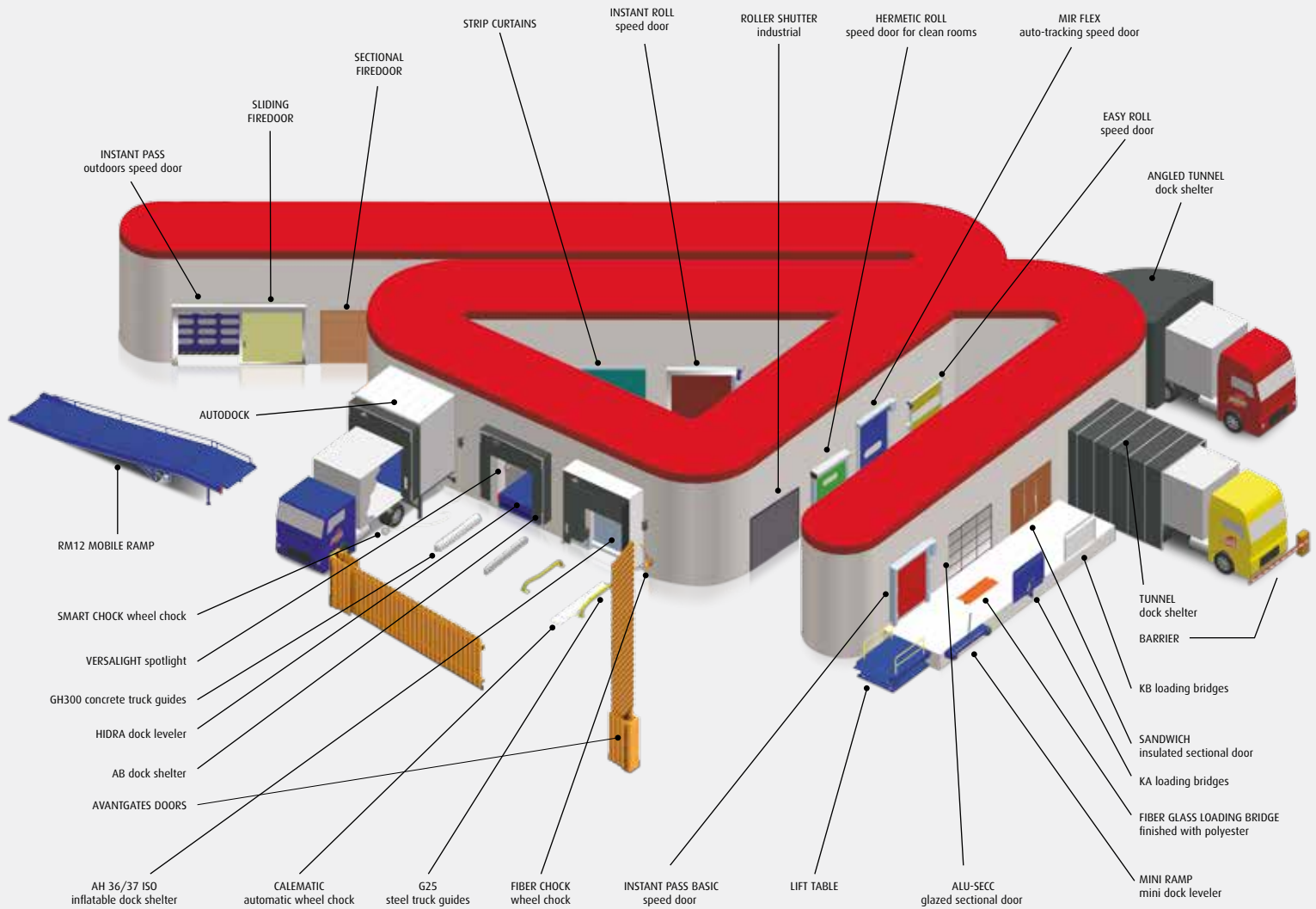




**LOADING BAY EQUIPMENT**  
Loading docks, safety systems  
and lifting tables





**EXPORTING OVER 50 COUNTRIES SINCE 1967**

**[www.angelmir.com](http://www.angelmir.com)**

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## The passion for the work well done, is the key of the Angel Mir growth.

We are manufacturers with 50 years experience in industrial equipment for access management and logistics. We have developed special doors that are references within the industry. Patented systems, with own identity, have been created from our will to meet our customer's demands.

All custom-made solutions are developed to resolve technical, operational, secure and aesthetical requirements.

Because at **Angel Mir®** our goal is customer satisfaction, every single team is unique; therefore, we give advice and we design each product according to the requirements of the corresponding application and we take care of its installation. Likewise, we supply a maintenance and repair post-sales service throughout the entire life cycle of the product.

**Ángel Mir**  
President

La Bisbal  
BARCELONA



Angel Mir factories with over 22.000 m<sup>2</sup>



### Energy efficiency

Some products of **Angel Mir®** have been designed to provide significant energy efficiency and reducing consumption of resources.

With our experience, we support and help our customers to carry out the projects with maximum energy savings through the most appropriate choice of our products. Also, depending on the sector, we recommend the most durable and suitable equipment for each application.

### Raw Materials

All these years, **Angel Mir®** has always counted on local and European suppliers that provide the best raw materials to achieve the best performance of its loading bay equipment's and durability.

## INDEX

### LOADING BAY DOORS

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## DOCK LEVELERS

The **Angel Mir®** dock levelers for loading bays are the perfect connection between your warehouse and the loading vehicle. Loading and unloading operations carried out with greater fluidity with risks to operators and goods substantially reduced. Installation is fast and simple. Handling is intuitive and easy to learn. It comes in different standard sizes. EPOXI type painted finish adapted to any facility.

The structure is designed to withstand specific loads above nominal and accepts differences in the transverse level of the vehicle of up to 10 centimeters. The upper plate is a non-slip checkered surface, even on the lip. The front of the lip is bent and beveled to ensure the vehicle adapts to the ground as much as possible. Hydraulic units are adapted to the needs of any model and can be made of galvanized or stainless steel for facilities where regulations require such.

### Features

- Structure is designed with a standard dynamic load of 6 TN with an option for heavier loads.
- Allows for tilting of  $\pm 100$  mm. to adapt to uneven ground during use.
- Upper surface plate is non slip with a 6-8 mm thickness.

- Built on high resistance rectangular load beams.
- Swing lip non slip and checkered with a 13-15 mm thickness.
- Two or three independent cylinders: one or two main cylinders for platform lifting. Secondary cylinder for lip opening.
- Compact motor-pump equipment.
- Tri-phase engine at 220/380 V 1.5 kv / 1 Kv.
- Pump for work at maximum pressure of 200 bars.
- Hydraulic and sequential logic block for movement control.
- Cut-off and speed governing valves.

### Safety

- Blockage electro-valve in the event of lack of pressure.
- Maintenance work bar.
- Cut-off valve operates in the event of tube breakage.
- Toe guards.
- Warning strips indicating steps.

### Permitted gradients

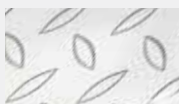
- In compliance with EN 1398 it is not permitted to use dock levellers outside the permitted gradients of  $\pm 12.5\%$  (approx.  $\pm 7^\circ$ ).

## | Types of nonslip checkered surface

Hot galvanized steel



Stainless steel



Painted steel with EPOXI.  
RAL 5010 powder resin (blue)



Non slip,  
sound proofed surface



**NEW FEATURE  
+ RELIABILITY**

## HIDRA Model

Automatic devices at the service of productivity.



\* PVC air seals on both sides of platform.

## TELESCO Model

Ideal for refrigerated installations and side loading of vehicles.



\* PVC air seals on both sides of platform.



# LOADING BAY DOORS

**DOCK  
LEVELERS**

**ISOPERFECT  
SYSTEM**

**DOCK  
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**DOCK  
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**SAFETY  
SYSTEMS**

**OTHER  
SOLUTIONS FOR  
LOADING BAY**

**LIFTING  
TABLES**

**COMPLETED  
PROJECTS**

## Dock levelers **HIDRA** Model



**OV RS200L**  
Electromechanical for ramp.



**OV RS300K**  
Electronic for ramp with autoreturn.



**RS200L+CS250**  
Electromechanical combi for ramp and door.



**RS300K+CS250**  
Electronic combi for ramp and door with autoreturn.

## Dock levelers **TELESCO** Model



**RS300V**  
Electronic for ramp with autoreturn.



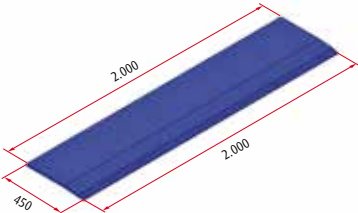
**RS300V+CS250**  
Electronic combi For ramp and door with telescopic autoreturn.

Model	Type of Ramp	Manned - open	Manned - return	Manned exit-enter chock	Automatic Return	Programmable	Door action	Impulsion door close	Overload protection	Phase inversion protection	Work temperature	Protection index	Accessory feed	Ramp feed from door	Interior traffic light	220V output / programmable
OV RS200L	HIDRA	Yes	Yes	No	No	No	Yes	No	Yes	No	de -10 +45	IP65	No	No	No	No
OV RS300K	HIDRA	Yes	No	No	Yes	Yes	Yes	Yes	No	Yes	de -10 +45	IP65	Yes	Yes	Yes	Yes
OV RS300V	TELESCO	Yes	No	Yes	Yes	Yes	Yes	Yes	No	Yes	de -10 +45	IP65	Yes	Yes	Yes	Yes

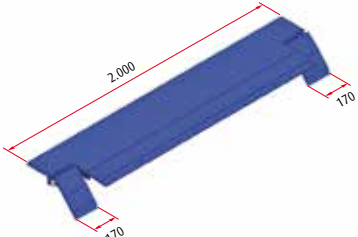
Mixed Panels: Panel for sectional door and panel for ramp with the same characteristics

## Types of lip for **HIDRA** dock leveler

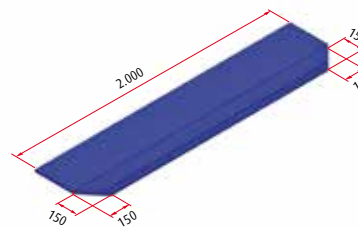
**STANDARD LIP Model**




**FOLD DOWN LIP Model**

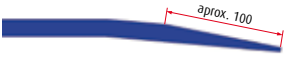


**TAPERED LIP Model**





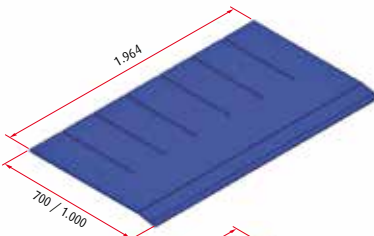
Standard lip.



Option of 100 mm milling lip for the passage of electric forklifts.

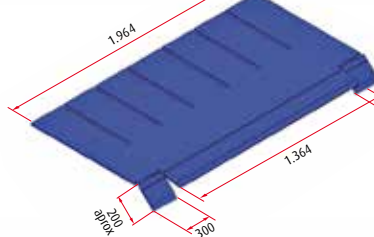
## Types of lip for **TELESCO** dock leveler

**STANDARD LIP Model**

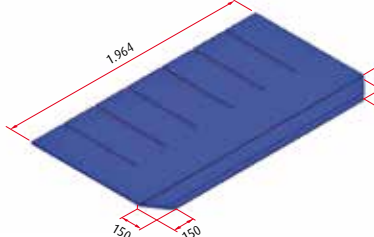



**FOLD DOWN LIP Model**

Automatic or mechanical




**TAPERED LIP Model**





Standard lip.



Option of 100 mm milling lip for the passage of electric forklifts.

# LOADING BAY DOORS

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## HIDRA M Model

This model is fitted with a hydraulic system for automatic movement control. Folding 450 mm lip, bent and bevelled for greater vehicle adaptability. Capacity at standard dinamic load of 6 or 10 TN.

### Optional extras:

- 500 mm lip, ideal for containers.
- Static load capacity 10 TN or others.
- Model Hidra ME with static load capacity up to 15 Tn.
- Finishes: hot galvanized, stainless steel or mixed (galva+stainless).



\* PVC air seals on both sides of the platform (optional).



Lip shaft and hinges are chromed to prevent rusting. Self cleaning hinges. (Axis Ø29 mm.)



Side plates for anti-trap protection. Yellow and black side warning strips.

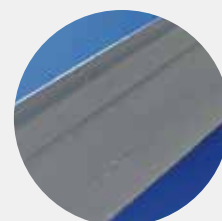


Maintenance lock bar. For safe work under the platform.



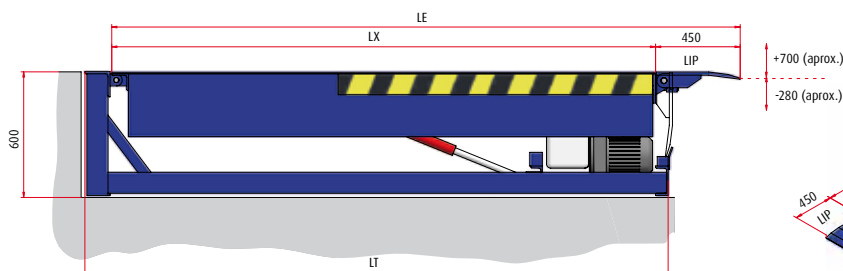
PVC air seals on both sides of the platform (optional).

Load 6 and 10 Tn	MODEL	LP	LX	LE	LT
	HIDRA 20.21	2.000	2.094	2.670	2.300
	HIDRA 20.23	2.000	2.294	2.870	2.500
	HIDRA 20.26 (STD)	2.000	2.594	3.170	2.800
	HIDRA 20.28	2.000	2.794	3.370	3.000
	HIDRA 20.31	2.000	3.094	3.670	3.300
	HIDRA 20.33	2.000	3.294	3.870	3.500
	HIDRA 20.36	2.000	3.594	4.170	3.800
	HIDRA 20.38	2.000	3.794	4.370	4.000
	HIDRA 20.41	2.000	4.094	4.670	4.300

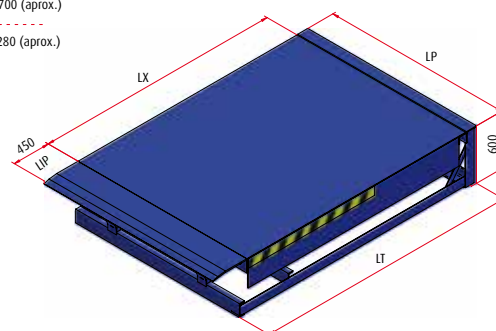


PVC air seal can be cut to different sizes.

The measurements for the ramp HIDRA 225 are the same as those shown in the table except for the LP (width platform) which is 2.250 instead of 2.000.



LP: Width upper platform.  
LX: Length upper platform without wing.  
LE: Length upper platform with wing.  
LT: Total length ramp with closed lip.



# LOADING BAY DOORS

DOCK  
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SYSTEM

DOCK  
DOORS

DOCK  
SHELTERS

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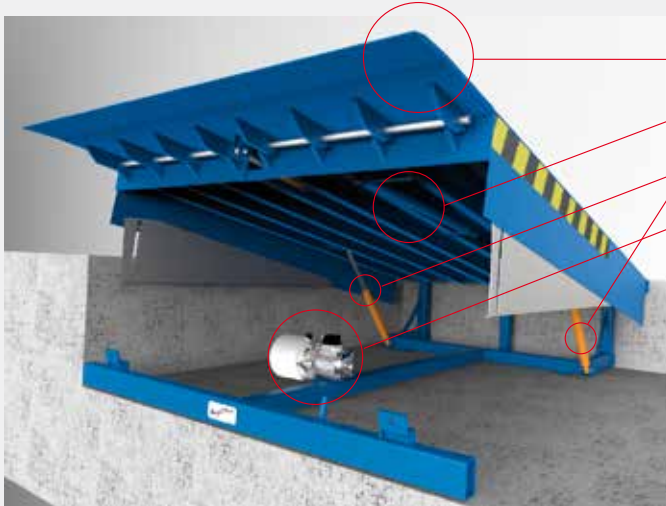
OTHER  
SOLUTIONS FOR  
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## HIDRA NR Model

The new **Hidra NR** dock leveller has more standardized sizes since its manufacturing is automated. Consequently, it is a model more inexpensive. Standard static load capacity up of 6 Tn.



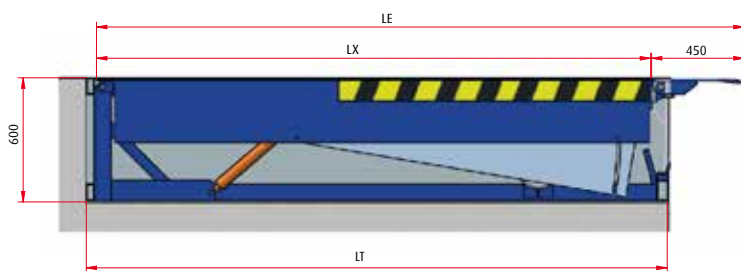
- New 450mm extended lip for a better connection truck-dock leveler.
- IPN profile beams to make sure the platform capacity.
- Two cylinders to have a better stability.
- Frontal hydraulic group for an easier and safer maintenance.
- Self-cleaning hinges.
- Polyester powder coated in High temperatures for a better protection.

MODEL	LP	LX	LE	LT
HIDRA N 18.20 *	1.840	2.060	2.560	2.190
HIDRA N 20.188	2.000	1.940	2.440	2.070
HIDRA N 20.21	2.000	2.180	2.680	2.310

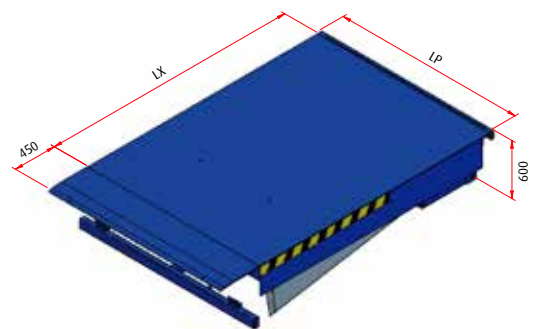
MODEL	LP	LX	LE	LT
HIDRA N 20.23	2.000	2.380	2.880	2.510
HIDRA N 20.26	2.000	2.680	3.180	2.810
HIDRA N 20.28	2.000	2.880	3.380	3.010

\* HIDRA N 18.20 height = 500 mm.

The measurements for the ramp HIDRA NR 225 are the same as those shown in the table except for the LP (width platform) which is 2.250 instead of 2.000.



LP: Width upper platform.  
LX: Length upper platform without wing.  
LE: Length upper platform with wing.  
LT: Total length ramp with closed lip.



## Special finishes for refrigerated, food or chemical industries



100% GALVANIZED



100% STAINLESS STEEL



50% GALVANIZED / 50% STAINLESS STEEL

# LOADING BAY DOORS

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## TELESCO Model

The **Telesco** leveling ramp by **Angel Mir®** is the perfect link between the warehouse and the loading vehicle. The telescopic lip system bridges the gap between the docking bay and the bed of the trailer whatever the distance between them. This model allows the door to be passed in front of the leveler, so that it insulates the interior from the outside, eliminating temperature loss and reducing energy costs. Consequently, it is particularly recommended for refrigerated warehouses or in places where a hermetic seal is required when the loading bay is not in use. The Telesco model has PVC air seals on both sides of platform.

### Other important advantages of the telescopic system are:

- The gentle operating movement of the lip prolongs the life of these levelers.
- Prevents trapping accidents, leaving 500 mm free space between the lorry and the leveler.
- Allows control of the lip, therefore avoids damaging loads on the edge of the truck door.
- In installations where a hatch is required, it allows the door to pass in front and go down to the ground, covering it completely.
- Ideal for loading containers as the length of the lip can reach the container eliminating the gap between the bay and the bed of the trailer or container.

- The length of the lip also allows for side loading, by placing the vehicle perpendicular to the leveler or building.

### Optional:

- Finish in stainless steel. Hot galvanized or mix (stainless galvanized.). See page 4.
- Complete in stainless steel. See page 4.
- Different measures lips. See page 5.



MODEL	LP	LX	LE		LB	LT
			Lip 700	Lip 1.000		
TELESCO 20.21	2.000	2.250	3.000	–	1.900	2.300
TELESCO 20.23	2.000	2.450	3.200	3.500	2.100	2.500
TELESCO 20.26 (STD)2	2.000	2.750	3.500	3.800	2.400	2.800
TELESCO 20.28	2.000	2.950	3.700	4.000	2.600	3.000
TELESCO 20.31	2.000	3.250	4.000	4.300	2.900	3.300
TELESCO 20.33	2.000	3.450	4.200	4.500	3.100	3.500

The measurements for the ramp TELESCO 225 are the same as those shown in the table except for the LP (width platform) which is 2.250 instead of 2.000.

## INSTALLATION OPTIONS OF THE TELESCOPIC SYSTEM



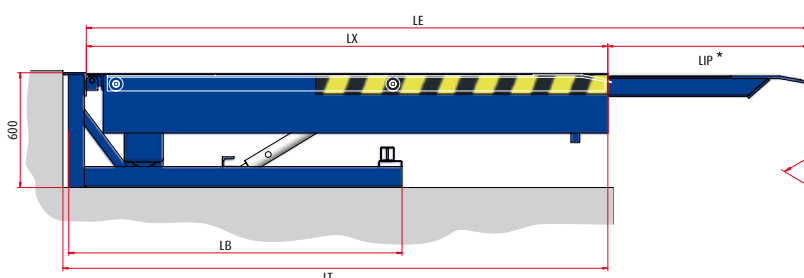
**Telesco** leveler covered by the sectional door for refrigerated warehouse.



**Telesco** leveler covered by the sectional door for refrigerated warehouse. With open hatch.

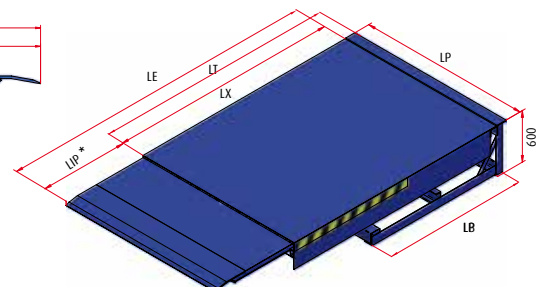


**Telesco** leveler in a standard installation non refrigerated.



\* Available lip 100 mm. or 700 mm.

LP: Width upper platform / LX: Length upper platform w/lip / LE: Length upper platform with lip / LB: total length of ramp with closed lip / LT: Length of base





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**NEW**

**KA-HIDRA Model**

Vertical hydraulic loading bridge that saves the incline between the vehicle and the warehouse being enabling the opening of the vehicle doors inside the building. The procedure of fastening to the building by means of steel frame fixed at the pit makes easier the assembly and maintenance tasks, so it has a lower cost and involves less civil work. Movement range of more than 90° and allowed transversal incline  $\pm 100$  mm. The vertical rest position allows closing the dock door from the front, ideal for refrigerated facilities.

It can be combined with a sectional or rolling door, an inflatable shelter, a chock, bumpers and versalight spotlight. Platform with

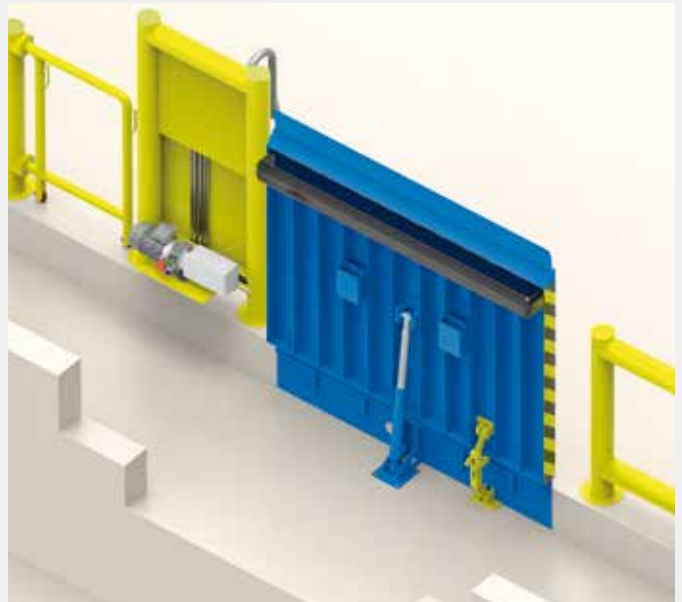
non-slip studded steel sheet and epoxy resin finish in polyester blue RAL 5010. Greater resistance to wear.

It incorporates safety and control systems for easy handling and risk-free functionality.

## Options:

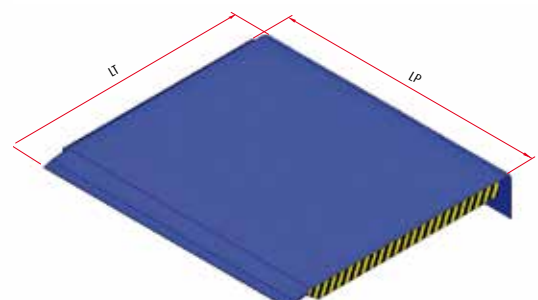
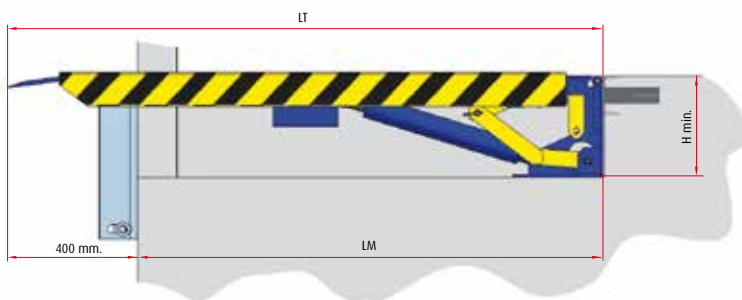
- Hot-dip galvanized steel.
- Telescopic lip up to 500 mm adjustment.

**Load capacity: 6 Tn**



MODEL	WIDTH SHEET LP	TOTAL LENGTH LT	HEIGHT H
KA-HIDRA 20.12	2.000	1.200	300
KA-HIDRA 20.15	2.000	1.500	300
KA-HIDRA 20.18	2.000	1.800	300

LP



## ISOPERFECT, the perfect solution for loading bays on freezing and cold industries

This innovative system seals the truck completely by allowing the truck to open the back doors once inside of the refrigerated building. It avoids the temperature losses and environment pollution (dust, smoke, insects...).



Opening truck doors inside the building.

### Advantages

#### 1. Energy savings

thanks to the thermal sealing of the dock and that the doors open inside the industrial unit, a considerable improvement regarding the energy consumption and the conservation of the environment is achieved.

#### 2. Safety for the staff

to install a safety wedge can prevent the truck from moving and the forklift from falling.

#### 3. Time reduction

it is possible to carry out less manoeuvres with the truck than with a conventional system and the driver does not have to leave the vehicle to open the doors.

#### 4. Food hygiene and security

it guarantees greater control of the cold chain and prevents external agents to enter, since the opening of the dock door and the truck one is completed when the inflatable shelter is already sealed to the entire vehicle.

#### 5. Organization

it obliges the operators to follow some rules and routines that ensure compliance with the procedure, therefore minimizing mistakes or avoiding tasks to be duplicated.

#### ISOPERFECT System is composed of:

- Telescopic leveling ramp (standard model) or Vertical automatic loading bridge KA hidra (ECO model)
- Sectional door of 80mm
- Inflatable dock shelter AH ISO
- Dock shelter AH 4 Bags (Plus model)
- Dock lamp Versalight
- Security chocks
- Protection posts
- A single control panel for all the loading bay equipment.



**ISOPERFECT**  
is the appropriate system  
to fulfill international food Certifications.



## LOADING BAY DOORS

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LEVELERS

**ISOPERFECT  
SYSTEM**

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### Operating sequence of ISOPERFECT with telescopic levelling ramp



1. The external traffic light on green indicates that the dock is ready for its use, so the truck approaches the dock with no need of opening the back doors.



2. Once the truck is placed, the driver must chock the wheel of the truck to allow the inflatable shelter to seal it.



3. When the truck is sealed by the inflatable shelter, the door is automatically opened and the Versalight turned on.



4. The operator must push down the bumpers.



5. The operator opens the back doors of the truck.



6. The operator locates the lip of the telescopic dock leveler over the truck.



7. Everything is ready and safe for the loading/unloading process of the truck.

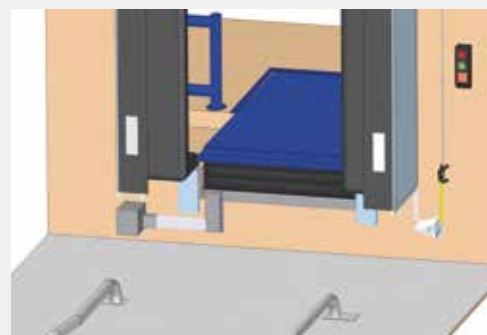
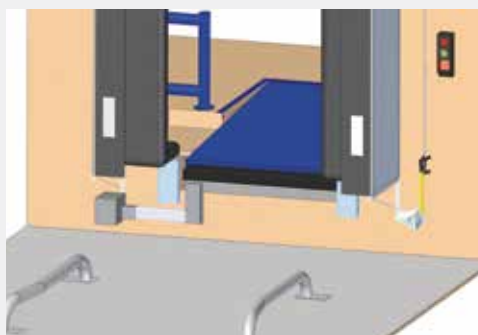


8. Everything is ready and safe for the loading/unloading process of the truck.

**NEW**

### ISOPERFECT Plus with the new sealing cushion AH 4BAGS

**Isoperfect Plus** includes AH 4BAGS at below; the new inflatable dock shelter seals completely all around the truck with high insulation. 4Bags are inflated once the ramp is placed on the truck and it is designed to operate with the Isoperfect panel.



**NEW**

### ISOPERFECT ECO with vertical loading bridge KA-HIDRA

The **Isoperfect ECO** system stands up because it has an automatic vertical KA Hidra loading bridge instead of the telescopic ramp, which makes it a cheaper system requiring less civil work. This feature does not affect the efficiency of the whole since the doors of the truck also open inside the building achieving a significant energy saving. The loading bridge can have a fixed lip or a telescopic lip to better adjust the distance between the loading bridge and the truck. Adjustment up to 500 mm.





# LOADING BAY DOORS

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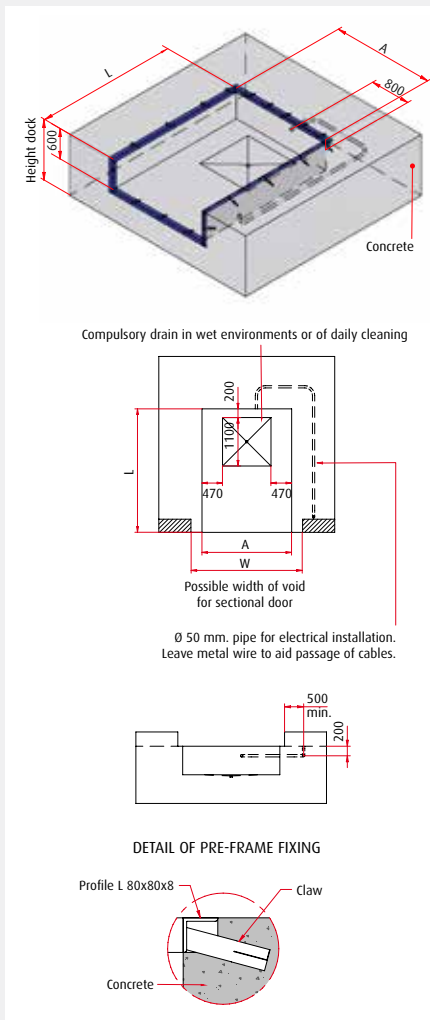
OTHER  
SOLUTIONS FOR  
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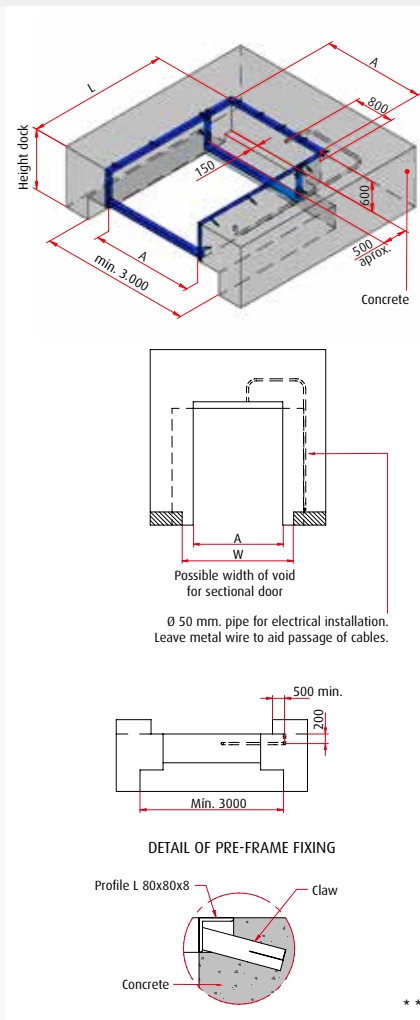
COMPLETED  
PROJECTS

## PIT SYSTEMS AND PRE-FRAMES TYPES ACCORDING TO EACH MODEL OR APPLICATION

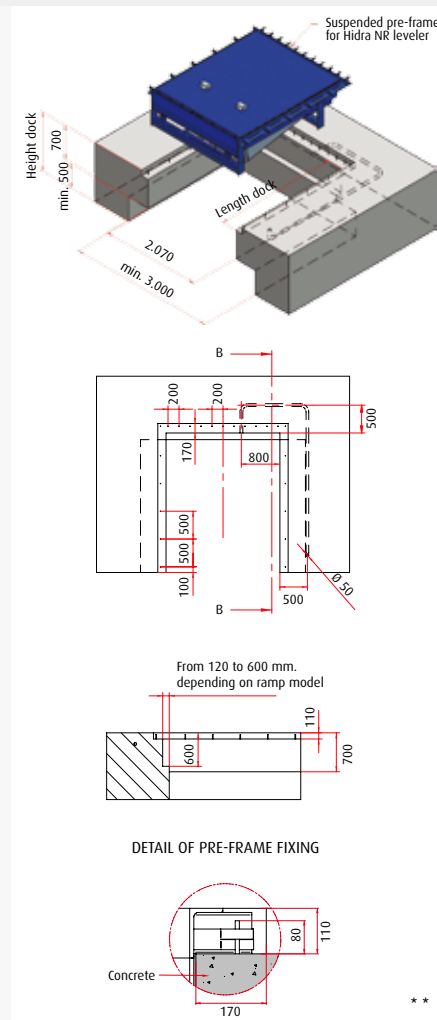
### Frame L model without hatch HIDRA NR Model



### Frame L model with hatch HIDRA NR Model



### Suspended frame with hatch HIDRA NR Model



MODEL	WIDTH A	LENGTH L
Hidra NR 18.20	1.880	2.190 °
Hidra NR 20.21	2.040	2.310
Hidra NR 20.23	2.040	2.510
Hidra NR 20.26	2.040	2.810
Hidra NR 20.28	2.040	3.010

\* The height of the pit model 18.20 is of 500 mm. For the other models is of 600 mm.

° The measurements for the ramp HIDRA NR 2.25XX are the same as those shown in the table except for the A (width of trench) which is 2.290 instead of 2.040.

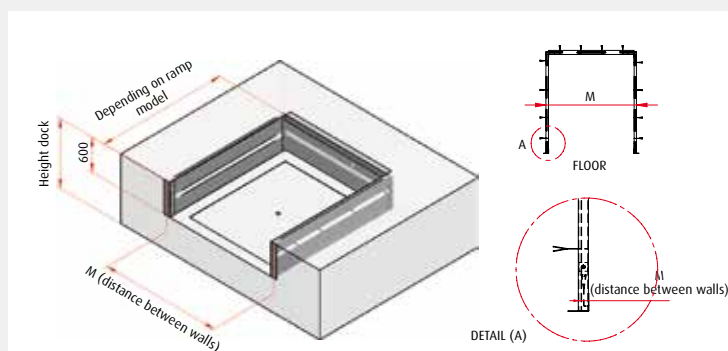
\*\* Optional:

- The base of the ramp can be closed with a panel.
- The void of the trapdoor can be closed with flexible PVC.

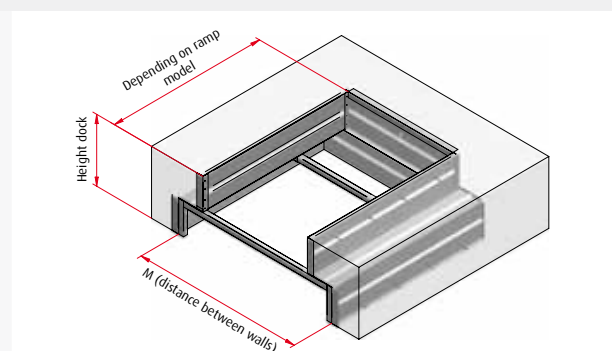
#### ELECTRICAL FEATURES Engine

Power: 1.5 cv / Current: 380v. Three-phase + neutral + earth  
Consumption: 3A / Protection: IP55

### Easy Ramp frame without hatch. Box



### Easy Ramp frame HIDRA N with hatch





# LOADING BAY DOORS

DOCK  
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SHELTERS

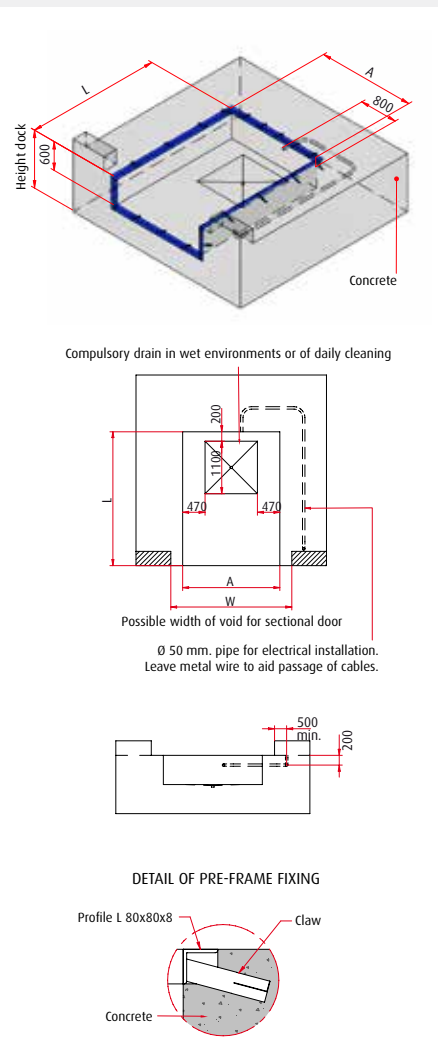
SAFETY  
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SOLUTIONS FOR  
LOADING BAY

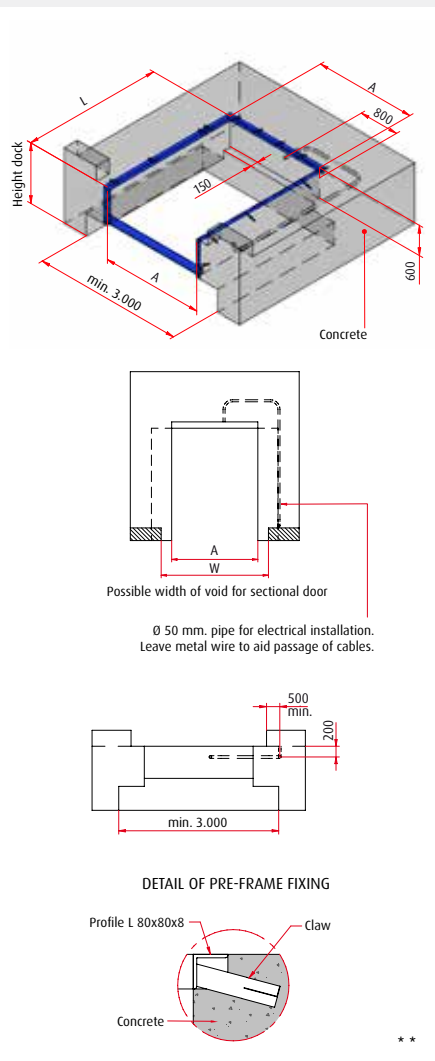
LIFTING  
TABLES

COMPLETED  
PROJECTS

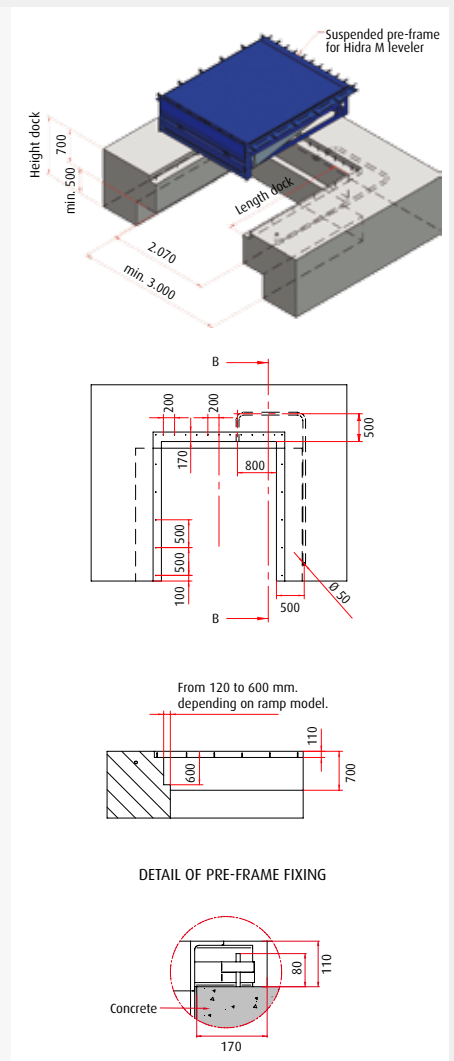
## Frame L model without hatch HIDRA M Model



## Frame L model with hatch HIDRA M Model



## Suspended frame with hatch HIDRA M Model



MODEL	WIDTH A	LENGTH L
Hidra M 20.21	2.040	2.310
Hidra M 20.23	2.040	2.510
Hidra M 20.26	2.040	2.810
Hidra M 20.28	2.040	3.010
Hidra M 20.31	2.040	3.310

° The measurements for the ramp HIDRA 2.25XX are the same as those shown in the table except for the A (width of trench) which is 2.290 instead of 2.040.

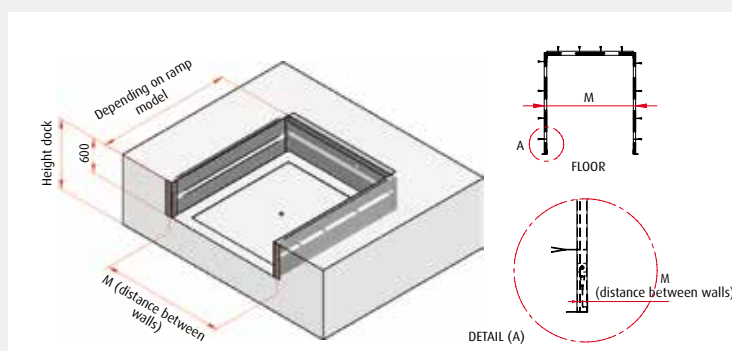
### \*\* Optional:

- The base of the ramp can be closed with a panel.
- The void of the trapdoor can be closed with flexible PVC.

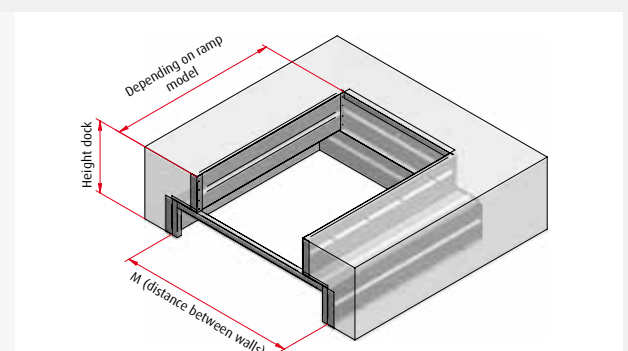
### ELECTRICAL FEATURES Engine

Power: 1.5 cv / Current: 380v. Three-phase + neutral + earth  
Consumption: 3A / Protection: IP55

## Easy Ramp frame without hatch



## Easy Ramp frame HIDRA M with hatch



# LOADING BAY DOORS

DOCK  
LEVELERS

ISOPERFECT  
SYSTEM

DOCK  
DOORS

DOCK  
SHELTERS

SAFETY  
SYSTEMS

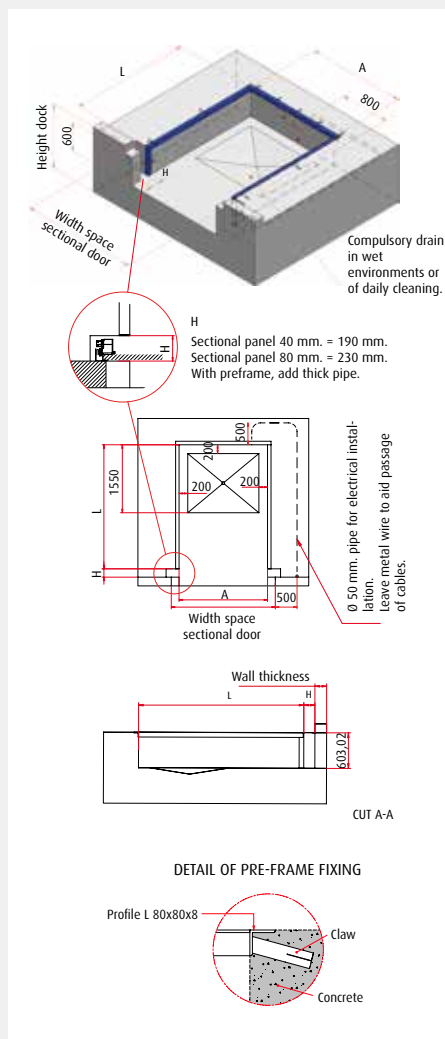
OTHER  
SOLUTIONS FOR  
LOADING BAY

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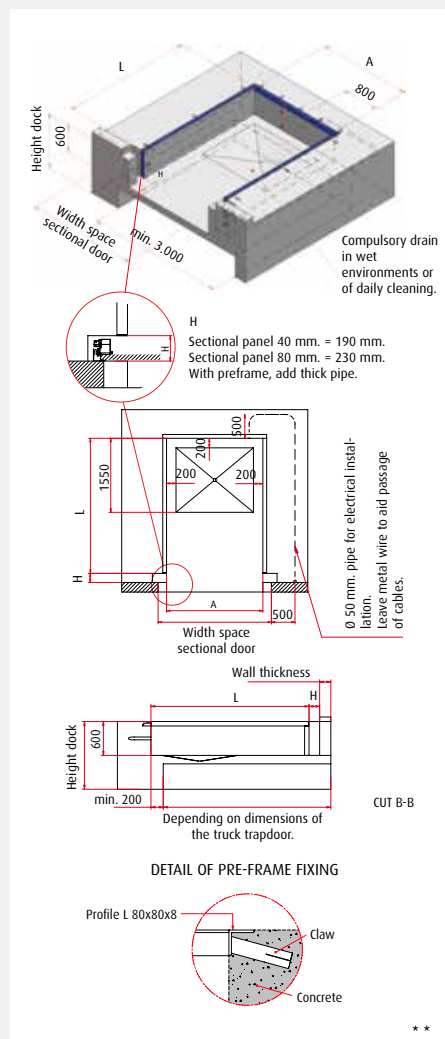
## Frame L model without hatch TELESCO Model

Sectional door in front of the leveller



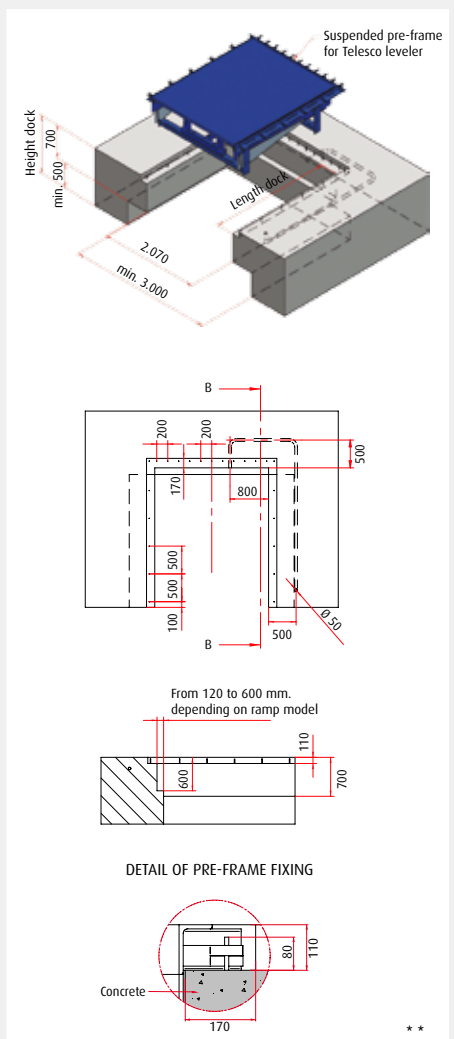
## Frame L model with hatch TELESCO Model

Sectional door in front of the leveller



## Suspended frame with hatch TELESCO Model

Door on the leveller



MODEL	WIDTH A	LENGTH L
Telesco 20.21	2.040	2.310 °
Telesco 20.23	2.040	2.510
Telesco 20.26	2.040	2.810
Telesco 20.28	2.040	3.010
Telesco 20.31	2.040	3.310
Telesco 20.33	2.040	3.510

\* Lip 700 mm. For the rest of sizes, lip 700 mm or 1 000 mm.

° The measurements for the ramp TELESCO 225.XX are the same as those shown in the table except for the A (width of trench) which is 2.290 instead of 2.040.

\*\* Optional:

- The base of the ramp can be closed with a panel.
- The void of the trapdoor can be closed with flexible PVC.

### ELECTRICAL FEATURES

#### Engine

Power: 1.5 cv

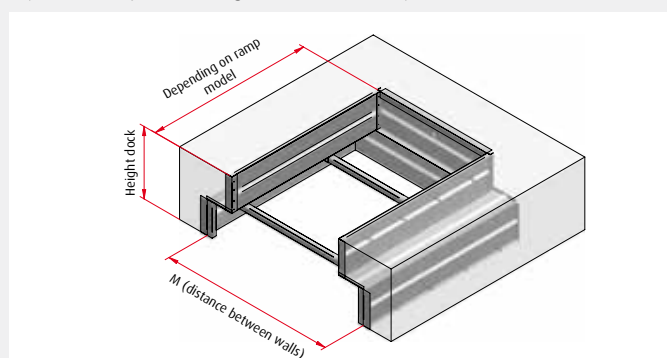
Current: 380v. Three-phase + neutral + earth

Consumption: 3A

Protection: IP55

## Easy Ramp frame TELESCO with hatch

(Non valid pit for refrigerated facilities )



MODEL	LENGTH M without hatch	WIDTH N with hatch
Easy Ramp 20.21	2.180	3.130
Easy Ramp 20.23	2.180	3.130
Easy Ramp 20.26	2.180	3.130
Easy Ramp 20.28	2.180	3.130
Easy Ramp 20.31	2.180	3.130
Easy Ramp 225.21	2.430	3.430
Easy Ramp 225.23	2.430	3.430
Easy Ramp 225.26	2.430	3.430
Easy Ramp 225.28	2.430	3.430
Easy Ramp 225.31	2.430	3.430

The technical data shown is merely informative.  
Please contact our technical department for manufacturing data.

# LOADING BAY DOORS

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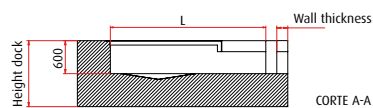
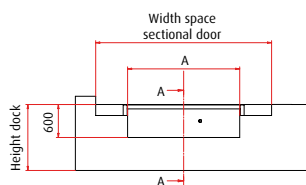
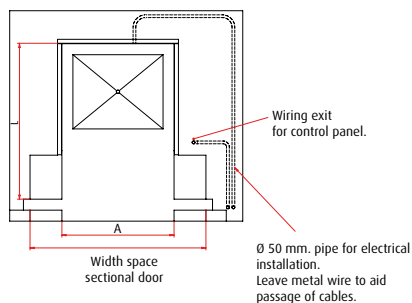
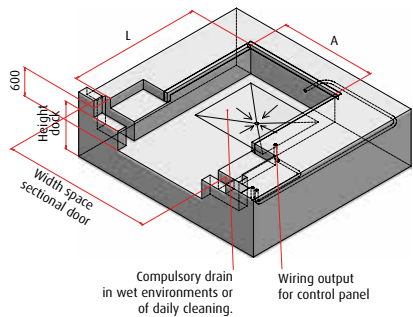
SAFETY  
SYSTEMS

OTHER  
SOLUTIONS FOR  
LOADING BAY

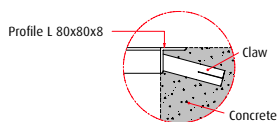
LIFTING  
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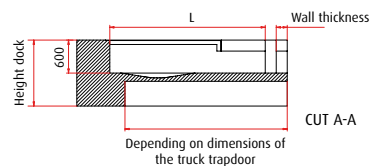
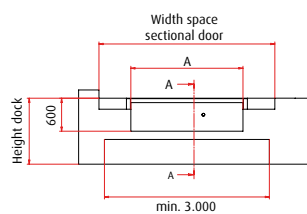
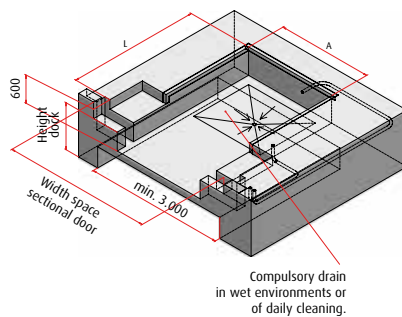
## Frame L model without hatch TELESCO Isoperfect Syst. Model



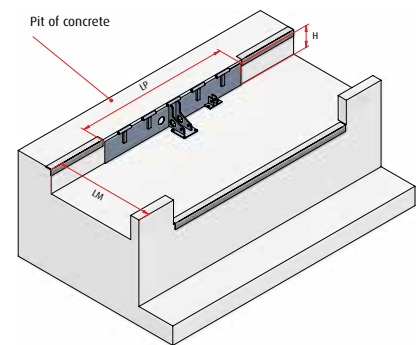
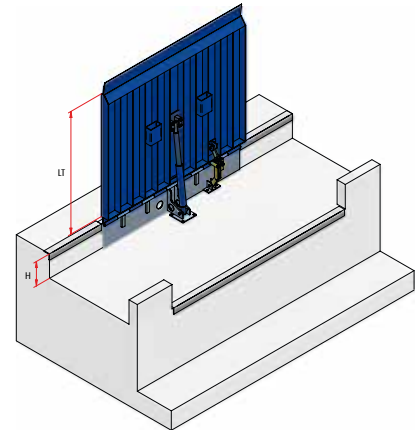
### DETAIL OF PRE-FRAME FIXING



## Frame L model with hatch TELESCO Isoperfect Syst. Model



## Frame with hatch KA-HIDRA Model



MODEL	WIDTH MIN	LENGTH MAX. LM	DEPTH H
KA-HIDRA 20.12	2.040	832	300
KA-HIDRA 20.15	2.040	1.132	300
KA-HIDRA 20.18	2.040	1.432	300

MODEL	WIDTH A	LENGTH L
Telesco 20.23	2.040	2.510
Telesco 20.26	2.040	2.810
Telesco 20.28	2.040	3.010
Telesco 20.31	2.040	3.310
Telesco 20.33	2.040	3.510

° The measurements for the ramp TELESCO Isoperfect 225.XX are the same as those shown in the table except for the A (width of trench) which is 2.290 instead of 2.040.

### ELECTRICAL FEATURES

#### Engine

Power: 1.5 cv  
Current: 380v. Three-phase + neutral + earth  
Consumption: 3A  
Protection: IP55

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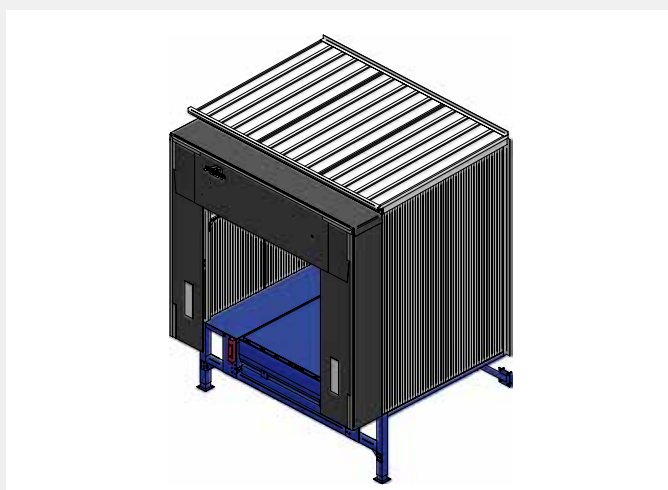
### SUPPORTING BENCH FOR LOADING DOCKS

The loading house **BOX B2** can be used as a dock leveler without needing any building work. This system allows to make the most of the interior space of the warehouse. It is also a good solution to minimize the temperatures losses when a speed door and a sectional door are combined.

The sandwich panel cover, consisting of two side walls and a roof, can be supplied with or without support and it is supplied ready to receive a shelter at the front. This box is applicable for base frames of loading dock type B-2.

The model **BOX B2 Isoperfect System** is different because it includes a 220 mm drawer in the base frame allowing the doors of the vehicle to open inside the box, and thus achieving a much higher insulation and a stable temperature.

#### BOX B2 ECO Model with dock box



#### BOX B2 Model Isoperfect System



Dock **BOX B2**.



Loading house **BOX B2** with Mirtherm door and inflatable shelter.



**BOX B2** dock construction with 45° incline to the industrial unit.



Loading houses **BOX B2 ECO** at loading warehouse.



**BOX B2** docks with shelter sides in different colour.



Set of loading houses **BOX B2** with bumpers and truck guides.



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## SUPPORTING BENCH FOR LOADING DOCKS

The base frames for loading dock are custom made for each customer to guarantee the best adaptation to the installation. It is a perfect structure to expand the loading points without civil works.

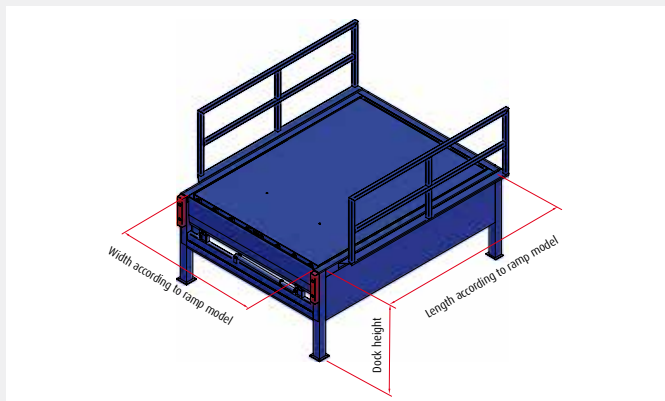
\* Request information about other bench models.

### Options

- One or two side walkways.
- Access stairs.
- Rust proof treatment.
- Colour Ral 5010 (blue).
- Covered option with walls and ceiling.
- Different slopes: 45°, 90° etc.
- Custom sizes.

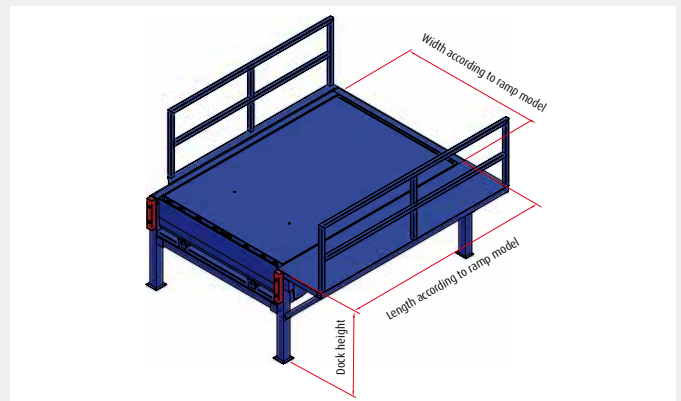
### B0 Model

Without hatch and with handrails (optional handrails).



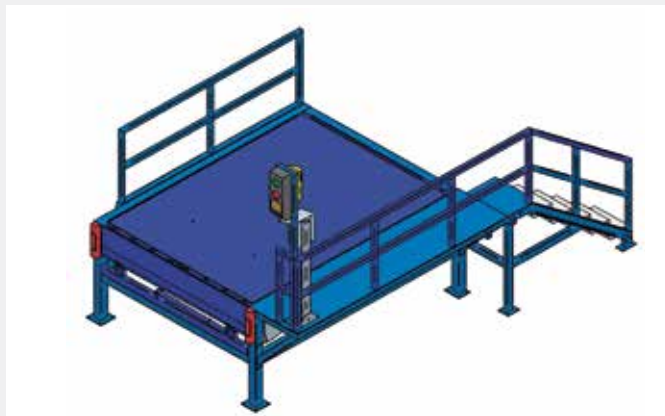
### B1 Model

Without hatch and with handrails (optional hatch).



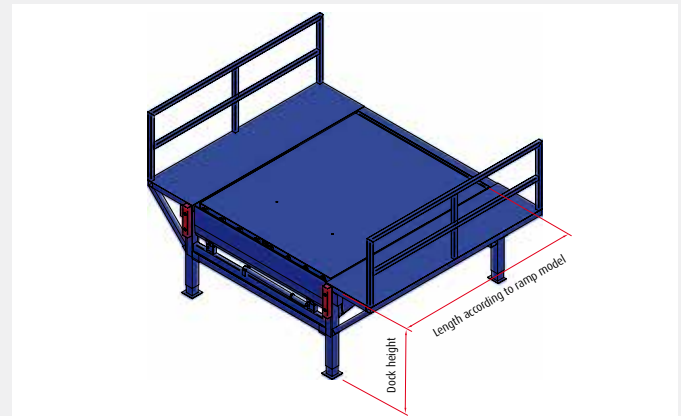
### B1 Model

With stairs for fixed ramp RM-12.



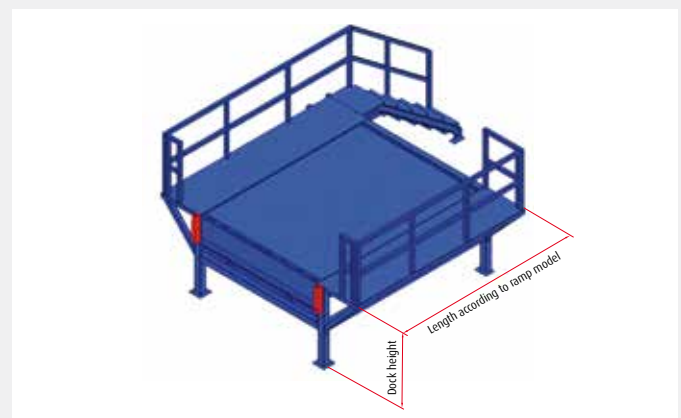
### B2 Model

without hatch and with handrails (optional hatch).



### B2 Model

With stairs for mobile ramp RM12. Suitable for fixed or mobile ramp RM12.



B0 model without side walkways but with handrails.

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## LOADING BAY DOORS (SECTIONAL OR ROLL-UP)

Ángel Mir® loading bays are the result of the three different types of equipment.

- **Dock leveler:** overcomes the problems of uneven ground and gap between dock and vehicle.
- **Dock shelter:** insulates and protects from weather conditions during loading and unloading.
- **Dock door:** seals and insulates thermally.

Eco Dock sectional doors and Mirtherm roll-up doors are made in the same sizes and colours. **Both are available with a mixed control box.**

Consult our special rates  
for standard measurements:

Orientative measurements for door spaces (in mm.)

	WIDTH	HEIGHT
<b>HIDRA</b>	2.800	3.000
<b>HIDRA</b>	3.000	3.000
<b>TELESCO</b>	3.000	3.600 (sectional door ahead ramp)
<b>TELESCO (Isoperfect)</b>	3.200	4.000 (sectional door ahead ramp)
<b>TELESCO (Isoperfect)</b>	3.200	4.600 (sectional door ahead ramp and to the ground)

	WIDTH	HEIGHT
<b>AC Shelter</b>	2.100	2.200
<b>Adjustable AC Shelter</b>	2.300	2.600

## ECO DOCK SECTIONAL DOORS

The sectional doors, manufactured in sandwich panels, guarantee perfect sealing with airtight joints which, also have insulation properties and can be made depending on the height of the lintel. The door can be operated manually or automatically. Different elevation types are available depending on the building features.

### Options

- Metalwork and Truck guides in stainless steel.
- Up to 80 mm thick panels for refrigerated installations.
- Fiberglass panels for corrosive environments.
- Impact protective panels.
- Peep-holes.
- Safety switch for stopping the ramp in manual mode.



Eco dock sectional doors in loading bay. High elevation model.

### RAL colours for sectional doors

(Inside colour white)

STANDARD LACQUERS

**9002**  
White



**9006**  
Grey



**9007**  
Grey



**7016**  
Grey



**5010**  
Blue



**3000**  
Red



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Eco dock door with glass panels.



Inside view of Eco dock doors with glass panels.

### INSULATED ROLLER SHUTTER MIRTHERM IST

**Mirtherm IST** is roller shutter insulating door perfect for limited holes. Designed for intensive use. The blades of the door are insulated with polyurethane and the guides with sliding profiles and improved sealing.

It operates very quietly thanks to the materials used in the places where there is friction against the guides allows the blade to move very smoothly between them. Also, it is virtually maintenance-free and has a long service life thanks to it has no elements liable to frequent wear, such as cables or springs.

#### Options

- Peepholes.
- Motor cover.
- Reinforced guides 135 mm model.



Refrigerated loading bay with Mirtherm doors.



Mirtherm door with peepholes.



Mirtherm door with motor cover.

#### RAL colours for roll-up doors

(Inside colour white)

STANDARD LACQUERS

**9002**  
White



**9006**  
Grey



**7016**  
Grey



**5010**  
Blue



**3000**  
Red



## LOADING BAY DOORS

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### DOCK SHELTERS

**Angel Mir®** flexible Shelters are the essential accessory for a loading bay. They prevent air, water or gasses from getting in and protect both the operatives and the goods. In some sectors (dairy, meat packing, fish processing,...) dock shelters are compulsory.

They also represent big energy savings as they eliminate draughts and maintain a steady temperature. They are designed to adapt

to the most common haulage vehicles: the skirts divided into segments adapt to the bodywork. The different shelter models allow for adaptation to different environments, vehicles, goods and types of storage.

Their robust construction makes them resistant to misuse and the normal wear and tear of this type of installation.

#### Retractable **AB** Model

Folded with slight vertical movement.



#### Adjustable foam **ASS** Model

Soft side shelter for loading dock.



#### Inflatable with insulated sides **AH ISO** Model



#### Inflatable **AH ECO** Model



#### Foamed **AC Reguable** Model

Best seal for refrigerated installations.



#### Inflatable **4 BAGS** Model

To seal the leveler at the bottom.





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## Retractable **AB** Model

The outside closings are retractable in order to absorb any possible blows. The side and upper skirts are made out of semi-rigid material with high strong double polyester fabric impregnated with black PVC. (2,7mm thick) It is extremely resistant to damp, abrasion and fading from strong sunlight. The ceiling and walls are made from a flexible canvas-like fabric made from polyester, also impregnated in black PVC. The inside chassis and structural elements are made of galvanized steel, with a higher mechanical resistance than other lighter materials. The outside edges, which are not structural, are made of aluminum in order to offer greater rust resistance.

The folding system with vertical motion absorbs movements produced in the vehicle during loading and unloading operations. Easy to set up in existing installations. Optionally a tail for smokes can be included.

### Options:

- Serigraphed numbering.
- Front larger than 1,500 mm.
- Sealing cushions on both sides.\*\*
- Sides in special or translucent colours.
- Sides covered with coloured fabric.

MODEL	H
<b>AB 34</b>	3.410
<b>AB 36</b>	3.610
<b>AB 43</b>	4.300

Standard width 3.400 mm.

Version ABF same measurements as model AB with fixed sides. With AB shelter it is mandatory to install truck guides.

A
1.000 (standard)
1.500 (optional)



**AB Model**



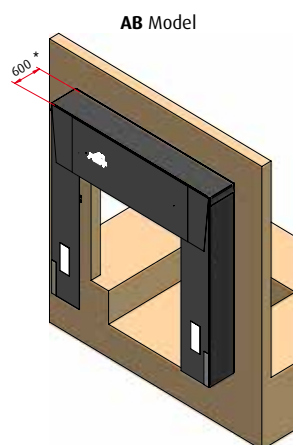
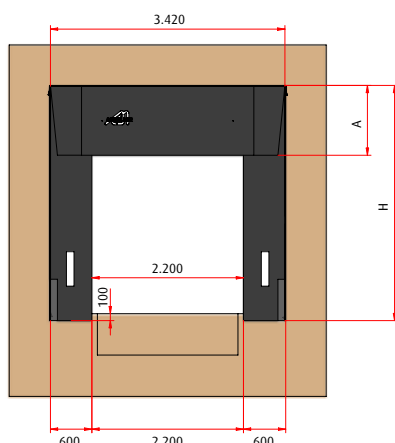
**AB Model** with upper skirt of 1.500 mm.



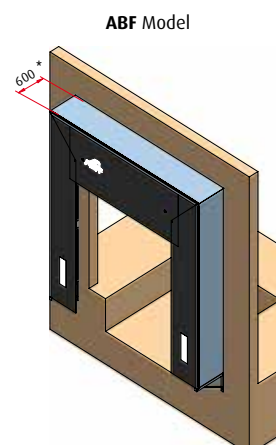
**AB Model** (to the ground). Loading and unloading without dock leveler.



**AB shelters** with option side canvas in special color.



\* Available with 900 mm depth.

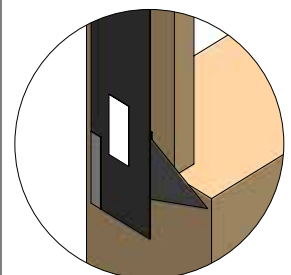


Version Model **ABF** with fixed laterals of lacquered sheet steel. It goes with truck guides.

### MORE INSULATION

Sealing guides for **AB** shelters

\*\* Model **AB** with sealing cushion on both sides.



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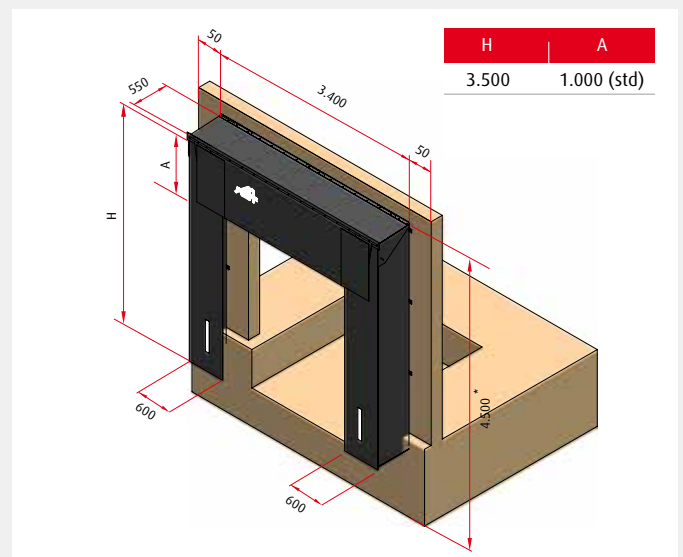
**NEW**

Adjustable foam **ASS** Model

## ALMOST INDESTRUCTIBLE!

Specially designed for high traffic docks and difficult accessibility.

**NEW** loading dock shelter with flexible laterals. No metal supports or arms or hinges. **Flexible foam** sides lined PVC fabric of 100 mm. thick. Side curtains of 600 mm. wide. Interior clamps on both sides. Head autotuning system that absorbs the vertical elevations of high vehicles.



\* Approximate dimensions which might vary depending on the type of vehicle and the height of the dock.

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## Adjustable foam AC Model

The adjustable **AC** shelter by **Angel Mir®** represents a very good solution for a loading bay with refrigerated requirements and where vehicles with different heights are used.

Prevents mixing of ambient temperatures and stops air, water or gasses from seeping in, maintaining a good seal between the door frame and the load mouth of the vehicle. When the truck couples with the dock leveler, it rests on the shelter, which due to its foam cushion structure adapts to the shape of the vehicle.

The adjustable **AC** shelter is designed to resist wear and tear produced by normal functioning of the loading bay and is made out of PVC strips reinforced with polyester fabric.



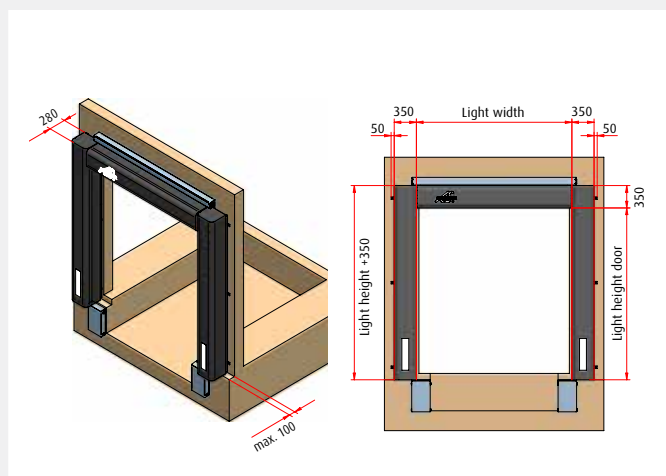
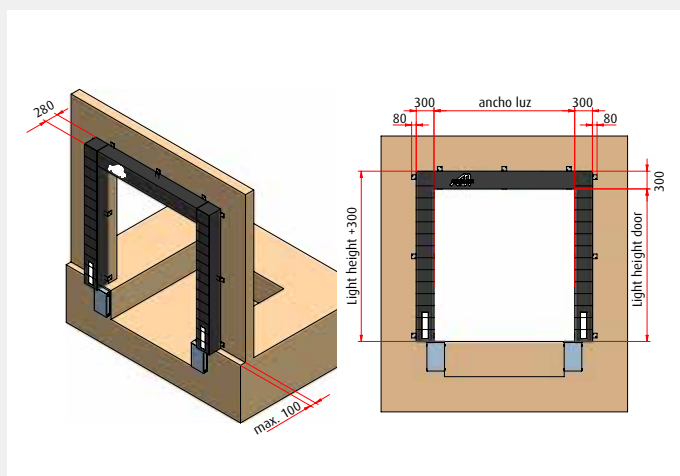
Close up of upper skirting adjustment switch.

### Adjustable AC Model

#### Standard measures

- Depth: 280 mm.
- Width side cushions: : 300 mm.
- Height upper cushion: 300 mm.
- Adaptability upper cushion: approx. 1.200 mm.
- Colour: black

#### AC Model



## Fixed foam AC Model

Made from foam cushions covered with PVC canvas. Front reinforced by strips of PVC canvas. Side valves for letting out compressed air. Specially designed for places requiring high degree of water sealing.

Available **AC ECO** version as same AC characteristics. The top cushion is replaced by PVC canvas.



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## Inflatable **AH ISO** Model

The **AH ISO** model shelter by **Angel Mir®** is an essential accessory for achieving a perfectly enclosed loading bay. It is specially designed for Loading bays in refrigerated warehouses where a constant temperature must be maintained.

It consists of a system of flexible material bags which adapt to the shape of the walls and ceiling of the vehicle on inflating with air produced by a ventilator, thus achieving a watertight sealing. The vehicle is placed at the edge of the uninflated shelter, until it reaches the buffers on the leveling ramp and at this point the shelter inflates, enclosing the dock. Once the load is complete, the shelter is deflated and the lorry can move out. A system of counterweights and internal springs ensures the perfect folding up of the bags.

Outside and to improve insulation, there is a side sandwich panel box construction with a semi-rigid front made of polyester impregnated with PVC.

Available in black or ivory cordura depending on the location of the work. For those docks that are exposed to the sun for many hours, the use of ivory colour is recommended.

In general, for inflatable shelters we recommend a mixed control panel with the ramp for automatic deflation.

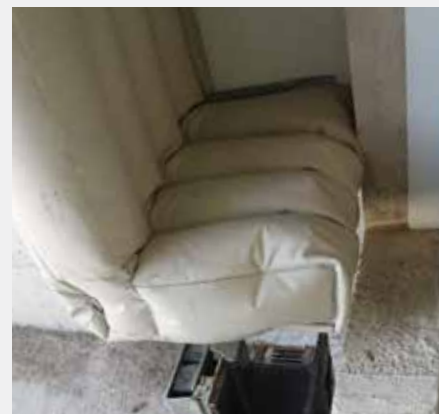
In order to achieve the most efficient control, a chock system with signalization is recommended. This system commences once the chock is in position under the wheel and the shelter inflates automatically. When the chock is withdrawn, the shelter deflates and returns to its rest position.



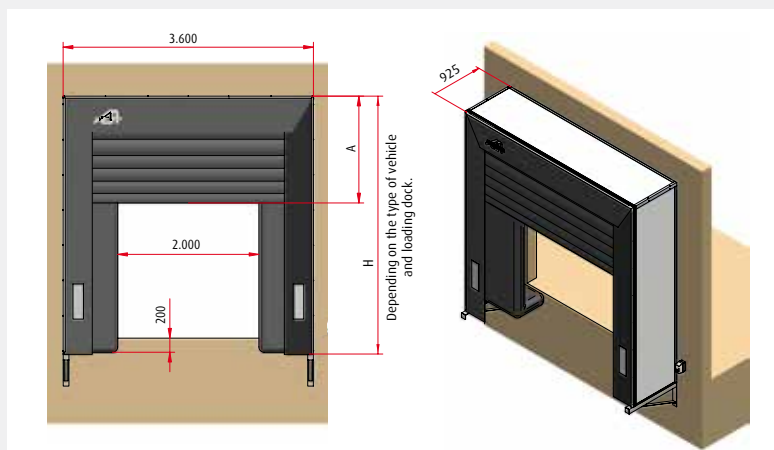
**AH ISO Model** (top part extended: 1.900)



**AH ISO Model** ivory color.



Bottom sealing cushion.



MODEL	H	A
<b>AH 36/37 *</b>	3.700	1.000 (estándar)
<b>AH 36/40</b>	4.000	1.500 (opcional)
<b>AH 36/47</b>	4.700	1.900 (opcional)

Width standard 3.600 mm.

\* Model permanently in stock. Quick delivery.



Option of removable additional reinforcement with velcro system.



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## Inflatable **AH ECO** Model

Shelter **AH ECO** has the same features as model ISO. It is a shelter with inflatable cushions but without the side insulation panels.

Available in black or ivory cordura depending on the location of the work. For those docks that are exposed to the sun for many hours, the use of ivory colour is recommended.

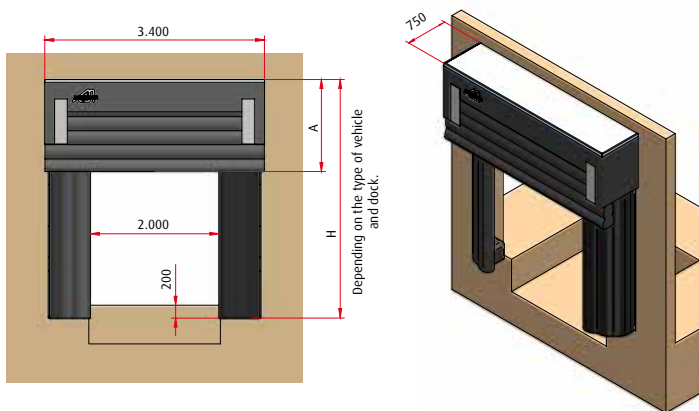


Ability to regulate the height depending on the truck size.

Check total height of assembling of dock shelter according to vehicle types.



Detail of the lower seal.



MODEL	H	A
AH 34/37 *	3.700	1.000 (estándar)
AH 34/40	4.000	1.500 (opcional)
AH 34/47	4.700	1.900 (opcional)

Width standard 3.400 mm.

\* Model in stock. Speedy delivery.



Option of removable additional reinforcement with velcro system.

**NEW**

## **AH 4BAGS** Inflatable model for **Isoperfect Plus**

Isoperfect Plus includes AH 4BAGS at below; the new inflatable dock shelter seals completely all around the truck with high insulation. It also represents a significant reduction in energy costs and greatly saving energy costs.



Detail of fourth shelter at below of telescopic ramp Isoperfect.



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### ACCESSORIES TO IMPROVE THE THERMAL INSULATION

| PVC tail for hatch



| Sealing cushion for AB or ASS shelters



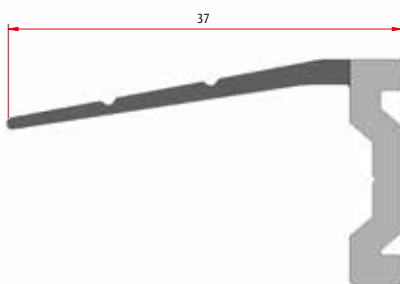
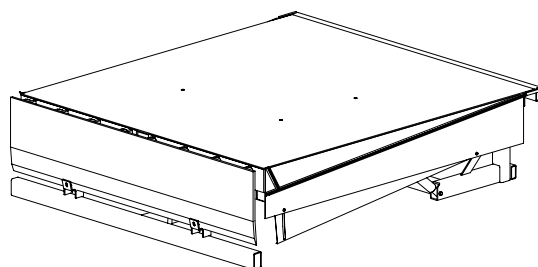
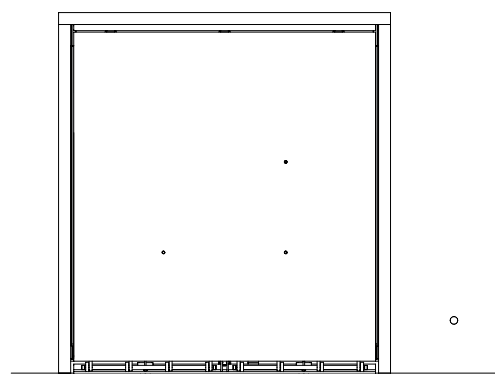
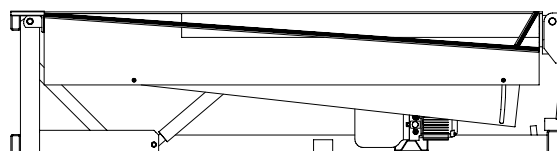
| PVC air seals for Hidra ramps



L length profiles are supplied for facilities of docks belonging to other manufacturers.

PVC rubber profiles for the sealing of the leveller ramp side.

L= 3 m./ud  
Color: black



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## TUNNEL AND EXTENDABLE SHELTERS

The **extendable shelters** are front structures that cover doors or facades protruding outwards. Ideal for loading points at ground level and having reduced space for manoeuvres. Option of model with rotating extendable shelter at 90° for loads in parallel to the building. The **extendable loading tunnels** are designed to cover spaces between industrial units or loading areas. They are flexible and can be folded or permanent depending on each case.



Extendable tunnel.



Extensible shelter in loading bay.



Bendable dock shelter.



Extendable shelter.



Automatic extensible shelters in container inspection warehouse.



Extensible shelter in loading dock.



Extendable tunnel.



Temporary loading dock.



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## BUMPERS

The bumpers prevent the truck from colliding with the leveling ramp and keep the distance between the truck and the ramp, guaranteeing the correct functioning of the leveling ramp in the loading and unloading process.



**TC 400 C** (rubber)  
405 x 85 x 60 mm.



**TM 400 P** (polyurethane)  
405 x 85 x 60 mm.



**TC 450** (rubber)  
450 x 250 x 105 mm.



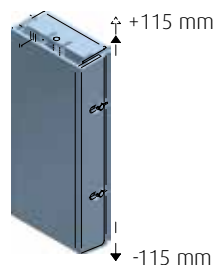
**TC 450** (metal deck)  
450 x 250 x 105 mm.



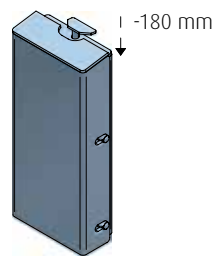
**TM 500.150**  
500 x 135 x 120 mm.



**TM 500.300**  
500 x 300 x 120 mm.



**TM 500 M**  
mobile  
450 x 250 x 130



**TM 500 P (Isoperfect)**  
retractile with pedal  
450 x 250 x 130 mm.

**Manufactured in** steel + rubber + steel  
with impact buffering

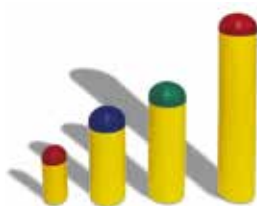
**Manufactured in** steel + polyurethane + steel  
with impact buffering and vertical movement

## PROTECTION POSTS

Ideal for protection from impact with door, drain pipes, machinery etc.

### FLEXIBLE SHOCK RESISTANT POST Polythene

**VRMIR** Ø120 mm.  
Height: 400/500/800 mm.  
Bar: M-30  
**VRMIR** Ø100 mm.  
Height: 400  
Bar: M-30  
**VRMIR** Ø70 mm.  
Height: 230 mm.  
Bar: M-16



### FLEXIBLE GUIDE SHOCK RESISTANT Polythene

**HRMIR** Ø120 mm.  
Height: 175 mm.  
Length: 500/1000/1.500/2.000 mm.  
Bar: M-20  
**HRMIR** Ø100 mm.  
Length: 155 mm.  
Longitud: 500/1000/1.500/2.000 mm.  
Bar: M-20  
**HRMIR** Ø70 mm.  
Height: 125 mm.  
Length: 500/1000/1.500/2.000 mm.  
Bar: M-16

### C-EMBOSSED Steel

400x400x300 mm.  
500x400x300 mm.  
800x400x300 mm.  
(colour yellow or zinc)



### E-TRIANGULAR Steel

400x170x120 mm.  
(colour yellow and black)



### DELTA TUBULAR Steel

800x400x240 mm.  
(colour yellow or zinc)



### BELL Steel

400x300x300 mm.  
(colour yellow or zinc)  
Upper cover with revolving  
system; rings on impact.



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### TRUCK GUIDES

The truck wheel guides allows the truck driver to easily couple the trailer with the dock shelter or other facilities.

#### GH-3000 Model (CONCRETE)

Straight.  
Fixed by means of spokes in the pavement.

**Length:** 3.000 mm.

**Weight:** 450 Kg/u.

\* It is recommended to paint yellow and black the guides.



#### G-25 Model (STEEL)

Cemented or screwed to the floor.

**Length:** 2.500 mm.

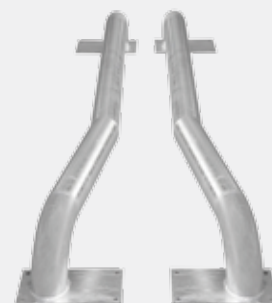
**Options:** galvanized steel, steel painted yellow, steel painted yellow / black.



G-25 in steel painted yellow and black for cemented in version.



G-25 in steel painted yellow set in cement.



Galvanized steel

#### G-15 Model (STEEL)

Straight.

Cemented in or screwed into the floor.

**Length:** 1.500 mm.

**Options:** galvanized steel, steel painted yellow.



## SAFETY CHOCKS TO BLOCK THE TRUCKS

### Why to use safety chocks at the logistic loading and unloading docks?

The safety chocks from **Angel Mir®**, also known as wheel lock systems for trucks or lock systems for trailers, have been designed to ensure optimum safety for workers and to reduce potential damage to the loading dock equipment.

The safety chocks avoid the truck to leave too early or the trailers to move back and forward during the process, keeping the wheels of the vehicle blocked and preventing the truck from accidentally separating during the loading and unloading operation. They are the best prevention against possible accidents that could have very serious consequences.



We have several models that adapt to multiple vehicles and application, ranging from simple and inexpensive locking systems, more complex systems with built-in safety signs, to others that need civil work and automatically block the truck's wheels. They all include:

- Very simple and intuitive operation speeding up its use.
- Easy installation on most surfaces.
- They have been designed for intensive use under extreme working conditions.



### | SMART CHOCK Model



### | POLY CHOCK Model



### | SUPER CHOCK Modelo



### | CALEMATIC Modelo



## Safety chock **SMART CHOCK**

The Smart Chock is an innovative trailer restraint system that secures your vehicle while effectively communicating with drivers and loading dock workers to ensure a safe and productive work environment.

### Procedure

Once the chock is fitted underneath the wheel, the indoor control panel enables door opening and the outdoor panel indicates its correct position.

An optical sensor, triggered by the door, changes the signal light from green to red and vice versa on the outdoor and indoor panels so that the loading/unloading process can take place efficiently.

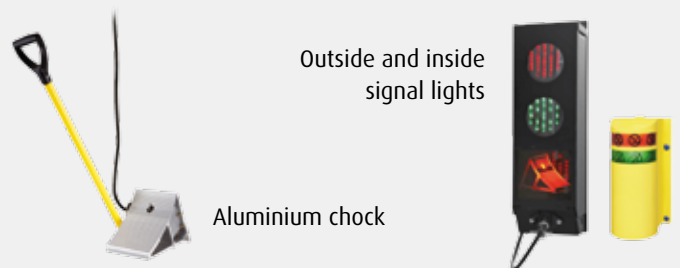
After loading/unloading the door closes and the inside and outside panels change color, allowing the driver to remove the chock and drive off.

The inside control panel and the outside communication panel contain low voltage, long life diodes, safe for both drivers and operators.

The blinking diodes focused on the rear mirror of the lorry indicate the open/closed position of the door to the driver at all times.

The control panel signals on the inside indicate the location of the chock to the operators at all times.

The Versalight dock lighting system can also be used in order to increase safety.

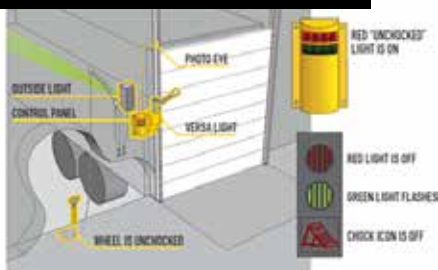


Outside and inside  
signal lights

Aluminium chock

## SMART CHOCK sequence of operations

### 1. Dock door is closed, wheel is unchecked



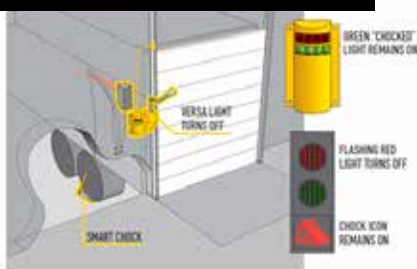
### 2. Wheel gets chocked



### 3. Door opens



### 4. Door closed when finished loading



### 5. Driver removes chock



### 6. Chock pulled prematurely with door open





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### POLY CHOCK PREMIUM

In addition to the characteristics of the Basic chock, this incorporates a wheel detection sensor, interior and exterior lights, and a control panel for connection to existing doors and ramps.



### POLY CHOCK BASIC

Polyurethane chock for blocking the truck when it is in the loading and unloading area. It is made of corrosion-resistant material. Its extreme hardness makes it indestructible. It is very economical and light and incorporates a theft-proof security chain and a wall support.



### Semiautomatic chock **SUPER CHOCK PREMIUM**

The unsurpassed restraining power of the Super chock comes from the combination of the chock's teeth which lock into the solid ground plate grids. It is the highest level of safety and includes the restraint mechanism, a complete communication system, and control and detection systems that allow full integration with other door and dock leveller systems. It is stronger, secures 100% of vehicles and designed for winter. Easily set by a counter-balanced arm.

Its mechanism is very simple because includes an ergonomic counterweight arm that helps the user to place the wedge under the wheel of the truck.



### Safety chock **SUPER CHOCK BASIC**

This model offers safety at a low price and it is an ideal safety application for any facility with loading docks. It can be used universally with all vehicles and comprises a 35 cm tall hardened steel chock, surface restraining ground plate, wall mounted base and flexible pole. Manually set by a flexible handle.





## Automatic chocks CALEMATIC

**Automatic chocks** are a new safety system that prevents the loading vehicle from moving until the ramp is in its standby position.

### A user-friendly system

The user-friendly Automatic chocks guarantee maximum safety. When the dock leveler is open, the chocks rise to completely immobilize the vehicle, so that the loading and unloading process can begin with the utmost safety. When the dock leveler is closed, the chocks lower to allow the vehicle to move.

### A strong system

The automatic chocks are made of hot-dip galvanized steel 10 mm thick. The chocks are built into a prefabricated concrete hole for maximum strength.

### An adaptable system

The automatic chocks adapt to the position of the axles of any type of vehicle. The vehicle wheels are automatically blocked by one or several chocks. For lower vehicles, chock raising can be mechanically limited in a simple manner.

### 1. Clear docks

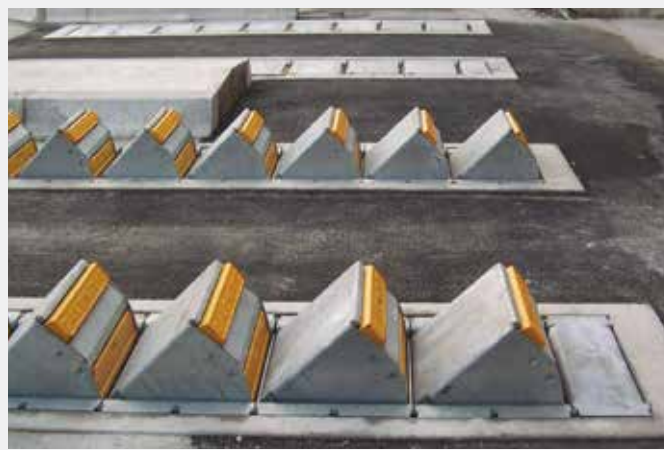
The loading and circulation areas remain clear, without interrupting operations. The automatic chocks can be installed along a wall or next to one.

### 2. Simple maintenance

The modular assembly of the different parts makes the Calematic model easy to maintain. Module dismantling requires no specialized tools.

### 3. Installation and start-up

Installation of the automatic chocks is very simple and requires no costly construction work. A reinforced concrete frame is supplied for installation in the planned opening. The chocks fit easily into the housing designed for this purpose. Channels must be provided for the installation of compressed air pipes and a drainage pipe to release any rainwater.



Automatic chock Calematic double.



Mini chock for lorry washing machines.



Mini chock for side unloading in courtyards.

## Air renovator **AEROTECH**

Is not a typical dock fan – it's actually an air exchanger capable of cooling, warming or moving out toxic gasses in a trailer within seconds. **Aerotech** creates a high-velocity column of air that continually circulates fresh air throughout the entire trailer, creating a more comfortable work environment for loading dock workers.

Occupies 75% less space than conventional ventilators. Safe and silent functioning. The detachable plastic impulsion tube is located on a corner of the dock door and all the mechanical components are assembled outside the door's passage zone, reducing the risk of accidental impacts. Engine 0.33cv with thermal relay to prevent overheating. Easy to assemble and adjustable for different models and door sizes.



## Dock light **VERSALIGHT**

**Versalight's advanced LED lighting technology (standard)** illuminates the entire trailer. Correct lighting can increase safety and minimise damage to the load and the trailer. This model has a ventilator for cooling, flexible stainless steel pipe, official approval for the food sector, in addition a multi-position flexible stainless steel pipe which can be adjusted to any position and which is resistant to impact from doors and forklifts. Versalight guarantees a useful life of 70,000 hours and up to two thirds energy saving compared to conventional systems.

**Consumption:** 57W



## **VERSALIGHT MINI**

**Versalight Mini** is the new model with **LED lighting technology (standard)** is smaller and do not have a ventilator.

It is supplied with a flexible multidirectional stainless steel tube, it is resistant to impacts and easily adjusted to any position. Total dimensions: 80 x 1.450 x 80 mm.

**Consumption:** 39 W



## Inexpensive lamp for docks **DOCKLIGHT**

Spotlight with articulated arm to light up the interior of trailers and trucks. It easily adjusts to any position and it is possible to change its orientation. It is made with steel tube and yellow paint finish. It incorporates a safety device that prevents the door hitting the arm, because this last folds in half avoiding damage. LED lighting technology.

**Consumption:** 25W



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## SAFETY BENCH TRAILER

**Safety system for loading and unloading the semi-trailer without a tractor unit, preventing it from tipping during the process.**

- Prevents broken foot support when loading and unloading the trailer without a tractor.
- Lift the trailer load.
- Tilting bracket with rubber.
- 2-speed drive (fast and slow).
- Sturdy wheels for easy handling.
- Great support base to the ground.
- Designed for Outdoor use.

**AVOID ACCIDENTS! CHARGE SAFETY! PROTECT THE TRUCK SUPPORTS!**

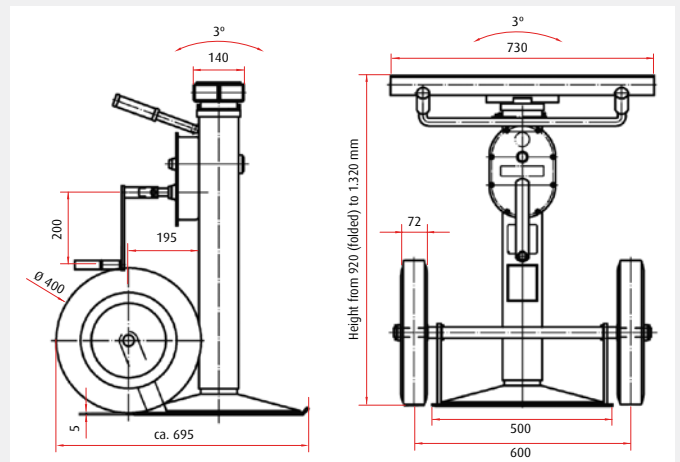


Situation to avoid.



Security with the bench.

LIFTING SPEED (mm./lap)		LOAD in Kg.		WEIGHT in Kg.
SLOW	FAST	STATIC	DYNAMIC	
0,6	10	15.000	10.000	84



**NEW**

## AVANTGATES vertical doors for access and security in docks

The vertical doors **Avantgates®** have a double function: they are doors for an intensive use offering a quick access to the logistic platforms that restrict the passage to potential intrusions and, also, they operate as a safety barrier in the loading dock.

Vertical opening through a hydraulic mechanism able to lift a sheet up to 10 meters or two leaves up to 20 meters in total. Avantgates does not occupy side spaces, does not have lower guides and practically does not need civil works.

It is the only closing system able to provide certification for the loading points in all logistics and storage centres.

They avoid any risk the forklift falling from inside the dock. Galvanized steel structure and vertical aluminium blades. Finish painted in different powder paint RAL colours. (standards 5016, 9005, 9006 and 9010).

### Options:

- They can be transformed into billboards by means of a sticker of the logo on the door bars.
- The design is suitable for food industries or industries requiring certifications such as the BRC.



Protective barrier function to prevent that the forklifts could fall in the docks.



External barrier function to access to the docks without invading lateral spaces.



## MOBILE RAMP RM12 Model

Easy-to-move ramps for facilities with no loading docks and loading in places where no conventional dock can be installed (rented warehouses, temporary work-sites or places without electrical supply). Ideal for container loading. It includes side rails to prevent loading vehicles from falling in the event of instability. Moveable upper platform with galvanized, non slip grating (Tramex). Vertical movement involves two hydraulic pistons driven by a manual pump (automatic pump available as option).

A leveling ramp, either automatic or manual, can be fitted with a self supporting cover (mod. B0, B1 or B2, see p. 31) at the front and with safety system such as our Smart Chock or our automatic chock (Calematic).

Standard model always available for rapid delivery.

**Capacity:** 6,000 kg dynamic load.

### Technical features:

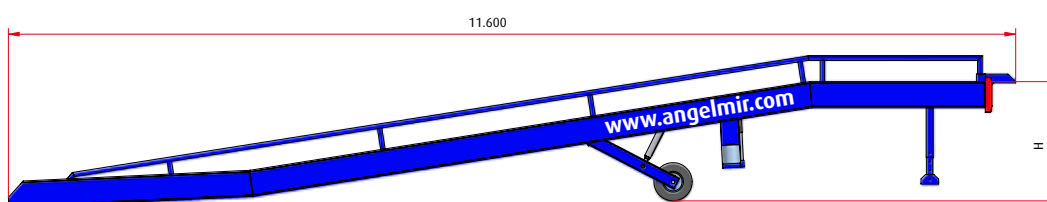
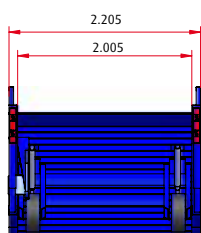
- Total length: 11,600 mm.
- Support flap: 260 mm.
- Useful width : 2,005 mm.
- Maximum height: 1,600 mm.

### Dimensions for transport:

- Maximum length: 11,600 mm.
- Width: 2,205 mm.
- Can be manufactured to order.
- Minimum height 900 mm.

### Options:

- Width: 2,000 o 2,300 mm.
- Load of 6 or 10 tons.
- Automatic / Manual.
- Automatic with battery.
- Rigid with bench and hydraulic ramp.
- With PVC canvas cover.
- Combined Dock Levelers and self supporting bay.





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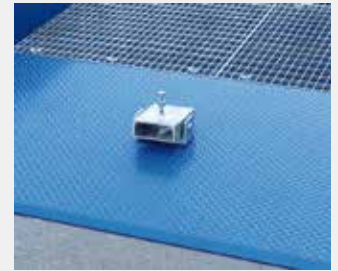


Bumper and chain hook.

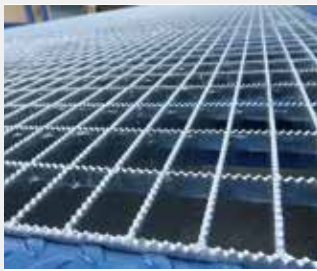


Activation by manual pump.

Manual pump.



Access ramp and transport support.



Non slip checkered galvanized platform.



Support and safety feet  
(rest position).



Bigger wheels to guarantee more  
balance.



Automatic option  
with manual pump.

## Options

### Fixed ramp



Angled ramp with self supporting bay and Hidra dock leveler.



Fixed ramp with bench and Hidra leveler.

### Mobile ramp



Mobile ramp with PVC cover.



Mobile ramp for loading and unloading trains.

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## LOADING BRIDGES

### KA-V / KA-S Models (STEEL)

This manual sliding loading bridge is made from non-slip checkered plate with the underneath reinforced with steel bars. A set of springs ensure an easy up and down movement. Fitted with an arm for manual positioning on trucks. The gradient of the lip and its milled front part ensures loads can be easily moved.

It includes a safety locking system to prevent undesired platform movements from wind or knocks.

The side protection prevents fork-lift trucks from accidentally driving off the edge.

No special construction is required for its installation. The guide rail for side movement is welded to the Loading bay protection profile.



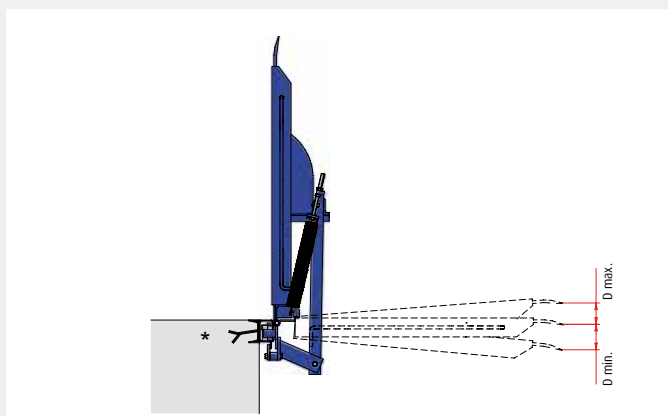
MODEL KA-V	LENGTH D mm.	WIDTH mm.	SLOPE D mm.		LOAD en Kg.
			min.	max.	
KA-V 10-12	1.000	1.200	-135	+113	4.000
KA-V 10-15	1.000	1.500	-135	+113	4.000
KA-V 10-20	1.000	2.000	-135	+113	4.000
KA-V 15-15	1.500	1.500	-135	+174	4.000
KA-V 15-18	1.500	1.800	-135	+174	4.000

Siempre con guía de acero.

MODEL KA-S	LENGTH D mm.	WIDTH mm.	SLOPE D mm.		LOAD en Kg.
			min.	max.	
KA-S 10-12	1.000	1.200	-135	+113	4.000
KA-S 10-15	1.000	1.500	-135	+113	4.000
KA-S 10-20	1.000	2.000	-135	+113	4.000
KA-S 15-15	1.500	1.500	-135	+174	4.000
KA-S 15-18	1.500	1.800	-135	+174	4.000

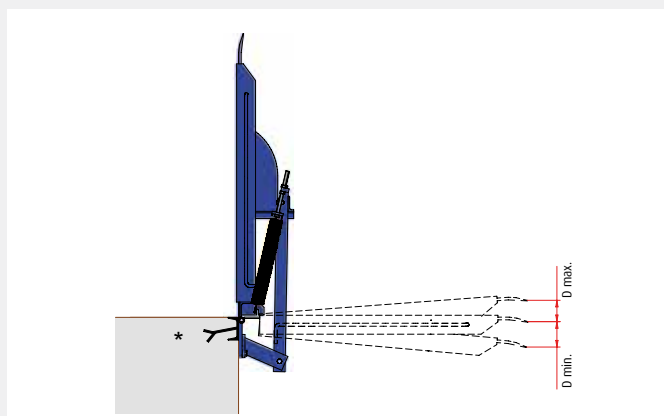
No es necesaria la guía de acero.

#### KA-V Model. Sliding with rail



\* Requires UPN type profile, set into the concrete (not included).

#### KA-S Model. Static/Fixed



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## SKBS / SKBV Models (ALUMINIUM)

A loading bridge which slides along the mounted rail to allow for up 215 mm difference in levels. The special aluminium profile is installed on a sliding support with ball-bearing wheels for extremely easy side movements. The steel rail faces downwards to prevent dirt accumulating.

Loading bridges with lengths exceeding 1065 mm have a spring system incorporated.

Steel SKBV guide rail.

When not in use it is positioned vertically and to ensure it does not fall there is a locking mechanism.



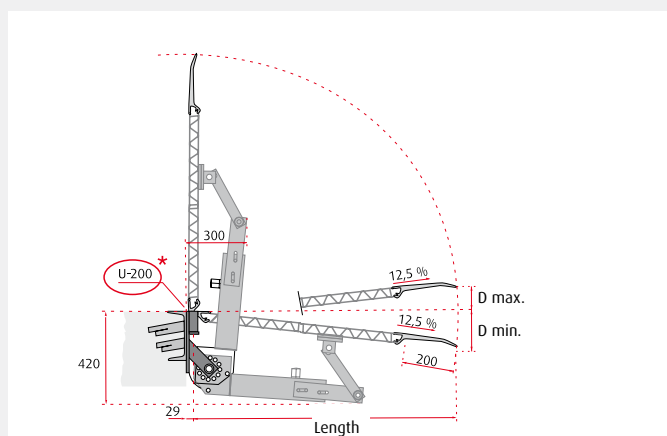
MODEL SKBS	LENGTH D mm.	WIDTH mm.	SLOPE D mm.		LOAD in Kg.	WEIGHT in Kg.
			min.	max.		
SKBS 01	815	1.250	-120	+80	4.000	57
SKBS 02*	1.315	1.250	-185	+140	2.500	99
SKBS 03*	1.565	1.250	-215	+175	1.750	110
SKBS 10	565	1.500	-90	+50	4.000	56
SKBS 11	815	1.500	-120	+80	4.000	66
SKBS 12*	1.065	1.500	-155	+110	4.000	99
SKBS 13*	1.315	1.500	-185	+140	4.000	110
SKBS 14*	1.565	1.500	-215	+175	4.000	124

\* Models with spring.

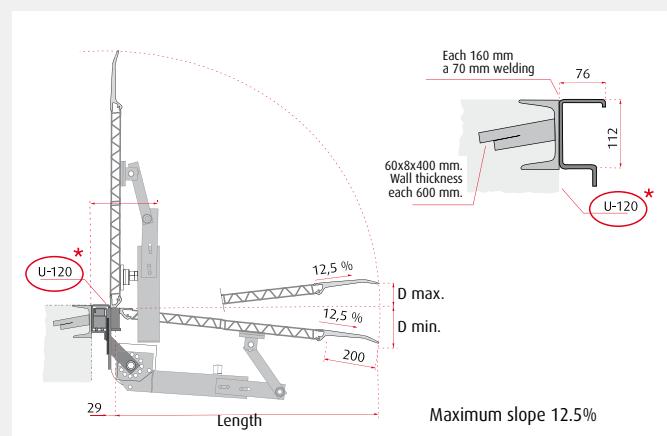
MODEL SKBV	LENGTH D mm.	WIDTH mm.	SLOPE D mm.		LOAD in Kg.	WEIGHT in Kg.
			min.	max.		
SKBV 01	815	1.250	-120	+80	4.000	67
SKBV 02*	1.315	1.250	-185	+140	2.500	102
SKBV 03*	1.565	1.250	-215	+175	1.750	113
SKBV 10	565	1.500	-90	+50	4.000	67
SKBV 11	815	1.500	-120	+80	4.000	77
SKBV 12*	1.065	1.500	-155	+110	4.000	103
SKBV 13*	1.315	1.500	-185	+140	4.000	114
SKBV 14*	1.565	1.500	-215	+175	4.000	128

\* Models with spring.

### SKBS Model



### SKBV Model





# LOADING BAY DOORS

DOCK  
LEVELERS

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SYSTEM

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## KBS Model (ALUMINIUM)

### Common features:

- Slides along a guide rail.
- No need for major installation work.

- Once installed, the loading bridge cannot become detached from its aluminium guide rail.

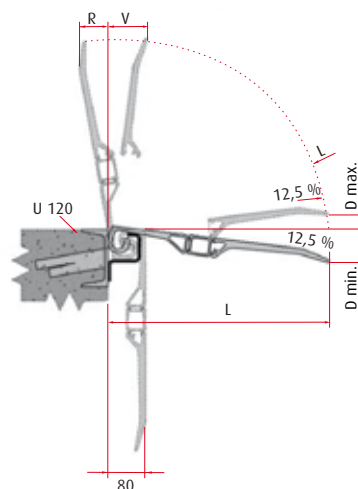


MODEL	LENGTH D mm.	WIDTH mm.	SLOPE E		LOAD in Kg.	WEIGHT in Kg.
			min.	max.		
KBS 0	410	1.250	-70	+30	4.000	19
KBS 12	535	1.250	-90	+45	4.000	24
KBS 1	660	1.250	-105	+60	4.000	28
KBS 13	785	1.250	-120	+75	4.000	31
KBS 2	910	1.250	-135	+90	4.000	36
KBS 3	1.160	1.250	-165	+120	4.000	44
KBS 4	410	1.500	-70	+30	4.000	23
KBS 14	535	1.500	-90	+45	4.000	28
KBS 5	660	1.500	-105	+60	4.000	33
KBS 15	785	1.500	-120	+75	4.000	38
KBS 6	910	1.500	-135	+90	4.000	44
KBS 7	1.160	1.500	-165	+120	4.000	53

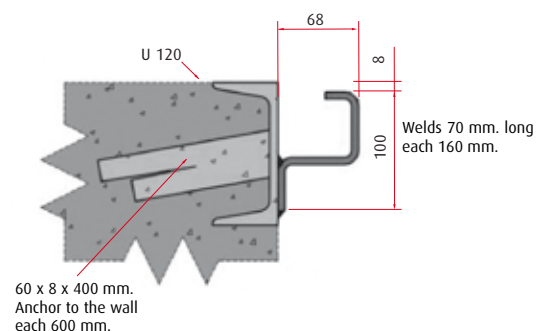


Models in permanent stock.

### Loading bridge



### Guide rail





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### H Model (ALUMINIUM)

The **H** type movable loading bridge is made of 40 mm thick aluminium honeycomb plate with a non-slip surface. Heavier capacity bridge plates have reinforcement sections welded underneath. A mobile lip at the front, supported on a rubber batten, ensures gentle access for rollers and small wheels, without the risk of involuntary movements.

**Optional:** side safety rails available.



Reinforced transportable loading bridge

MODEL	LENGTH mm.	WIDTH mm.	SLOPE (mm)		LOAD in Kg.	WEIGHT in Kg.
			min.	max.		
<b>H 15.12</b>	1.485	1.250	+75	+14	4.000	65
<b>H 15.15</b>	1.485	1.500	+75	+140	4.000	76
<b>H 17.12</b>	1.735	1.250	+90	+170	4.000	75
<b>H 17.15</b>	1.735	1.500	+90	+170	4.000	88
<b>H 20.12</b>	1.985	1.250	+110	+200	4.000	91
<b>H 20.15</b>	1.985	1.500	+110	+200	4.000	105
<b>H 22.12</b>	2.235	1.250	+125	+235	4.000	101
<b>H 22.15</b>	2.235	1.500	+125	+235	4.000	117
<b>H 25.12</b>	2.485	1.250	+145	+265	4.000	116
<b>H 25.15</b>	2.485	1.500	+145	+265	4.000	134

Transportable loading bridge with mobile lip

MODEL	LENGTH mm.	WIDTH mm.	SLOPE (mm)		LOAD in Kg.	WEIGHT in Kg.
			min.	max.		
<b>H 12.12</b>	1.235	1.250	0	+110	4.000	52
<b>H 15.12</b>	1.235	1.500	0	+110	4.000	61
<b>H 15.12</b>	1.485	1.250	0	+140	3.500	61
<b>H 15.15</b>	1.485	1.250	0	+140	3.500	72
<b>H 17.12</b>	1.735	1.250	0	+170	3.000	70
<b>H 17.15</b>	1.735	1.500	0	+170	3.000	83
<b>H 20.12</b>	1.985	1.250	0	+200	2.000	82
<b>H 20.15</b>	1.985	1.500	0	+200	2.000	96
<b>H 22.12</b>	2.235	1.250	0	+235	1.800	91
<b>H 22.15</b>	2.235	1.500	0	+235	1.800	107
<b>H 25.12</b>	2.485	1.250	0	+265	1.600	100
<b>H 25.15</b>	2.485	1.500	0	+265	1.600	118

### HF Model (ALUMINIUM)

The **HF** type transportable loading bridge is used to overcome differences in level of up to 130 mm. Ideal for side loading or whenever there is little difference in level between the vehicle and the dock. Made of 40 mm. thick honeycomb panel plates.

**Optionally** available with 2 wheels for easier manoeuvrability.

MODEL	LENGTH mm.	WIDTH mm.	DISTANCE mm.	SLOPE (mm)		LOAD in Kg.	WEIGHT in Kg.
				min.	max.		
<b>HF 12.6</b>	625	1.250	285	-55	+100	4.000	28
<b>HF 15.6</b>	625	1.500	285	-55	+100	4.000	33
<b>HF 12.10</b>	1.000	1.250	660	-100	+145	4.000	42
<b>HF 15.10</b>	1.000	1.500	660	-100	+145	4.000	50

### HFU Model (ALUMINIUM)

The HFU type loading bridges are ideal for universal use. With just one stop underneath, they can be used anywhere within a short distance and/or little difference in level between the truck and the loading dock.

The aluminium loading bridges are light, strong, resistant to impacts and they require no maintenance.

MODEL	LENGTH mm.	WIDTH mm.	SLOPE (mm)		LOAD in Kg.	WEIGHT in Kg.
			min.	max.		
<b>HFU 12.5</b>	550	1.250	-28	+60	4.000	23
<b>HFU 15.5</b>	550	1.500	-28	+60	4.000	27
<b>HFU 17.5</b>	550	1.750	-28	+60	4.000	32
<b>HFU 20.5</b>	550	2.000	-28	+60	4.000	36
<b>HFU 12.6</b>	600	1.250	-23	+40	1.200	17
<b>HFU 15.6</b>	600	1.500	-23	+40	1.200	19
<b>HFU 20.6</b>	600	2.000	-23	+40	1.200	27

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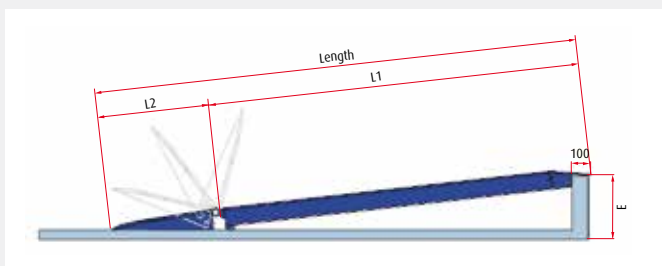
### M Model (STEEL) To unload containers

The **M**-type mobile loading bridge is used for loading and unloading containers at ground level where fork-lift trucks of up to 6 tons can be used. Built-in recesses for the forks allow for easy transport of the loading bridge to the loading bays. The loading bridge is fitted with a chain on each side to secure it to the container.



MODEL	LENGTH L mm.	LENGTH L1 mm.	LENGTH L2 mm.	WIDTH mm.	SLOPE E (mm)		LOAD in Kg.	WEIGHT in Kg.
					min.	max..		
<b>M 21.20</b>	2.130	1.605	480	2.000	+60	+235	6.000	505
<b>M 23.20</b>	2.380	1.855	480	2.000	+60	+265	6.000	550
<b>M 23.23</b>	2.380	1.855	480	2.300	+60	+265	6.000	630
<b>M 26.20</b>	2.680	2.105	480	2.000	+60	+295	6.000	600

**M Steel** model has the same measurements as **M Alu** models.



\* Available in stainless model MAC.

### LEVELING CHOCKS IN ALUMINIUM / STEEL

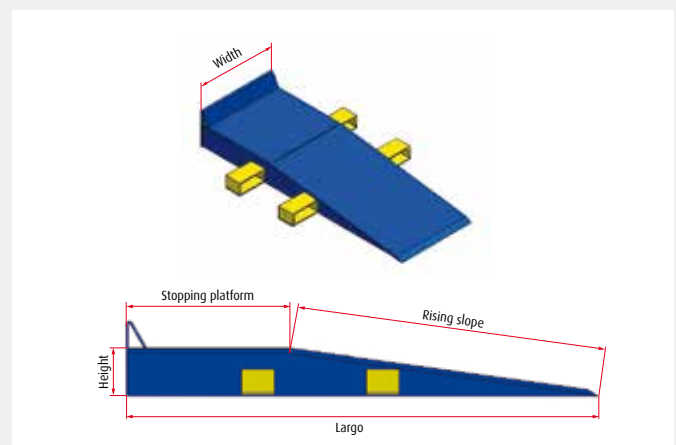
These chocks using a single roller system are ideal for one person to place under the wheels of the truck. Each chock is fitted as standard with a safety stop( anti-crossover) for the wheel. Made of strong and rustproof aluminium, the chocks are extremely resistant while remaining lightweight. Their high load capacity means that they meet with the strict requirements regarding modern vehicle goods traffic of up to 12 tons.

MODEL	LENGTH	WIDTH	HEIGHT	RISING SLOPE	STOPPING PLATFORM	LOAD in Kg.	WEIGHT STEEL in Kg.	WEIGHT ALU. in Kg.
<b>C 14.15</b>	1.440	500	145	950	500	12.000	125	31
<b>C 14.19</b>	1.440	500	190	950	500	12.000	158	32
<b>C 14.29</b>	1.440	500	290	950	500	12.000	190	38
<b>C 20.39</b>	2.030	500	390	1.300	750	12.000	255	65

**C Steel** model has same measurements as **C Alu** model.



Aluminium model.



Steel model.

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### PFV / PFB Models (FIBER GLASS)

Non slip surface with embossed relief, reinforced with aluminium and rubber profile on the entrance edges.

- Lower separation supports in galvanized steel.

- **Standard colours:** green/blue/orange.

#### PFV Model

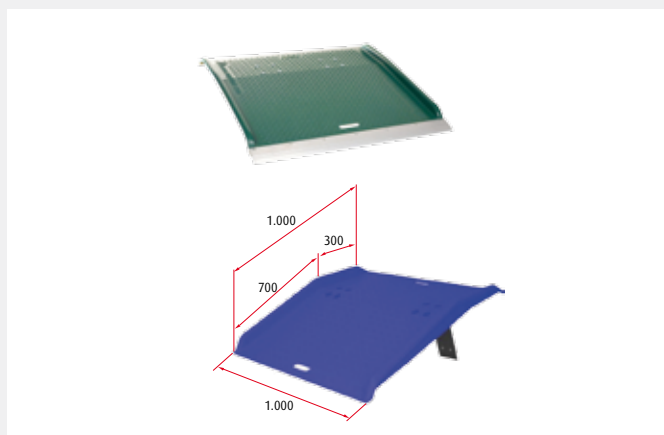
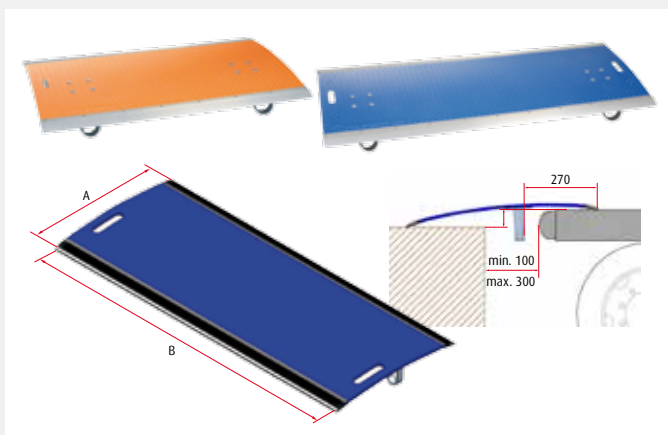


MODEL	LENGTH A mm.	LENGTH B mm.	DISTANCE min. (mm.)	SLOPE max. (mm.)	LOAD in Kg.	WEIGHT in Kg.
PFV 12.80	800	1.265	100/250	100	4.000	25
PFV 15.80	800	1.515	100/250	100	4.000	29
PFV 18.80	800	1.835	100/250	100	4.000	33
PFV 12.102	1.025	1.215	100/250	120	4.000	28

#### PFB Model



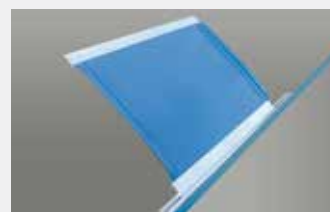
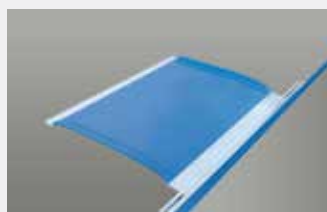
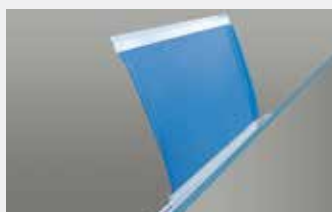
MODEL	LENGTH A mm.	LENGTH B mm.	DISTANCE min. (mm.)	SLOPE max. (mm.)	LOAD in Kg.	WEIGHT in Kg.
PFB 100.100	1.000	1.000	100/250	120	4.000	28



### PFB-V Model (WITH GUIDES)

Our new hinging loading bridge is ideal to overcome tiny gaps between platforms and vehicles and to facilitate the loading/unloading and the passage of light machinery. At the edge of the platform there is a guide which allows the lateral movement of the bridge to the desired location.

It can be easily flipped up or down, since it incorporates a lever on the side which allows its safe and effortless movement. Moreover, it features an anti-fall security system to ensure that the gateway does not fall down when it is in the upright position. **Capacity:** 4 tons.





## MINI RAMP Model

### The most economic leveler to handle 6 tons

The **Mini Ramp by Angel Mir®** is a good solution for places where it is not possible to include a classic dock leveler and where there is very little difference between the bed of the truck and the dock.

Easy and fast as it can be welded directly to the bay.

The Mini Ramp is formed by two manual-folding lips the weight of which is offset by a gas cylinder. Made up of a steel structure and checkered plate and fitted with two polyurethane bumpers.

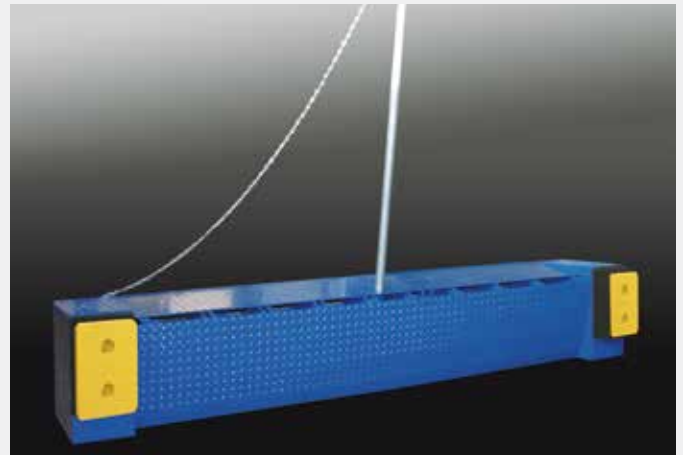
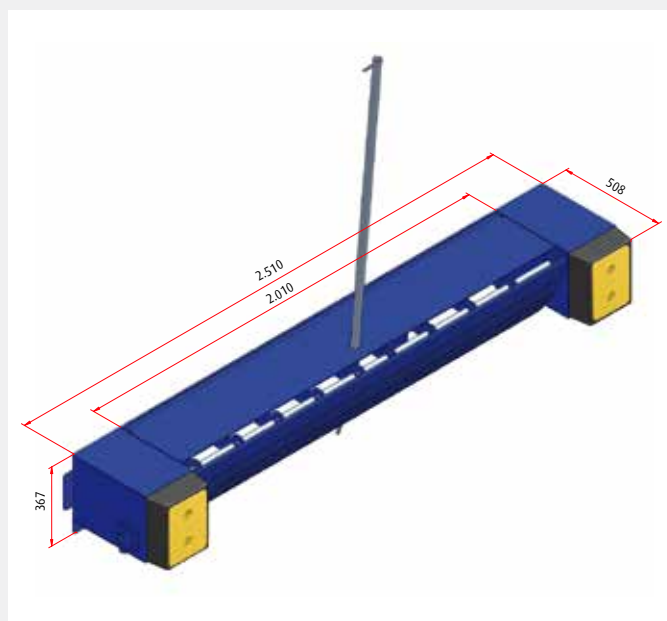
The system adapts to the movement of the truck suspension. In the event of the truck moving away from the platform, it remains in idle position.

#### Warning!

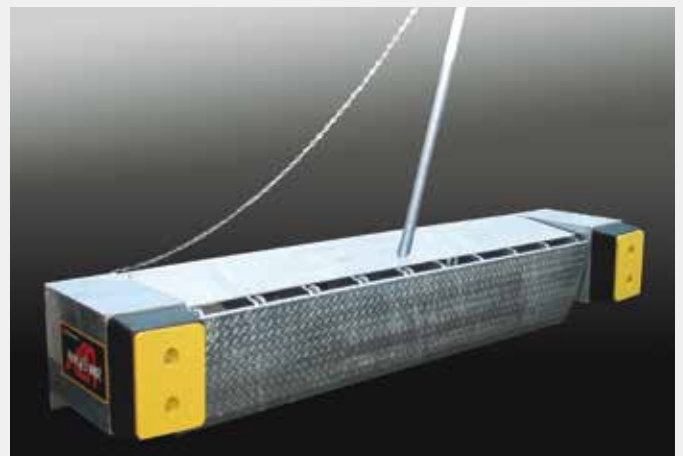
In accordance with regulation UNE-EN 1398, the working slope may not exceed 12.5 % (7°).

WIDTH mm.	LENGTH mm.	TOTAL WIDTH mm.	ADJUSTABLE HEIGHT mm.	LOAD in Kg.
2.000	680	2.510	-60 / +120	6.000

- Weight compensation mechanism: pressurised gas cylinder.
- Finish: blue Ral 5010.
- Side stops for positioning of the vehicle manufactured in galvanized steel sheeting and bumpers.



Mini Ramp lacada.



Mini Ramp galvanizada.



When the shelter is AB model, it must have 900mm of depth.



## LIFTING TABLES

The lifting tables from **Angel Mir®** have a remarkable place in the areas of goods production and manipulation, where it is necessary to make a difference at all levels, either fixed or mobile. The lifting tables are mainly in charge of motionless, bulky and uncomfortable loads, as well as the different types of goods and carriers. The lifting tables increase productivity, rationalize the manufacture activities and supply all the necessary environmental comfort as well as bringing ergonomic solutions to avoid damages. The lifting tables from **Angel Mir®** can be included in the automated logistic systems.

Furthermore, they can be independent units within the production system. They can be ready-made to satisfy your needs and special requirements. At the moment of investing in lifting platforms, it is recommended to perform a detailed analysis of the tasks to avoid future limitations concerning the several applications and to make sure the expectations at hand are fulfilled. All the **Angel Mir®** products are in a constant development, pointing to the attainment of higher applications and the improvement of safety. The objective is to consider the lifting platform as an essential equipment of performance and production. Besides its wide standard equipment, the lifting tables from **Angel Mir®** can be supplied with an additional equipment to simplify its use and enhance its safety and versatility

## SINGLE SCISSOR TABLE Model

The single scissor lift table by **Ángel Mir®** consists of a lift platform based on a simple scissor movement. This is the basic model from our range of elevating scissor platforms.

It has a multi-function application and is mainly used to solve problems related to uneven ground in production and logistics areas. Its use allows these areas to be evened out.

## Features:

- Load capacity up to 10,000 kg.
- Lift stroke of 500-2000 mm.
- Dimensions of platform (see table).



The steel structure of the main support is a square shaped steel platform to ensure greater stability and strength.

Customized solutions can be provided.

MODEL	CAPACITY en Kg.	PLATFORM (L x A)	LENGTH MAX. (mm.)	WIDTH MAX. (mm.)	LIFT (mm.)	FOLDING (mm.)	TIME lift (sec.)	ENGINE (Kw)	WEIGHT in Kg.
M0-005050-D1	500	800x600	1.100	1.100	500	180	9	0,75	130
M1-005090-D1	500	1.350x800	1.700	1.300	900	180	20	0,75	210
M1-005090-D1B	500	1.350x1.000	1.700	1.500	900	180	20	0,75	220
M1-005125-D1	500	1.800x800	2.150	1.300	1.250	220	19	0,75	255
M2-005160-D1	500	2.250x800	2.650	1.300	1.600	220	33	0,75	430
M1-0100065-D1	1.000	1.000x800	1.300	1.300	650	180	12	0,75	170
M1-010090-D1	1.000	1.350x800	1.600	1.300	900	180	20	0,75	210
M1-010090-D1B	1.000	1.350x1.000	1.600	1.500	900	180	20	0,75	220
M1-010125-D1	1.000	1.800x800	2.050	1.300	1.250	220	33	0,75	255
M2-010125-D2B	1.000	1.800x1.200	2.200	1.700	1.250	235	27	1,1	410

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## LOW-BUILT TABLES Model

Extraflat tables by **Angel Mir®** are the logical and affordable solution for the handling team on production lines which depend on logistics systems. They also form independent work stations for off line tasks. Our low-profile table has a total vertical lift action, an important requirement when the lift table is installed on a production line.

Thanks to its low height, no hole in the floor is needed and means the operator can work at the optimum height for comfort and safety.

The low-built and U-shaped low-profile tables need to be apart from the lift table so as not to limit its operation.



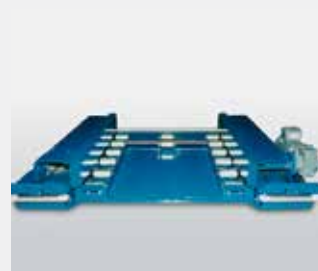
**ML Model**



**MLU Model**



**MLU Model tip up**



**Low-profile with rollers.**



**MLE Model**



MODEL	CAPACITY in Kg.	PLATFORM (L x A)	LENGTH MAX. (mm.)	WIDTH MAX. (mm.)	LIFT (mm.)	FOLDING (mm.)	TIME lift (sec)	ENGINE (Kw)	WEIGHT in Kg.
<b>ML-005080-D2</b>	500	1.350x600	2.000	800	800	80	19	0,48	180
<b>ML-005080-D2</b>	500	1.350x800	2.000	1.050	800	80	19	0,48	190
<b>ML-005080-D2</b>	500	1.350x1.050	2.000	1.400	800	80	19	0,48	210
<b>ML-010080-D2</b>	1.000	1.350x600	2.000	800	800	80	19	0,72	185
<b>ML-010080-D2</b>	1.000	1.350x800	2.000	1.050	800	80	19	0,72	200
<b>ML-010080-D2</b>	1.000	1.350x1.050	2.000	1.400	800	80	19	0,72	220
<b>ML-020080-D2</b>	2.000	1.400x800	2.100	1.050	800	95	30	0,72	270
<b>ML-020080-D2</b>	2.000	1.400x1.200	2.100	1.500	800	95	30	0,72	300
<b>MLU-005080-D2</b>	500	1.350x1.050	1.350	1.050	800	80	19	0,48	185
<b>MLU-010080-D2</b>	1.000	1.350x1.050	1.350	1.050	800	80	19	0,72	200
<b>MLU-020080-D2</b>	2.000	1.400x1.200	1.400	1.200	800	95	30	0,72	300
<b>MLU-015080-D2</b>	1.500	1.380x1.590			800	85	14	0,72	530
<b>MLU-015080-D2/B</b>	1.500	1.380x1.790			800	85	14	0,72	530

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## HIGH-LIFT TABLES Model

Single movement scissor tables have a limited stroke. In most cases, the maximum stroke is equal to the platform length divided by 1.5.

Higher strokes are achieved by designing the lift table with a multiple set of vertically mounted scissors.

High-lift tables can be used as work platforms, pallet loaders, elevators, disabled persons lifts and pallet stackers.

**Angel Mir®** standard high lift tables have the following characteristics:

- Load capacity of up to 4,000 kg.
- Lift stroke 800-4300 mm.
- For models and sizes see table below.

Customized solutions can be provided.



MODEL	CAPACITY in Kg.	PLATFORM (L x A)	LENGTH MAX. (mm.)	WIDTH MAX. (mm.)	LIFT (mm.)	FOLDING (mm.)	TIME lift (sec)	ENGINE (Kw)	WEIGHT in Kg.
M0-004080-D12H	400	800x600	1.150	850	800	200	19	0,55	120
M2-005180-D12H	500	1.350x1.000	1.700	1.200	1.800	350	19	1,43	450
M2-005320-D22H	500	2.250x1.000	2.600	1.500	3.200	400	37	2,2	650
M2-010180-D22H	1.000	1.350x1.000	1.700	1.500	1.800	350	21	2,2	450
M2-010200-D22H	1.000	1.500x1.000	1.850	1.500	2.000	350	21	2,2	490
M2-010250-D22H	1.000	1.800x1.000	2.150	1.500	2.500	350	30	2,2	540
M3-010320-D22H	1.000	2.250x1.000	2.600	1.500	3.200	500	43	2,2	870
M2-010330-D23H	1.000	1.650x1.200	1.950	1.700	3.300	530	34	2,2	665
M2-015180-D22H	1.500	1.350x1.000	1.600	1.500	1.800	400	21	2,2	450
M3-020200-D22H	2.000	1.500x1.000	1.900	1.500	2.000	500	25	2,2	645
M3-020200-D22H	2.000	1.500x1.800	1.900	2.000	2.000	500	25	2,2	900
M3-020320-D22H	2.000	2.250x1.000	2.650	1.500	3.200	530	40	4,6	870
M3-020380-D23H	2.000	2.250x1.200	2.650	1.700	3.800	800	41	4,6	1.150
M3-020380-D23HB	2.000	2.250x1.800	2.650	2.000	3.800	800	41	4,6	1.250
M3-020430-D22H	2.000	3.000x1.200	3.300	1.700	1.700	650	43	4,6	1.140
M3,5-025320-D22H	2.000	2.500x1.200	2.900	1.700	1.700	530	40	4,6	1.350
M4-030300-D22H	3.000	2.500x1.300	2.900	1.800	1.800	700	33	4,6	1.580
M4-040300-D22H	4.000	2.500x1.500	2.900	3.000	3.000	700	46	4,6	1.650



## TWIN SCISSOR LIFT Model

The **twin scissor lift table** by **Angel Mir®** comes with two or more sets of scissors, placed in line to reach the required platform length, as well as the desired load capacity.

The lift stroke of the set of scissors is controlled by synchronization in order to carry out a movement which is parallel to that of lifting.

**Features:**

- Load capacity up to 8,000 kg.
- Lift stroke 900-2000 mm.
- For models and sizes see table below.

Customized solutions can be provided.



MODEL	CAPACITY in Kg.	PLATFORM (L x A)	LENGTH MAX. (mm.)	WIDTH MAX. (mm.)	LIFT (mm.)	FOLDING (mm.)	TIME lift (sec)	ENGINE (Kw)	WEIGHT in Kg.
M2-020090-D4/2L	2.000	2.700x1.000	4.500	1.500	900	240	18	2,2	610
M2-020125-D4/2L	2.000	3.600x1.000	5.600	1.500	1.250	260	28	2,2	740
M2-020125-D4/2L	2.000	4.000x2.000	5.600	2.500	1.250	250	27	2,2	1.300
M2-020160-D4/2L	2.000	4.500x1.000	6.000	1.500	1.600	300	29	2,2	875
M2-020160-D4/2L	2.000	4.500x1.500	6.000	2.000	1.600	300	29	2,2	1.080
M3-020200-D4/2L	2.000	6.000x1.500	7.500	2.000	2.000	300	45	4,6	1.800
M3-020200-D4/2LB	2.000	6.000x2.000	7.500	2.200	2.000	300	45	4,6	2.150
M3-040110-D4/2L	4.000	3.600x1.000	5.600	1.500	1.100	300	33	2,2	980
M3-040130-D4/2L	4.000	4.000x1.200	6.200	1.700	1.300	340	29	4,6	1.100
M3-040160-D4/2L	4.000	4.500x1.200	6.800	1.700	1.600	340	34	4,6	1.200
M3-040160-D4/2LB	4.000	4.500x2.000	6.800	2.500	1.600	340	34	4,6	1.600
M3-040200-D4/2L	4.000	6.000x1.500	7.500	2.000	2.000	340	45	4,6	1.800
M3,5-040200-D4/2L	4.000	6.000x2.000	7.500	2.200	2.000	340	45	4,6	2.270



# LOADING BAY DOORS

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## ERGOMIR Model

The manual rotating tables **Ergomir** from **Angel Mir®** automatically adjust to the height of pallet loads while boxes are added or removed, avoiding workers flexing, reaching and stretching. By maintaining loads at a constant height, workers can build and decompose pallet loads in a quick and easy manner, while at the same time making minimal effort and avoiding risk of injuries. A built-in rotating platform allows operators to rotate the load and to stay in the same place during the loading and unloading process.

**The fastest, easiest and safest way to load and unload pallets.**

### Features:

- Heavy-duty springs automatically adjust themselves as boxes are added or removed and hold loads at a comfortable working height.
- Low friction rotating platform.
- Extremely stable base – does not require be fixed.
- Integral forking holes to make easier the relocation.
- Multiple configurations of springs for loads of 180 kg to 2040 kg.
- Spring replacement (if necessary) are quick and easy – no tools required.



MODELS	CAPACITIES	COMPRESSED HEIGHT	EXTENDED HEIGHT	TURNTABLE DIAMETER	BASE DIMENSION *	SHIPPING WEIGHT
<b>Ergomir</b>	180-2040 kg.	241 mm.	711 mm.	1.108 mm.	915 x 915 mm.	186 kg.

\* Includes fork pockets.

**CAR LIFT TABLES** Model

**Angel Mir® vehicle lifts** can be used to transporting vehicles from one floor of a building to another, for example, in sales facilities, showrooms and car parks.

This vehicle lift was designed for transporting vehicles, not people.

It can only be used for equally distributed loads and not as a conventional lift platform.

Special training is required for operation and use of these lifts. Installation should be carried out in accordance with current safety regulations.

**Features:**

- Load capacity up to 2,500 kg.
- Lift stroke up to 7,000 mm.
- For models and sizes see table below.
- Can be customized by weight and size.



Safety rails are standard.



MODEL	CAPACITY in Kg.	PLATFORM (L x A)	LENGTH (mm.)	WIDTH MAX. (mm.)	LIFT (mm.)	FOLDING (mm.)	TIME lift (sec.)	ENGINE (Kw)	WEIGHT in Kg.
<b>M4,5-020350-D2</b>	2.000	5.000x2.500	5.000	2.500	3.500	450	46	4,6	2.600
<b>M5-025400-D2</b>	2.500	6.000x2.500	6.000	2.500	4.000	650	80	4,6	3.500
<b>M6-025450-D2</b>	2.500	6.100x2.500	6.100	2.500	4.500	650	80	4,6	3.500
<b>M5-020500-D2/2H</b>	2.000	5.000x2.500	5.000	2.500	5.000	1.200	65	4,6	4.500

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## LOADING DOCK TABLES Model

The load platform compensates for the difference in height between the loading/unloading vehicle and the loading bay.

It has been mainly designed for use outdoors in difficult weather conditions.

Loading bay lift tables by **Angel Mir®** are designed and equipped to withstand load and weather condition difficulties, which usually occurs when vehicles cross the lift platform.

### Features:

- Load capacity up to 10,000 kg.
- Lift stroke 1,600 - 2,000 mm.
- For models and sizes see table below.



MODEL	CAPACITY in Kg.	PLATFORM (L X A)	LENGTH MAX. (mm.)	WIDTH MAX. (mm.)	LIFT (mm.)	FOLDING (mm.)	ENGINE (Kw)	WEIGHT in Kg.
T1-M1-C2	2.000	2.000 x 1.500	2.300	1.950	1.300	305	1,10	950
T1-M2-C2	2.000	2.000 x 2.000	2.300	2.350	1.300	305	1,10	1.100
T2-M3-C2	2.000	2.500 x 1.500	2.800	1.950	1.600	305	2,20	1.000
T2-M4-C2	2.000	2.500 x 2.000	2.800	2.350	1.600	305	2,20	1.170
T2-M5-C2	2.000	2.500 x 2.400	2.800	2.500	1.600	305	2,20	1.320
T2-M6-C2	2.000	3.000 x 2.000	3.000	2.350	1.600	305	2,20	1.300
T2-M7-C2	2.000	3.000 x 2.400	3.000	2.500	1.600	305	2,20	1.575
T3-M8-C4	4.000	2.000 x 1.500	2.300	1.950	1.300	305	2,20	1.000
T3-M9-C4	4.000	2.000 x 2.000	2.300	2.350	1.300	305	2,20	1.150
T4-M10-C4	4.000	2.500 x 1.500	2.800	1.950	1.600	450	2,20	1.300
T4-M11-C4	4.000	2.500 x 2.000	2.800	2.350	1.600	450	2,20	1.500
T4-M12-C4	4.000	2.500 x 2.400	2.800	2.500	1.600	450	2,20	1.700
T4-M13-C4	4.000	3.000 x 2.000	3.000	2.350	1.600	450	2,20	1.650
T4-M14-C4	4.000	3.000 x 2.400	3.000	2.500	1.600	450	2,20	1.830
T5-M15-C6	6.000	2.250 x 1.500	2.500	1.950	1.300	450	3,00	1.300
T5-M16-C6	6.000	2.250 x 2.000	2.500	2.350	1.300	450	3,00	1.500
T6-M17-C6	6.000	2.500 x 1.500	3.000	1.950	1.600	450	4,00	1.400
T6-M18-C6	6.000	2.500 x 2.000	3.000	2.350	1.600	450	4,00	1.600
T6-M19-C6	6.000	2.500 x 2.400	3.000	2.500	1.600	450	4,00	1.600
T6-M20-C6	6.000	3.000 x 2.000	3.000	2.350	1.600	450	4,00	1.750
T6-M21-C6	6.000	3.000 x 2.400	3.000	2.500	1.600	450	4,00	1.930

**Note:** Please consult for other loads (over or low), dimensions, fold height and lift stroke.



## DOCKLIFT Model

Docklift is a combined system, comprised of a lifting table and a levelling ramp, for use in a loading dock. It allows for the collective or independent use of each separate element, offering great flexibility when loading or unloading goods.

Working as a **levelling ramp**, it compensates the difference in height between the loading dock and the vehicle. With its nail spread out and resting on the truck, it can stand up to a maximum weight of 6,000 kg, acting as the perfect link between the vehicle and the warehouse. Loading and unloading operations are more smoothly carried out, significantly reducing risks for either the goods or the handling operators.

Working as a **lifting table**, it can be used as a platform to lift up and lower down maintenance vehicles in areas with different surface levels or decks; or to lift and lower vehicles onto heights impossible to reach with the levelling ramp. Thus, you can load this equipment with forklifts or pallet jacks (either electric or manual), flexibly adjusting its capacities to your multiple needs and circumstances.

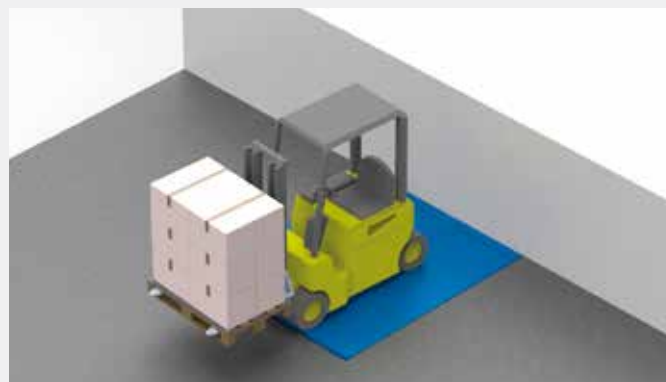
**Optional:** fold down lip.



For trucks.



For loading/unloading medium-height trucks.



For repairing or raising/lowering fork-lift trucks.



Docklift with 3-part lip for transit vans.

MODEL	LP	LX	LE	LT
DOCKLIFT 20.23	2.000	2.300	2.700	2.500
DOCKLIFT 20.26	2.000	2.600	3.000	2.800
DOCKLIFT 20.28	2.000	2.800	3.200	3.000



## OPTIONAL FITTINGS

In addition to the general standard fittings, **Angel Mir®** lift tables can be supplied with additional features to simplify handling and enhance safety and versatility.

### 1 Trolley frame

Places the table in a frame with wheels to provide mobility and stability to your goods. You can opt for two fixed and two castored wheels or two wheels and a front carriage

### 2 Boggie frame

The easiest way to overcome problems of uneven ground in rail transport is to provide the table with flanged wheels. The base can be either a non propelled carriage or can be fitted with a self propulsion drive unit.

### 3 Roll-off guard

Prevents goods placed on the platform from rolling off the table; used mainly in loading docks and similar applications.

### 4 Loading flap

An effective way to bridge the gap between the lifting table and a loading dock.

### 5 Circular turn table

Circular turntable fitted on the top surface of a scissor lift.

### 6 Rectangular turn table

Rectangular surface bolted to the basic scissor lift platform. The unit is gapped and electro-interlocked to the lift travel to reduce the risk of trapping an operator.

### 7 Mechanical shotbolts

For installations where the platform is flush with the floor or ground in the raised position, the table can be equipped with heavy-duty bolts capable of withstanding severe loading.

### 8 Pallet truck frame

Allows the table to be moved easily with the aid of a forklift or hand pallet truck.

### 9 Side barrier rails

1,100 mm. high, complete with a mid-rail and 150 mm high toe kick-plate guards for personnel protection up to a maximum lift height of 2 m.

### 10 Goal Post barrier

Forms an upper level barrier. In fully raised position the goal post is sized to allow for a 2 m clear headroom for personnel.

### 11 Self latching Hinged Swing gate

The door has a self locking system which provides a safety zone. Maximum elevation between levels is 2 m.

### 12 Raise and tilt platform

Hydraulic actuated hinged tilt platform. Complete with safety edge.

### 13 Stack Height control system

A photocell. Transmitter/reflector supplied, loose or post mounted for remote siting to suit the application.

### 14 Roller bed

A roller bed or other conveyor top ( e.g. chain or belt) is often used in multilevel conveyor systems.

### 15/16 Bellows/chain mesh/roller Curtain

Protects the table from dust and dirt in exposed environments. Bellows can also be fitted for weather-proofing of outdoor lifting tables. Chain mesh can be fitted to the underside of lift platform which prevents access to scissor mechanism and other working parts of the machine.



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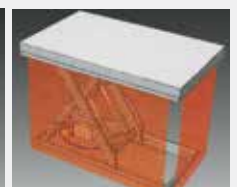
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## COMPLETED PROJECTS

### | ISOPERFECT System



AH ISO inflatable white shelter, Eco dock door and Poly Chock Premium.



Outside view of Isoperfect loading bay.



TELESCOPIC leveler and retractable bumper with pedal.



Loading bay with Isoperfect system.



Inside view of Isoperfect loading bay.



Double lifting table.



HIDRA leveler and simple lifting table.



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**HIDRA** leveler.



**HIDRA** leveler and **sectional door**. Inside view.



**Security chocks** and **HIDRA** levelers.



**HIDRA ECO** leveler, **sectional door** and **Versalight**.



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Loading bay with **HIDRA** leveler and glassed sectional door.



**TELESCOPIC** leveler.



**HIDRA** leveler with **EASYRAMP** pit.



**HIDRA** leveler galvanized.

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**HIDRA** leveler with opening below.



**HIDRA** leveler galvanized Steel.



**TELESCOPIC** leveler with opening below.



**HIDRA** leveler with dock shelter **AB** and truck guides **G25**.



**HIDRA** leveler with dock shelter **AB**.



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**B2 BOX** model with walkways and **sandwich panels**.



**B2 BOX** self-supporting bech.



**HIDRA** leveler with **EASYRAMP** pit.



**HIDRA** leveler with hatch and PVC tail.



**HIDRA** galvanized with autodock **B2 BOX**.



Loading bridges in loading bay.



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Lifting table, HIDRA levels and loading bridges.



HIDRA levelers.



TELESCO leveler with AB shelter.

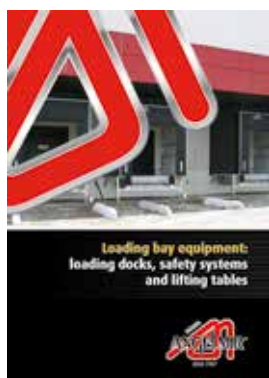


HIDRA levelers with EASYRAMP pits.

For further information, please consult our detailed product catalogues:



General Catalogue  
Industrial doors and loading bay equipment



Loading bay equipment:  
loading docks, safety systems and lifting tables



Sectional Doors



Speed Doors

## Industrial doors and loading bay equipment

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