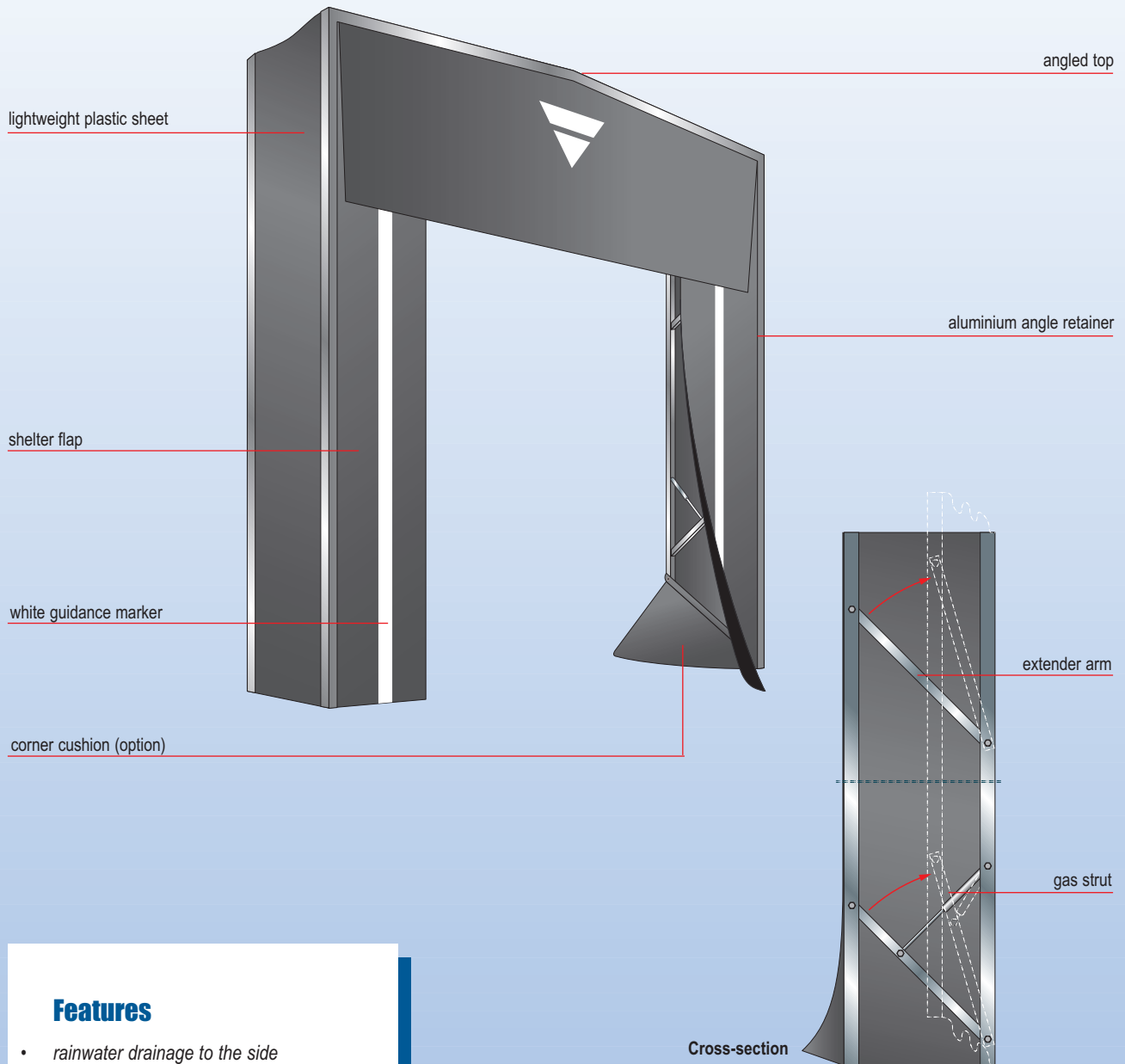
width .....	3400 mm
height .....	3400 mm
depth .....	600 mm
width of the vertical shelter flaps .....	600 mm
height of the horizontal shelter flap .....	1000 mm.

## Auxiliary components/ options/ accessories

- letters or digits on the horizontal shelter flap
- blue shelter flaps (the white marker stripe on the vertical flaps is 300 mm high rather than continuous)
- corner cushions on the bottom left and bottom right of the dock shelter
- dimensions other than standard
- galvanised wheel guides
- larger shelter flaps.



telescopic design, aluminium



## Features

- rainwater drainage to the side
- telescopic frame design
- robust construction
- aluminium components
- resilient shelter flaps
- black shelter flaps (blue is optional)
- suitable for all sizes and types of heavy goods vehicle
- also available as a ruggedised model (see Heavy Duty design).

*Novoferm's telescopic dock shelter designs offer protection against draughts, rain and wind. They create a perfect seal between heavy goods vehicles and the building. This reduces energy loss, the risk of damage to goods and sickness absenteeism resulting from poor working conditions. They also help keep birds and insects out of the building.*

## Components and construction

- dock shelter construction consists of a frame made of aluminium U-profiles
- the aluminium frame is a telescopic design and held in the fully extended position by gas struts
- shelter flaps, which create the seal, are attached to the front of the frame
- the sides and roof are covered with vinyl sheet
- the vinyl sheet and the shelter flaps are clamped to the frame using aluminium angle profiles.

## Materials

- the frame is made of 40x40x40x5 mm aluminium U-profiles
- the shelter flaps are made of 3 mm thick plastic sheet; the reinforcement used in the flap material resists bending in one direction, but is highly flexible in the other direction; the material used for the shelter flaps is totally flat and features integral reinforcement for permanent resilience
- the sides and roof of the dock shelter are covered using vinyl sheet.

## Finish

- the frame is made of non-anodised aluminium
- the shelter flap material is black.

## Safety features

- as the aluminium frame is designed to telescope, there is less risk of damage to the dock shelter if the heavy goods vehicle should hit the frame when backing up
- white markers on the front face of the shelter flaps guide the driver; when black shelter flaps are fitted, the white markers are visible over the entire height of the flap
- elastic ropes hold the vertical shelter flaps under tension
- the horizontal shelter flap is held in place to prevent it being blown open by the wind.

## Structural requirements

The area where the dock shelter will be mounted to the building facade must be:

- flat to ensure good sealing (and prevent water ingress)
- offer sufficiently stability
- lie flush with the front face of the loading platform
- allow dock shelter installation using bolts.

In the case of corrugated cladding, it is recommended that a flat recess is made in the cladding using pressed opening trim plates to create a mounting surface for the dock shelter.

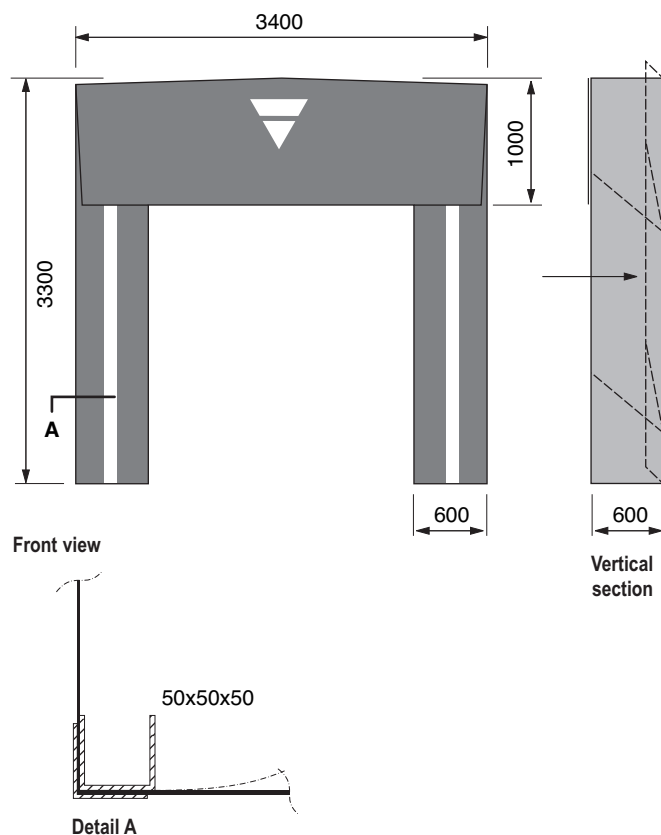
## Technical details

standard dimensions:

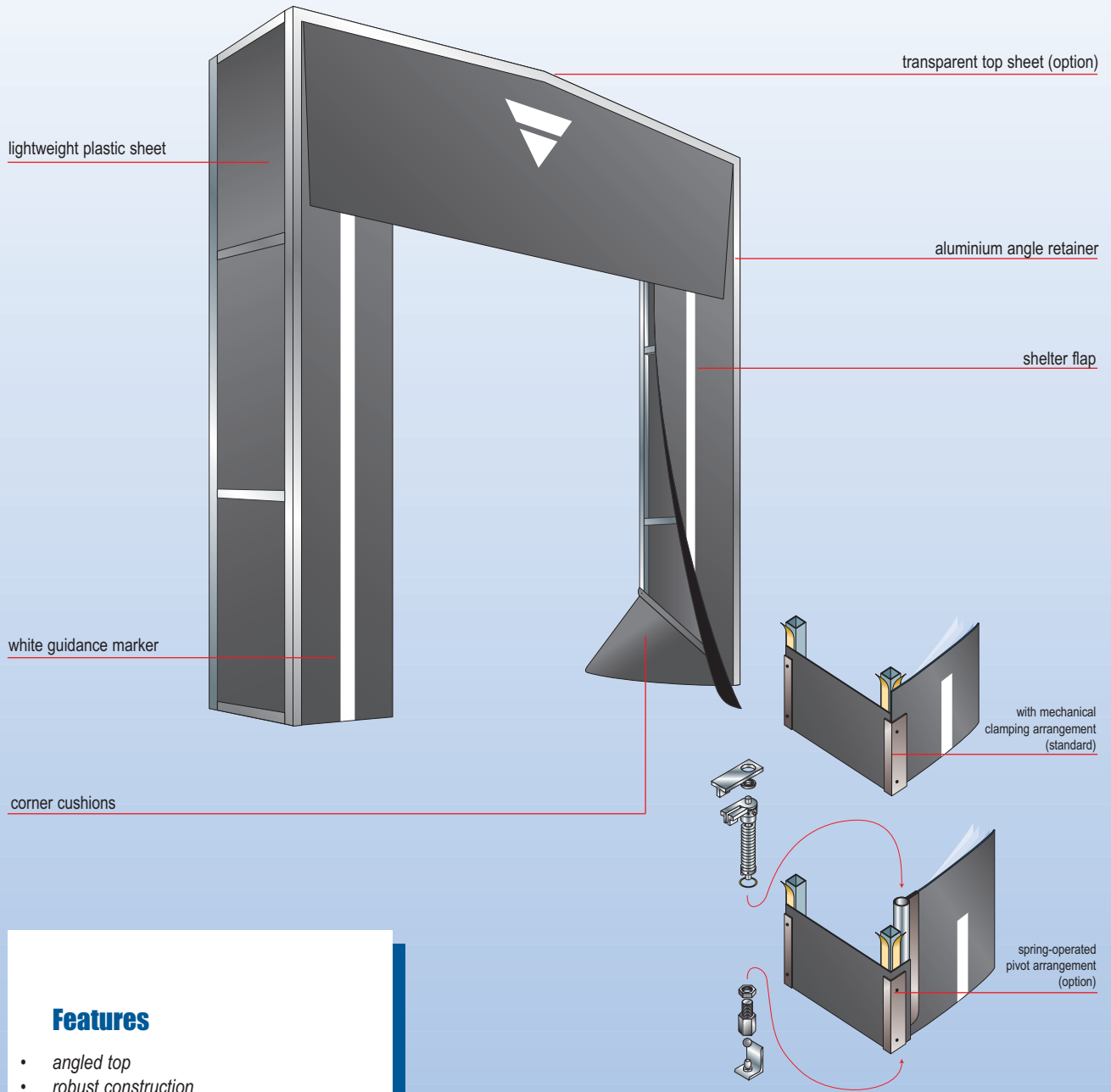
width .....	3400 mm
height .....	3300 mm
depth .....	600 mm
width of the vertical shelter flaps .....	600 mm
height of the horizontal shelter flap.....	1000 mm

## Auxiliary components/ options/ accessories

- letters or digits on the horizontal shelter flap
- blue shelter flaps (the white marker stripe on the vertical flaps is 300 mm high rather than continuous)
- corner cushions on the bottom left and bottom right of the dock shelter
- dimensions other than standard
- galvanised wheel guides
- larger shelter flaps.



*non-telescopic design, steel*



## Features

- angled top
- robust construction
- resilient shelter flaps
- black shelter flaps (blue is optional)
- also available with pivoting posts
- transparent roof material available
- thermally galvanised as standard
- suitable for all sizes and types of heavy goods vehicle.

*Novoferm's fixed front, steel dock shelter designs offer protection against draughts, rain and wind. They create a perfect seal between heavy goods vehicles and the building. This reduces energy loss, the risk of damage to goods and sickness absenteeism resulting from poor working conditions. They also help keep birds and insects out of the building.*

### Components and construction

- dock shelter construction consists of a frame made of steel tube profiles
- shelter flaps, which create the actual seal between the heavy goods vehicle and the building, are clamped to the front of the frame using angle profiles
- the sides and roof are covered with vinyl sheet.

### Materials

- the frame is made of 40x40x2 mm tube
- the shelter flaps are made of 3 mm thick plastic sheet; the reinforcement used in the flap material resists bending in one direction, but is highly flexible in the other direction; the material used for the shelter flaps is totally flat and features integral reinforcement for permanent resilience
- the sides and roof of the dock shelter are covered using vinyl sheet
- the vinyl sheet and the shelter flaps are clamped to the frame using aluminium angle profiles.

### Finish

- the steel frame is galvanised
- the shelter flap material is black.

### Safety features

- white markers on the front face of the shelter flaps guide the driver; when black shelter flaps are fitted, the white markers are visible over the entire height of the flap
- elastic ropes hold the vertical shelter flaps under tension
- the horizontal shelter flap is held in place to prevent it being blown open by the wind.

### Structural requirements

The area where the dock shelter will be mounted to the building facade must be:

- flat to ensure good sealing (and prevent water ingress)
- offer sufficiently stability
- ie flush with the front face of the loading platform
- allow dock shelter installation using bolts.

In the case of corrugated cladding, it is recommended that a flat recess is made in the cladding using pressed opening trim plates to create a mounting surface for the dock shelter.

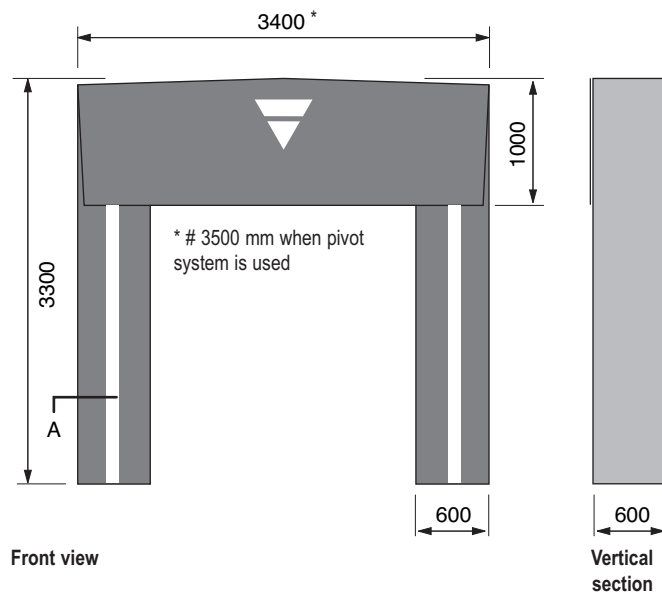
### Technical details

standard dimensions:

width (*) .....	3400 mm
height .....	3300 mm
depth .....	600 mm
width of the vertical shelter flaps .....	600 mm
height of the horizontal shelter flap .....	1000 mm.

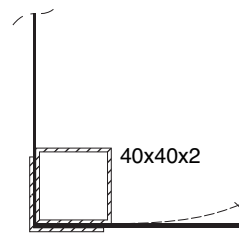
### Auxiliary components/ options/ accessories

- spring-operated, pivoting vertical shelter flaps
- blue shelter flaps (the white marker stripe on the vertical flaps is 300 mm high rather than continuous)
- letters or digits on the horizontal shelter flap
- corner cushions on the bottom left and bottom right of the dock shelter (various types)
- transparent roof (polyester fibre sheet)
- dimensions other than standard
- protective consoles (galvanised)
- also available as a drive-through dock shelter up to 4500 mm high
- protective posts (galvanised) when used as a drive-through dock shelter
- galvanised wheel guides.

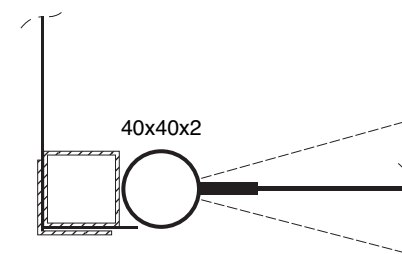


Front view

Vertical section

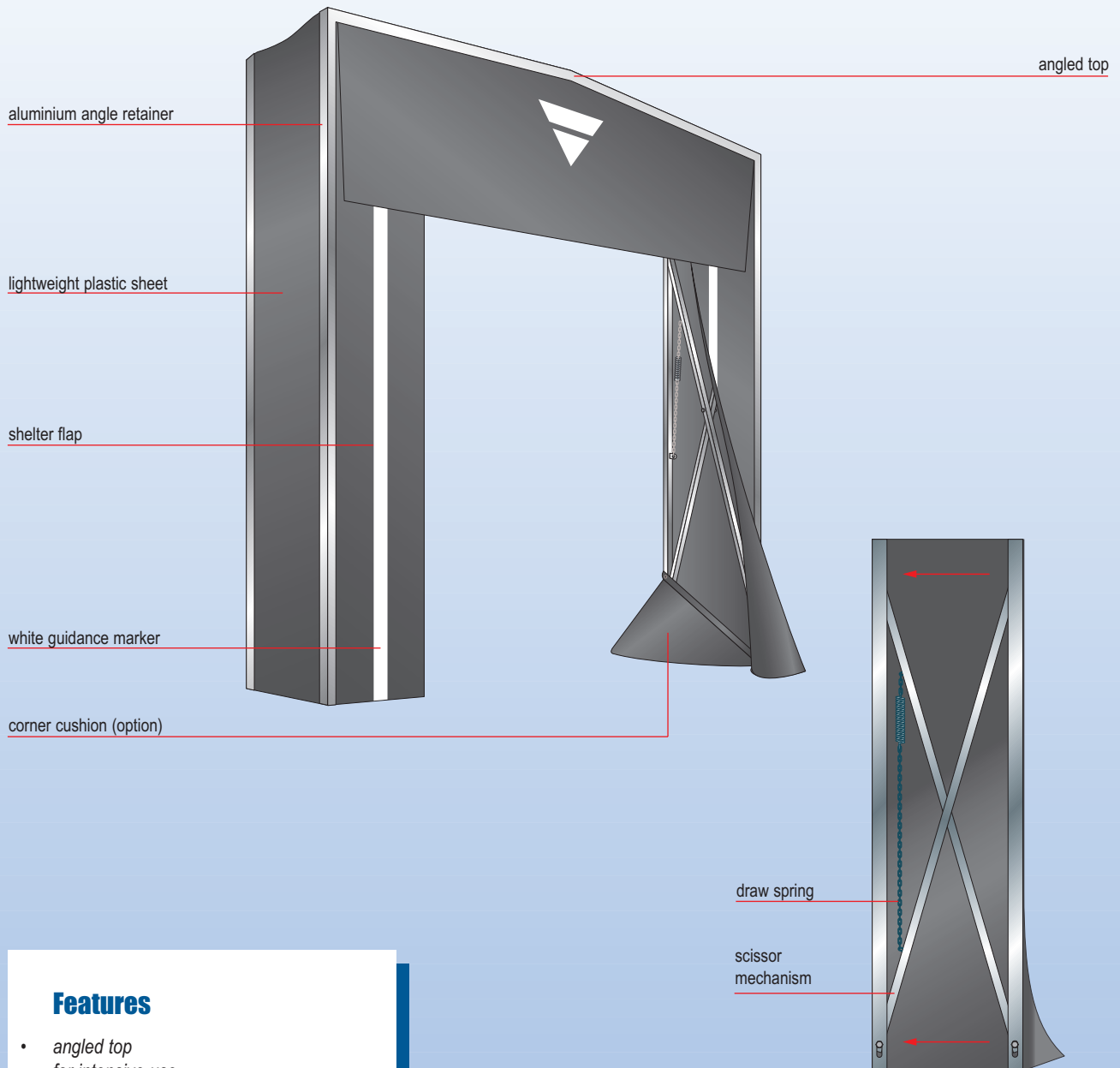


Detail A  
with clamped shelter flap



Detail A  
with spring-operated pivot system

*telescopic design, steel, 'heavy duty'*



## Features

- *angled top*
- *for intensive use*
- *extremely stable construction*
- *steel components*
- *telescopic frame design (scissor mechanism)*
- *resilient shelter flaps*
- *long service life*
- *black shelter flaps (blue is optional)*
- *suitable for all sizes and types of heavy goods vehicle.*

*Novoform's telescopic dock shelter designs offer protection against draughts, rain and wind. They create a perfect seal between heavy goods vehicles and the building. This reduces energy loss, the risk of damage to goods and sickness absenteeism resulting from poor working conditions. They also help keep birds and insects out of the building*

## Components and construction

- dock shelter construction consists of a front and back frame connected to each other by a scissor arm mechanism
- the steel frame is a telescopic design and held in the fully extended position by draw springs
- shelter flaps, which create the actual seal between the heavy goods vehicle and the building, are attached to the front of the frame
- the sides and roof are covered with vinyl sheet. The vinyl sheet and the shelter flaps are clamped to the frame using aluminium angle profiles.

## Materials

- the front and back frames are made of 80x40x3 mm steel tube profiles
- the scissor arms are made of 30x30x3 mm tube
- the shelter flaps are made of 3 mm thick plastic sheet; the reinforcement used in the flap material resists bending in one direction, but is highly flexible in the other direction; the material used for the shelter flaps is totally flat and features integral reinforcement for permanent resilience
- the sides and roof of the dock shelter are covered using vinyl sheet.

## Finish

- the steel frame is galvanised
- the shelter flap material is black.

## Safety features

- as the steel frame is designed to telescope, there is less risk of damage to the dock shelter if the heavy goods vehicle should hit the frame when backing up
- white markers on the front face of the shelter flaps guide the driver. When black shelter flaps are fitted, the white markers are visible over the entire height of the flap
- elastic ropes hold the vertical shelter flaps under tension
- the horizontal shelter flap is held in place to prevent it being blown open by the wind'

## Structural requirements

The area where the dock shelter will be mounted to the building facade must be:

- flat to ensure good sealing (and prevent water ingress)
- offer sufficiently stability
- lie flush with the front face of the loading platform
- allow dock shelter installation using bolts.

In the case of corrugated cladding, it is recommended that a flat recess is made in the cladding using pressed opening trim plates to create a mounting surface for the dock shelter.

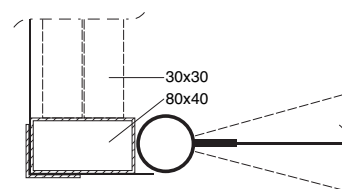
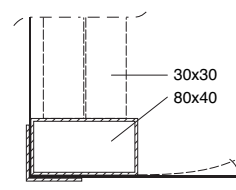
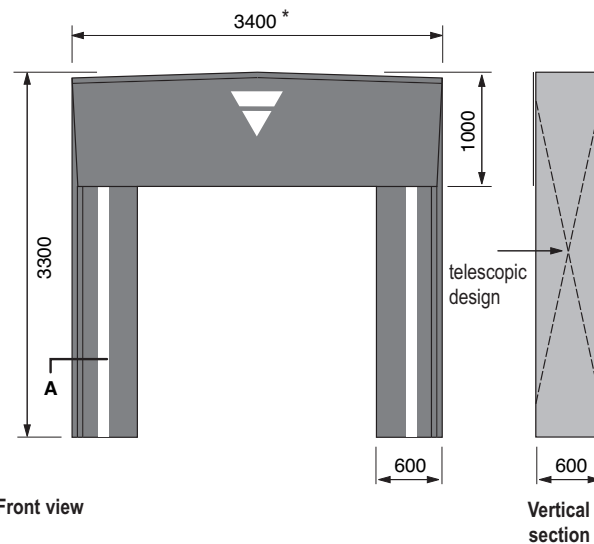
## Technical details

standard dimensions:

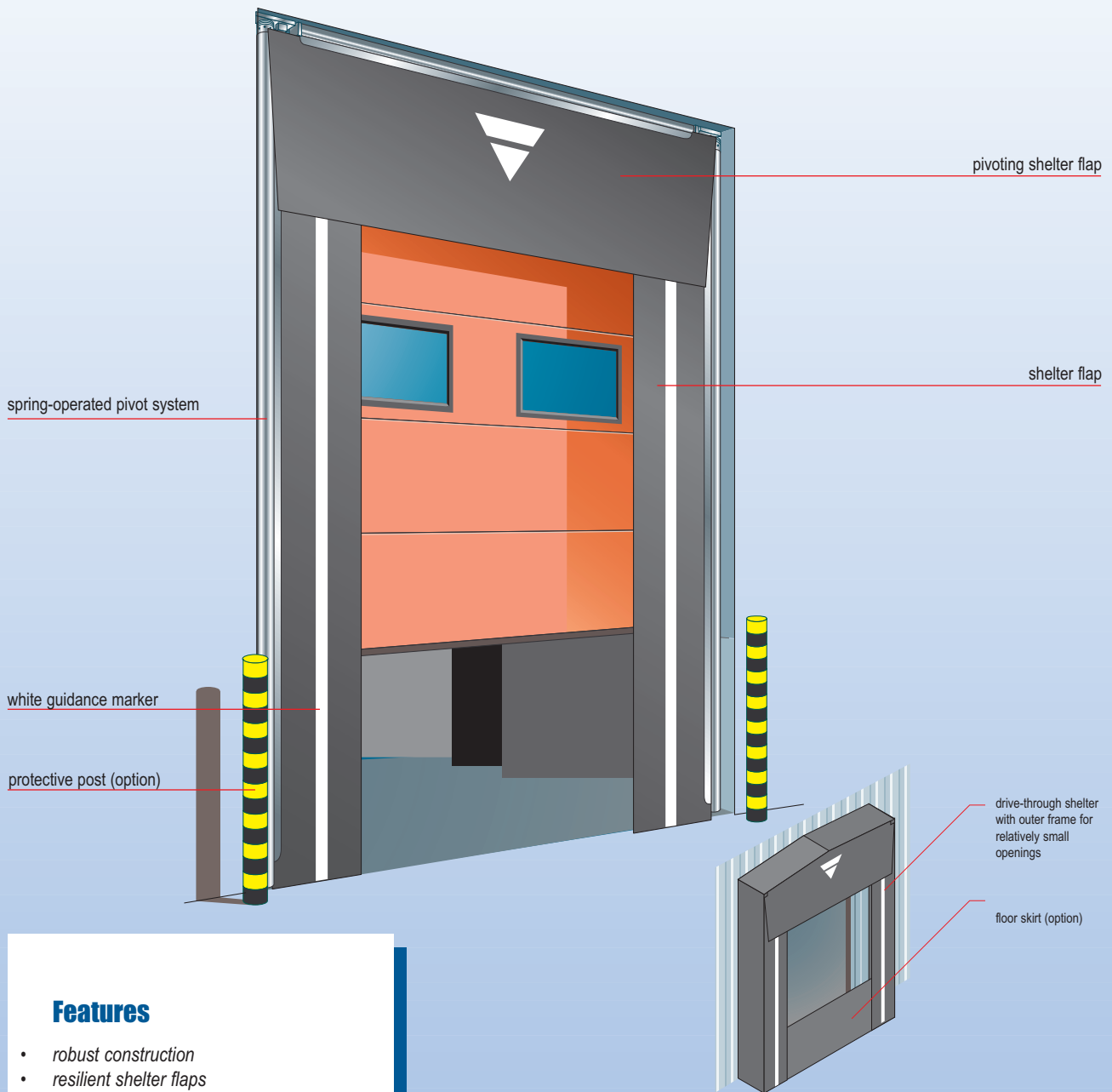
width .....	3400 mm
recommended width (with pivoting posts) .....	3600 mm
height .....	3300 mm
depth .....	600 mm
width of the vertical shelter flaps .....	600 mm
height of the horizontal shelter flap .....	1000 mm.

## Auxiliary components/ options/ accessories

- spring-operated, pivoting vertical shelter flaps
- blue shelter flaps (the white marker stripe on the vertical flaps is 300 mm high rather than continuous)
- letters or digits on the horizontal shelter flap
- corner cushions on the bottom left and bottom right of the dock shelter
- dimensions other than standard
- also available as a drive-through shelter
- protective posts (galvanised) when used as a drive-through dock shelter
- galvanised wheel guides.



## drive-through design



### Features

- robust construction
- resilient shelter flaps
- black shelter flaps (blue is optional)
- suitable for all sizes and types of heavy goods vehicle
- with spring-operated pivot system
- pivoting horizontal shelter flap
- thermally galvanised as standard.

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## Applications

Novoferm's drive-through dock shelters are used in openings where the heavy goods vehicle partially backs into the building for loading and unloading. The vehicle may only just back in if loading/unloading takes place via the tailgate, or back in quite a way if loading/unloading takes place from the side.

## Components and construction

- Novoferm's drive-through dock shelter consists of three shelter flaps (two vertical and one horizontal), which are mounted in the opening itself; the vertical shelter flaps are attached to spring-operated pivoting posts, the horizontal shelter flap is hung on a pivoting tube
- the shelter flaps, which create the actual seal between the heavy goods vehicle and the building, are clamped to the pivoting posts.

## Materials

- the shelter flaps are made of 3 mm thick plastic sheet; the reinforcement used in the flap material resists bending in one direction, but is highly flexible in the other direction; the material used for the shelter flaps is totally flat and features integral reinforcement for permanent resilience.

## Finish

- the steel frame is galvanised
- the shelter flap material is black.

## Safety features

- white markers on the front face of the shelter flaps guide the driver; when black shelter flaps are fitted, the white markers are visible over the entire height of the flap
- elastic ropes hold the vertical shelter flaps under tension.

## Structural requirements

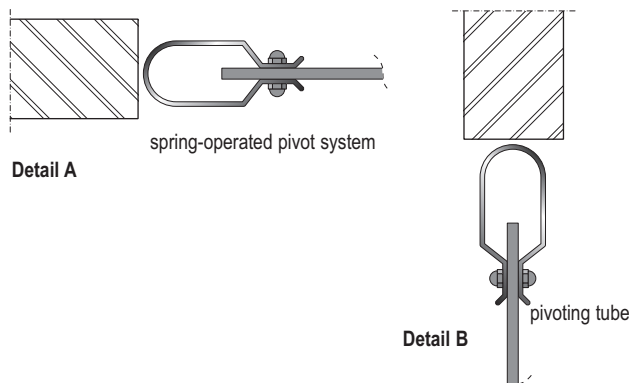
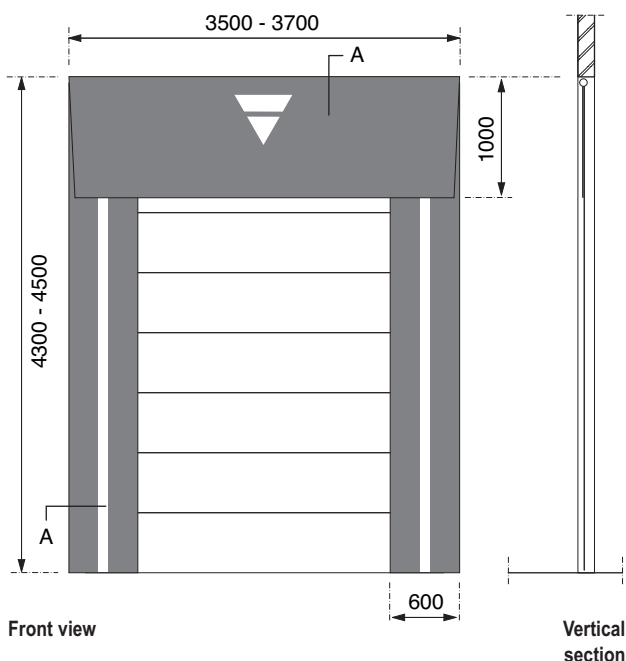
- rectangular opening in the side of the building with flat side frame members of sufficient strength
- it is possible to screw-fit or weld the top and bottom pivots of the drive-through shelter in place.

## Technical details

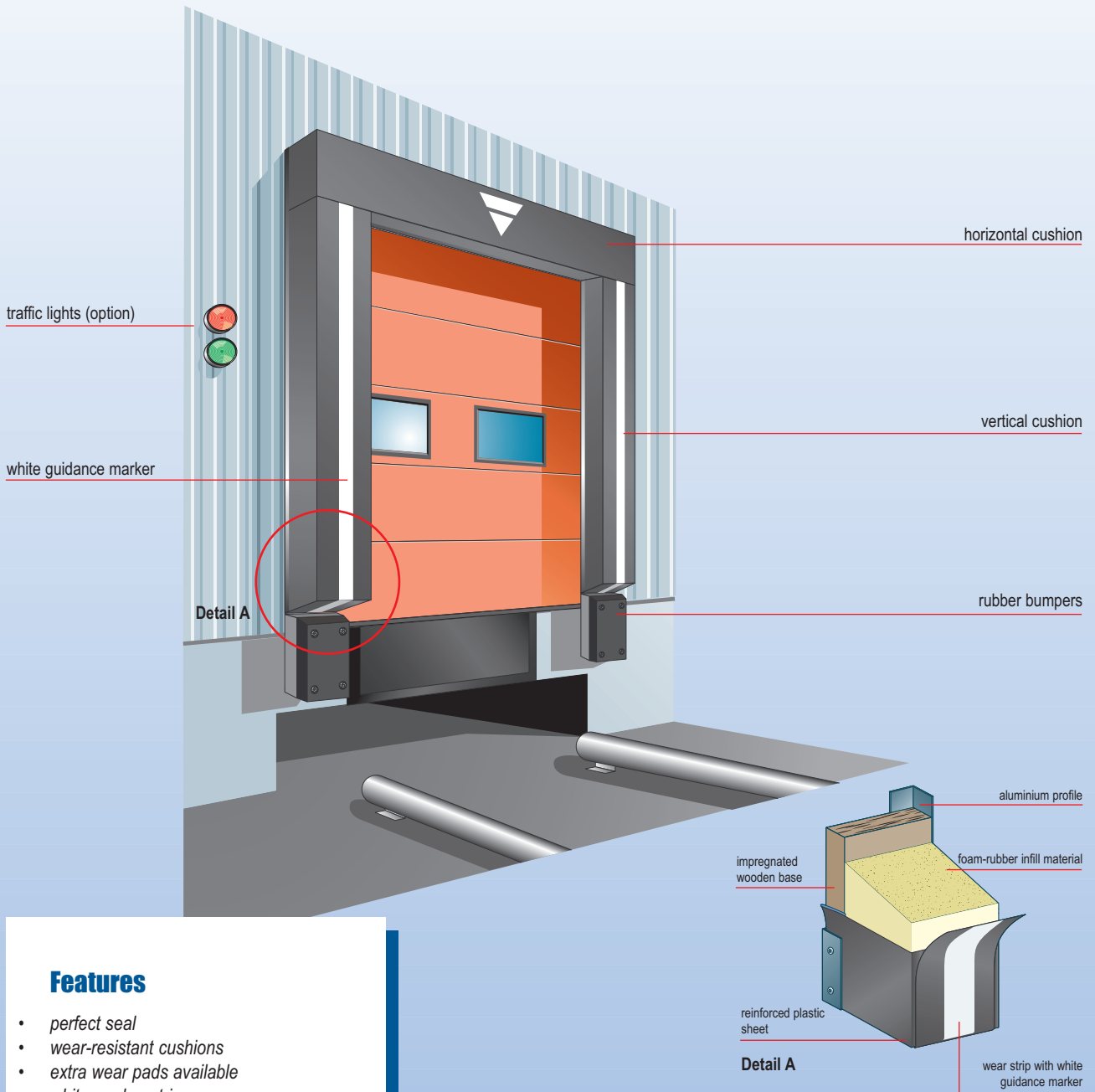
Standard dimensions	
opening height.....	4300 - 4500 mm
width of the vertical shelter flaps .....	600 mm
height of the horizontal shelter flap.....	1000 mm

## Auxiliary components/ options/ accessories

- letters or digits on the horizontal shelter flap
- blue shelter flaps (the white marker stripe on the vertical flaps is 500 mm high rather than continuous)
- dimensions other than standard
- protective posts (galvanised)
- floor skirt, which can be used to seal the area between the underside of the vehicle and the floor
- galvanised wheel guides.



## fixed horizontal cushion



### Features

- perfect seal
- wear-resistant cushions
- extra wear pads available
- white marker stripes
- superior quality foam-rubber infill material
- choice of black or blue
- also available with a
- horizontal cushion with height adjustment (see model DSA)
- various models.

*Novoferm's fixed horizontal cushion dock seals offer protection against draughts, rain and wind. They create a perfect seal between heavy goods vehicles and the building. This reduces energy loss, the risk of damage to goods and sickness absenteeism resulting from poor working conditions. They also help keep birds and insects out of the building.*

### Area of application

Dock seals are only suitable for a limited range of heavy goods vehicle widths. Consequently, dock seals are generally only used by companies that operate one main type of vehicle.

### Components and construction

Novoferm's fixed horizontal cushion dock seals consist of three fixed, wear-resistant cushions made of compressible foam-rubber and upholstered with reinforced plastic sheet. Each cushion is attached to a wooden base. The front face of the vertical cushions features a wear pad made of reinforced plastic sheet. The cushions are installed around the door opening on the outside of the building and seal the gap between the heavy goods vehicle and the building.

### Materials

- 40 mm thick base plate made of impregnated pine
- cushions made of high density foam-rubber
- the cushions are upholstered using vinyl sheet (650 gr/m<sup>2</sup>)
- wear pad made of reinforced plastic on the front face of the cushions
- available colours: black and blue
- aluminium fixing channel.

### Safety features

- vertical white marker stripes on the front face of the vertical cushions guide the driver when backing up
- the use of 150 mm thick rubber bumpers is recommended; this reduces the extent to which the cushions can be compressed (see options).

### Structural requirements

The seal mounting surface on the outer face of the building must be:

- flat
- offer sufficiently stability
- allow seal installation using screw fasteners or bolts.

In the case of corrugated cladding, it is recommended that a flat recess is made in the cladding using pressed opening trim plates to create a mounting surface for the dock seal.

### Dimensions

#### Standard cushion dimensions:

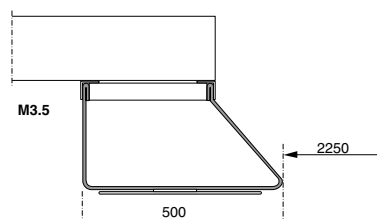
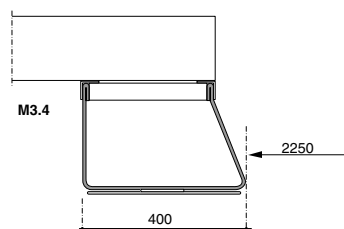
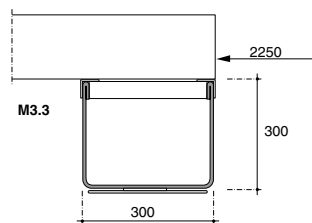
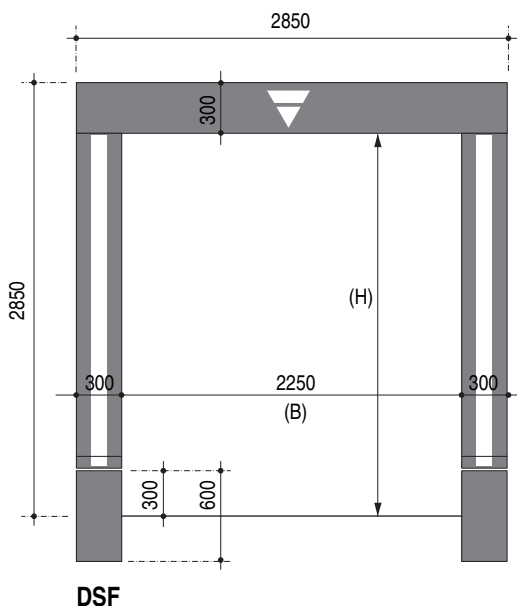
- vertical cushion width .....300, 400 or 500 mm
- horizontal cushion height .....300, 450 or 600 mm
- depth .....300 mm.

#### seal dimensions

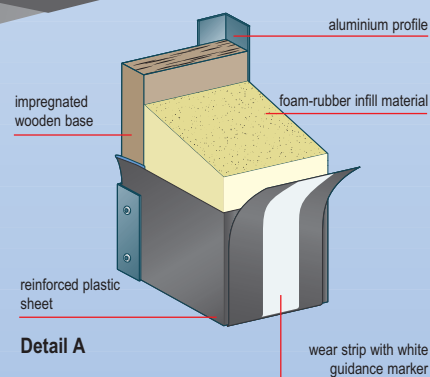
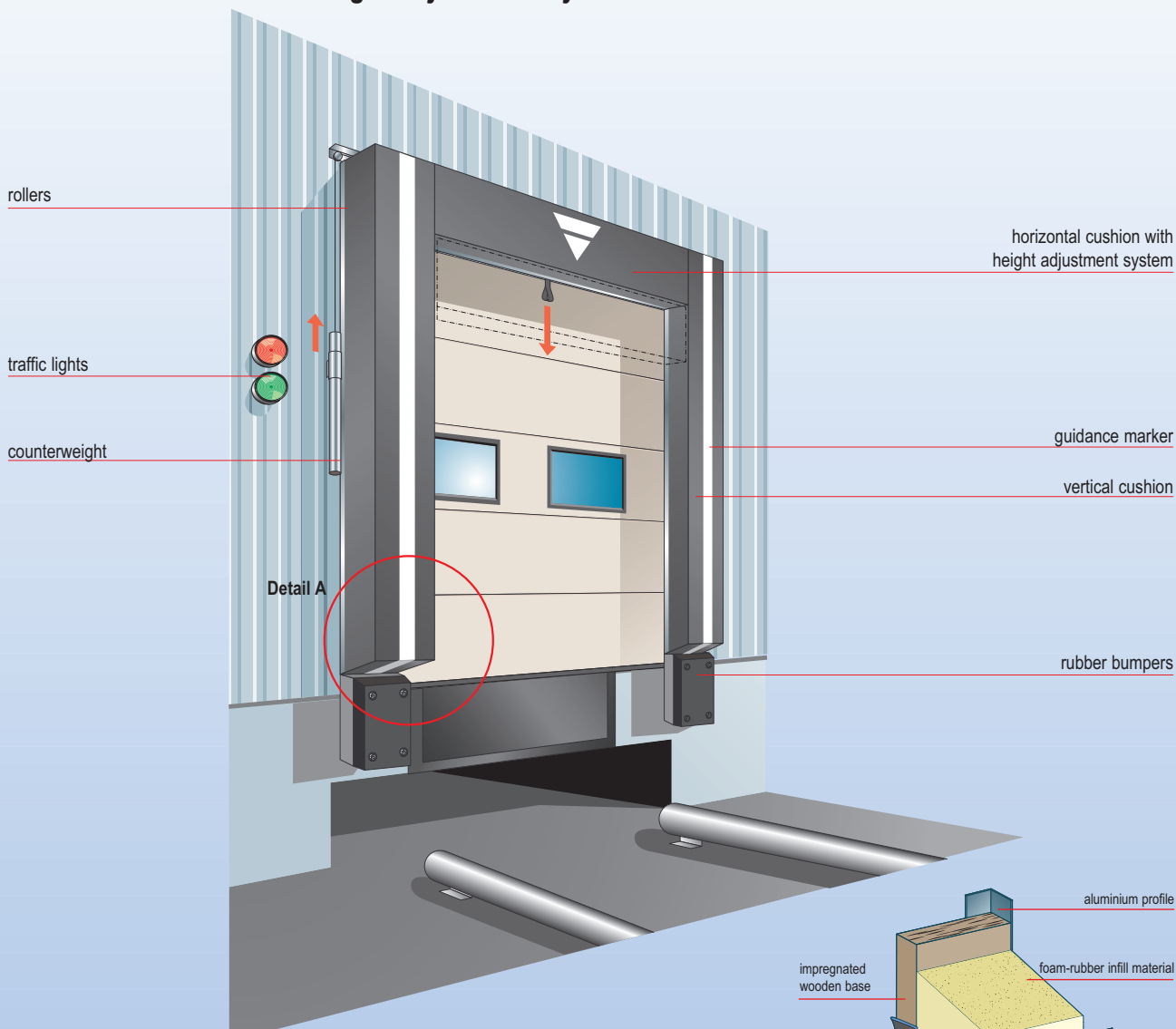
- the dimensions of the dock seal are a function of the size of the vehicles that will dock.

### Auxiliary components/ options/ accessories

- letters or digits on the horizontal cushion
- dimensions other than standard
- heavy-duty rubber bumpers (300x600x150 mm)
- sealing flap, a simple accessory that allows the dock seal to seal effectively over a greater height range
- bottom seal, and extra sealing cushion on the underside of the dock opening (can also be used in combination with dock boards).



## horizontal cushion with height adjustment system



### Features

- perfect seal
- wear-resistant cushions
- extra wear pads available
- white marker stripes
- superior quality foam-rubber infill material
- choice of black or blue
- horizontal cushion with height adjustment system
- various models available.

*Novoferm's adjustable horizontal cushion dock seals offer protection against draughts, rain and wind. They create a perfect seal between heavy goods vehicles and the building. This reduces energy loss, the risk of damage to goods and sickness absenteeism resulting from poor working conditions. They also help keep birds and insects out of the building.*

### Area of application

Dock seals are only suitable for a limited range of heavy goods vehicle widths. Consequently, dock seals are generally only used by companies that operate one main type of vehicle. Making the horizontal cushion adjustable in height considerably extends the sealing range of the system.

### Components and construction

Novoferm's adjustable horizontal cushion dock seals consist of one horizontal and two vertical cushions made of compressible foam-rubber and upholstered with reinforced plastic sheet. Each cushion is attached to a wooden base. The front face of the vertical cushions features a wear pad made of reinforced plastic sheet. The cushions are installed around the door opening on the outside of the building and seal the gap between the heavy goods vehicle and the building. A counter-balance arrangement balances the weight of the horizontal cushion and allows easy manual adjustment.

### Materials

- 40 mm thick base plate made of impregnated pine
- cushions made of high density foam-rubber
- the cushions are upholstered using vinyl sheet (650 gr/m<sup>2</sup>)
- wear pad made of transparent plastic on the front face of the cushions
- available colours: black and blue
- aluminium fixing channel
- Ertalon guide rollers.

### Safety features

- vertical white marker stripes on the front face of the vertical cushions guide the driver when backing up
- the use of 150 mm thick rubber bumpers is recommended; this reduces the extent to which the cushions can be compressed (see options).

### Structural requirements

The seal mounting surface on the outer face of the building must be:

- flat
- offer sufficiently stability
- allow seal installation using screw fasteners or bolts.

In the case of corrugated cladding, it is recommended that a flat recess is made in the cladding using pressed opening trim plates to create a mounting surface for the dock seal.

### Dimensions

#### Standard cushion dimensions

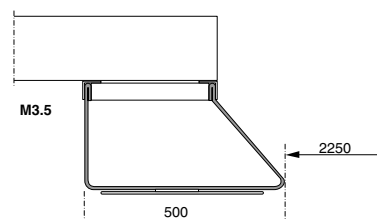
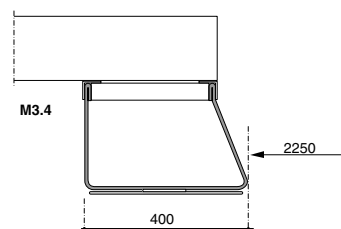
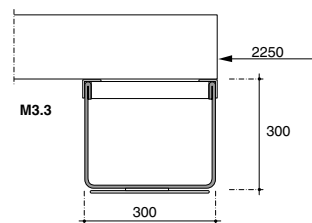
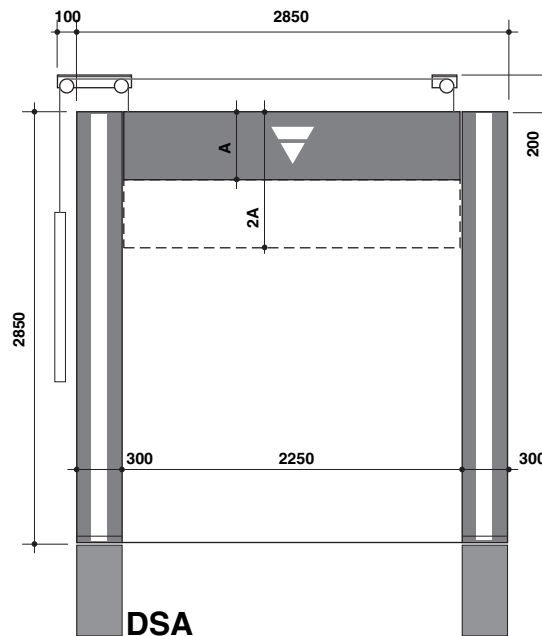
- vertical cushion width .....300, 400 or 500 mm
- horizontal cushion height.....300, 450 or 600 mm
- depth.....300 mm
- adjustment range .....max. 2 x cushion height

#### Seal dimensions

- the dimensions of the dock seal are a function of the size of the vehicles that will dock.

### Auxiliary components/ options/ accessories

- letters or digits on the horizontal cushion
- dimensions other than standard
- heavy-duty rubber bumpers (300x600x150 mm)
- sealing flap, a simple accessory that allows the dock seal to seal effectively over a greater height range
- bottom seal, and extra sealing cushion on the underside of the dock opening (can also be used in combination with dock boards).



Cushion dimensions