Architectural Specification

Nordock ELEMENT – Model NMF Mechanical Docklevelers

Available Capacities: 30,000 to 50,000 (5,000 lb increments)
Available Widths: 6’, & 7’
Available Lengths (Nominal): 6’, 8’

SECTION 11161
DOCKLEVELERS

PART 1 - GENERAL

1.01 WORK INCLUDED

A. Factory assembled dockleveler with subframe, crossover lip, retractable deck stops and working range side guards.

B. Curb angles or pour-in-pan assembly.

C. Installation and Owner’s Manual.

1.02 RELATED WORK

A. Section 11160 - Truck Restraints.

B. Section 11164 - Seals and Shelters.

C. Section 11165 - Dock Bumpers.

1.03 REFERENCES

A. ANSI/ASME MH 14.1 1987, “Loading Dock Levelers and Dockboards.”

1.04 SYSTEM DESCRIPTION

A. Hinged lip, mechanical, recessed dockleveler to the following requirements:

1. Nominal Size: (_____) wide x (_____) long.

2. Capacity: (_____) lbs per ANSI/ASME MH 14.1 1987.

3. Service Range: Twelve inches above dock level and Twelve inches below dock level.

4. Lip projection: 11 inches beyond front face of standard 4” bumpers with a 16” long lip.

1.05 SUBMITTALS

A. Submit Manufacturer’s installation instructions.

B. Submit shop drawings showing pit construction and dimensions.

PART 2 PRODUCTS

2.01 ACCEPTABLE MANUFACTURERS

A. ELEMENT Series - Model NMF (_____) as manufactured by 4Front engineered solutions.

2.02 EQUIPMENT

A. Curb angles (Optional): 8-piece 3 x 3 x 1/4-inch angle iron with concrete anchors to cover all pit edges.

B. Pour-In-Pan (Optional): 6-piece angle iron frame with concrete anchors and fully enclosed steel pan on sides back and bottom. Dockleveler to be pre-installed in pan.

C. Dockleveler:

1. Ramp: 50 - 55,000 psi-yield steel tread plate, reinforced with 50,000 psi yield steel beams. Beams to be formed out of 10 gauge, 2” x 5-3/4” L shape beam. Unitized welded ramp to allow side-to-side tilt to follow uneven truck beds. ¾” thickness rear lugs for easier maintenance. Front and rear hinge rods to be zinc plated SAE 1045 factory coated with anti-seize lubricant. Working range side guards to be welded to deck for structural support. Ramp to have center deck beam for additional plate support.

2. Lip: 50-55,000-psi yield tread plate and lugs. Lugs to be continuously welded to lip plate. Plate to be full width of deck, non-tapered with leading edge chamfer to be milled at maximum 11 degrees.

3. Subframe: Welded assembly to have a rear structural angle welded to ¾” thickness lugs and four solid steel rear supports connected to the longitudinal members. Front center section to be open for easy pit cleaning. Lip supports to act as locks to prevent illegal entry to the building when the door is closed.

4. Mechanical System: Ramp to be spring counter-balanced and raise when the integral holdown is released. The lip to extend automatically when the holdown is released and the deck raises to it’s highest position. Ramp

shall be free to float with the up and down movement of the truck at all times. Lip must not lock in the extended position and automatically retract behind bumpers when not engaging a truck bed. Deck stop legs must support the deck under full
rated load and be retractable to service below dock height trucks and provide full end loading access.

5. Finish: All surfaces to be degreased and painted with high solid machinery enamel. Provide standard manufacturer's color.

PART 3 EXECUTION

3.01 PREPARATION

A. Provide curb angles for setting pit edges. (Optional)

B. Provide dock leveler in pour-in-pan for setting in place. (Optional)

3.02 INSTALLATION

A. Install in prepared pit in accordance with manufacturer's instructions.

B. Adjust installed unit for operation as specified by Manufacturer.