

# EDGE-OF-DOCK SEL Series Installation and Owner's Manual



*by*  
**JH INDUSTRIES, INC.**



Do not install, operate or service this product unless you have read and understand the Safety Practices, Warnings, and Installation and Operating Instructions contained in this manual. Failure to do so could result in serious injury or death.

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# WARRANTY

**ALL WARRANTY CLAIMS MUST HAVE PRE-APPROVED RATES, TIMES AND AUTHORIZATION NUMBERS PRIOR TO ANY FIELD WORK, IN ORDER TO BE ACCEPTED BY JH INDUSTRIES, INC.**

J H Industries, Inc. expressly warrants that any EDGE-OF-DOCK sold by it will be free from defects in material and workmanship under normal use for a period of one (1) year from the earlier of, 1) sixty (60) days after the date of shipment, or 2) the date of installation of the EDGE-OF-DOCK by the original purchaser, provided the purchaser maintains and operates the EDGE-OF-DOCK in accordance with the Owners Manual.

In the event that the EDGE-OF-DOCK proves to be defective in materials or manufacturing workmanship within the applicable period, J H Industries, Inc. will, at its option:

1. Replace the EDGE-OF-DOCK or the defective portion thereof without charge to the purchaser, or
2. Alter or repair the EDGE-OF-DOCK, on site or elsewhere, without charge to the purchaser.

This warranty IS EXCLUSIVE AND IS IN LIEU OF ALL GUARANTEES AND WARRANTIES, EXPRESSED OR IMPLIED BY ANYONE OTHER THAN J H Industries, Inc. sole warranty obligation shall be as set forth above.

The warranty does not cover any failure caused by improper installation, abuse, misapplication, overloading, negligence, or failure to lubricate and adjust the EDGE-OF-DOCK properly. Parts requiring replacement due to damage resulting from vehicle impact, abuse, improper operation or lack of proper protection are not covered by this warranty. Seller assumes no responsibility or liability for (1) consequential damages of any kind which result from the use or misuse of the EDGE-OF-DOCK; (2) damage or failure resulting from the use of unauthorized replacement parts or modification to the EDGE-OF-DOCK; (3) damage resulting from the misuse of the EDGE-OF-DOCK. THERE ARE NO WARRANTIES, EXPRESSED OR IMPLIED, WHICH EXTEND BEYOND THE DESCRIPTION ABOVE. THERE IS NO WARRANTY OF MERCHANTABILITY OR OF FITNESS FOR A PARTICULAR PURPOSE.

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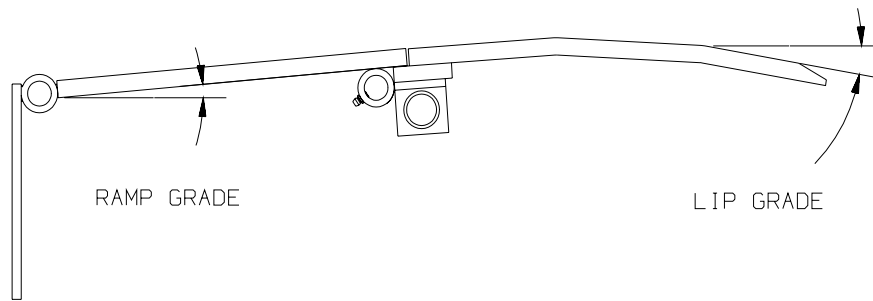
**J H Industries, Inc. warranties extend only to the product itself.**

**J H Industries, Inc. DISCLAIMS all liability arising out of the workmanship, methods and materials used by the installer.**

**J H Industries, Inc. DISCLAIMS all liability for premature wear, product failure, property damage or bodily injury arising from improper installation or maintenance.**

**WARRANTIES, whether expressed or implied, relating to workmanship and materials used in connection with the installation of J H Industries, Inc. products are specifically DISCLAIMED.**

# Edge-of-Dock Grade Chart



| Truck Bed Position from Dock (in.) |     | EOD Grade (%) |       |
|------------------------------------|-----|---------------|-------|
|                                    |     | RAMP          | LIP   |
| <b>ABOVE DOCK</b>                  | 5.0 | 28.3          | 3.1   |
|                                    | 4.5 | 26.4          | 1.4   |
|                                    | 4.0 | 24.5          | -0.4  |
|                                    | 3.5 | 22.7          | -2.1  |
|                                    | 3.0 | 20.8          | -3.9  |
|                                    | 2.5 | 19.0          | -5.6  |
|                                    | 2.0 | 17.2          | -7.4  |
|                                    | 1.5 | 15.4          | -9.2  |
|                                    | 1.0 | 13.6          | -11.0 |
|                                    | 0.5 | 11.8          | -12.7 |
|                                    | 0.0 | 10.0          | -14.4 |

| Truck Bed Position from Dock (in.) |     | EOD Grade (%) |       |
|------------------------------------|-----|---------------|-------|
|                                    |     | RAMP          | LIP   |
| <b>BELOW DOCK</b>                  | 0.0 | 10.0          | -14.4 |
|                                    | 0.5 | 8.3           | -16.3 |
|                                    | 1.0 | 6.5           | -18.1 |
|                                    | 1.5 | 4.8           | -19.9 |
|                                    | 2.0 | 3.0           | -21.8 |
|                                    | 2.5 | 1.2           | -23.6 |
|                                    | 3.0 | -0.5          | -25.5 |
|                                    | 3.5 | -2.3          | -27.4 |
|                                    | 4.0 | -4.0          | -29.3 |
|                                    | 4.5 | -5.8          | -31.2 |
|                                    | 5.0 | -7.5          | -33.1 |

## Owner's Responsibilities:

The owner's responsibilities include the following:

The owner should recognize the inherent danger of the interface between dock and transport vehicle. The owner should, therefore, train and instruct operators in the safe use of dock leveling devices.

When a transport vehicle is positioned as closely as practicable to a dock leveling device, there shall be at least 4" of overlap between the front edge of the lip and the edge of the floor or sill of the transport vehicle.

Nameplates, cautions, instructions and posted warnings shall not be obscured from the view of operating or maintenance personnel for whom such warnings are intended.

Manufacturer's recommended periodic maintenance and inspection procedures in effect at date of shipment shall be followed, and written records of the performance of these procedures should be kept.

Dock leveling devices that are structurally damaged or have experienced a sudden loss of support while under load, such as might occur when a transport vehicle is pulled out from under the dock leveling device, shall be removed from service, inspected by the manufacturer's authorized representative, and repaired as needed before being placed back in service.

The owner shall see that all nameplates, caution and instruction markings or labels are in place and that the appropriate operating and maintenance manuals are provided to users.

Modifications or alterations of dock leveling devices shall be made only with written permission of the original manufacturer.

When industrial trucks are driven on and off transport vehicles during the loading and unloading operation, the brakes on the transport vehicle shall be applied and wheel chocks or positive restraints that provide the equivalent protection of wheel chocks engaged.

The dock leveler should never be used outside its vertical working range or vertical lifting range or outside the manufacturer's labeled rated capacity. It must also be compatible with the loading equipment and other conditions relating to the dock.

### **NOTE:**

Insure that all equipment used on the dock leveling device can safely negotiate the grade angle as outlined on the Ramp Grade Chart above.

Insure that the weights of all equipment used on the dock leveling device do not exceed the capacity as determined by the formula included in the CAPACITY section of this manual.

# SAFETY PRACTICES

## SAFETY PRACTICES

### WARNING

***Read these safety practices before installing, operating or servicing Dockleveler. Failure to follow these safety practices could result in property damage, serious injury or death.***

READ AND FOLLOW THE OPERATING INSTRUCTIONS CONTAINED IN THIS MANUAL BEFORE OPERATING THE DOCKLEVELER. If you do not understand the instructions, ask your supervisor to teach you how to use the dockleveler.

Before doing any maintenance or repair on the dockleveler SECURE WITH THE MAINTENANCE STRUT. See Figure 17. on page 10.

## FOR ALL MODELS

Never exceed 5 mph when driving on leveler.

Never exceed the rated capacity of leveler.

Never travel on leveler unless lip is securely on truck floor.

Never travel on leveler while in rest position.

Never travel on the bumper blocks or over the edges of the leveler.

Do not operate the dockleveler while under the influence of drugs or alcohol.

Do not operate the dockleveler with equipment, material, or people on the ramp or lip.

Do not operate the dockleveler when anyone is in front of it unless they are securing the maintenance strut.

Stay clear of the dockleveler when it is moving.

Keep hands and feet clear of the hinges at all time. Do not use hands to position dockleveler ramp or lip in truck or to store dockleveler.

Do not stand in the driveway between the dockleveler and a backing truck.

Chock truck wheels, or lock truck in place with a truck restraining device and set brakes before loading or unloading.

Do not use the dockleveler if it looks broken or does not seem to work right. Tell your supervisor it needs repair right away.

Do not use this unit to service trailers outside its intended working range, which is 5 inches above and 5 inches below dock.

Store dockleveler before allowing the truck to pull out. Move all equipment, material or people off dockleveler before allowing the truck to pull out.

Many trailers have air ride suspensions that may cause the trailer to move away from the dock during loading and unloading operations (commonly referred to as dock or trailer walk). The potential for dock walk caused by air ride suspensions may be reduced by exhausting or "dumping" the air from the air ride suspension system before servicing the trailer.

Do not attempt to lift the dockleveler ramp or lip by any means other than that described in the operating procedures contained in this manual. If the dockleveler does not operate correctly when using the operating procedures contained in this manual, DO NOT USE THE DOCKLEVELER.

Do not use a fork truck or other material handling equipment to lower the ramp.

Keep feet clear of the underside of ramp and lip when raising and lowering dockleveler.

Place barricades around dockleveler on dock floor and drive while installing, maintaining or repairing dockleveler.

If you have any problems or questions using or operating the dock leveler, contact your supervisor for assistance.

Do not operate the dockleveler if operation causes undue physical strain or if physical impairments could lead to undue strain in back, muscles, limbs, or joints.

Keep both hands firmly on the hand lever while raising or lowering the dockleveler. Keep other body parts clear of hand lever travel path while raising or lowering the dockleveler. Do not use legs or feet to move or hold lever.

# INSTALLATION

## INSTALLATION

### DOCK MOUNTING STEEL REQUIREMENTS

#### **▲WARNING**

*Before installing the dockleveler, read and follow Safety Practices on page iv.*

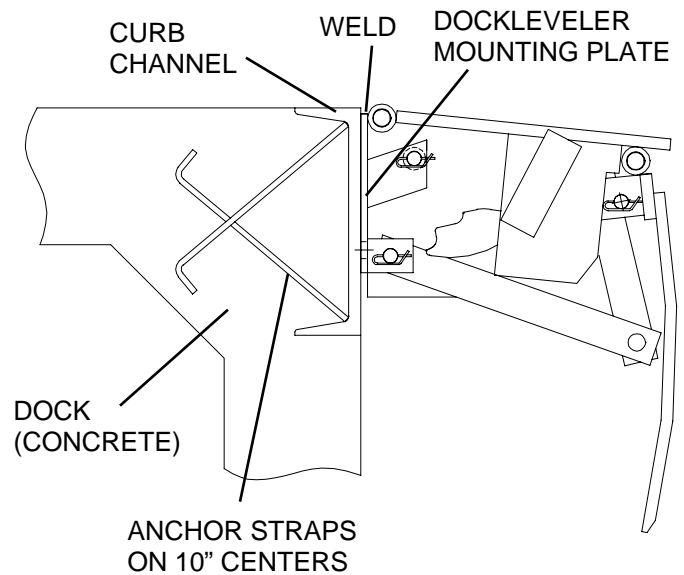
*Place barricades around pit on dock floor and drive while installing, maintaining or repairing dockleveler.*

1. The face of the dock must be equipped with a minimum of 8" channel with anchor straps on 10" centers. Mounting on curb angle alone is NOT recommended.
2. There are four main mounting methods: installation with curb channel, flat transition plate, formed angle, and steel approach ramp. Follow the section that addresses your installation and then continue to the GENERAL INSTALLATION section on page 5 of this manual.

### INSTALLATION WITH CURB CHANNEL

1. If curb channel is not already present, position it as shown in Figure 1. Pour concrete.
2. Position the dockleveler in place.
3. Proceed to GENERAL INSTALLATION section on page 5 of this manual.

**FIGURE 1**



## INSTALLATION

### INSTALLATION WITH FLAT TRANSITION PLATE

1. Lay the transition plate on top of dock.
2. If using a beveled transition plate (Model: TPBF12) position transition plate flush with the front of dock edge and skip to step 6. See Figure 2.
3. If using a kinked transition plate (Model: TPKF12) position transition plate flush with the front of dock edge and mark location of back of transition plate on floor of dock. See Figure 3.
4. Slide transition plate forward 2" and mark location of back of transition plate on floor of dock.
5. Remove transition plate and cut a groove in concrete 1/2" deep between lines marked in steps 3 & 4.
6. Tack weld transition plate to angle nosing in at least four places.
7. Install 5/8" DIA. anchor bolts in the transition plate. When bolts are tight in the concrete, remove nuts, cut bolts flush with top of transition plate, and plug weld bolts to plate.

### **WARNING**

*All anchor bolts must be installed in accordance with the manufacturer's instructions. Improper installation may result in serious personal injury or death.*

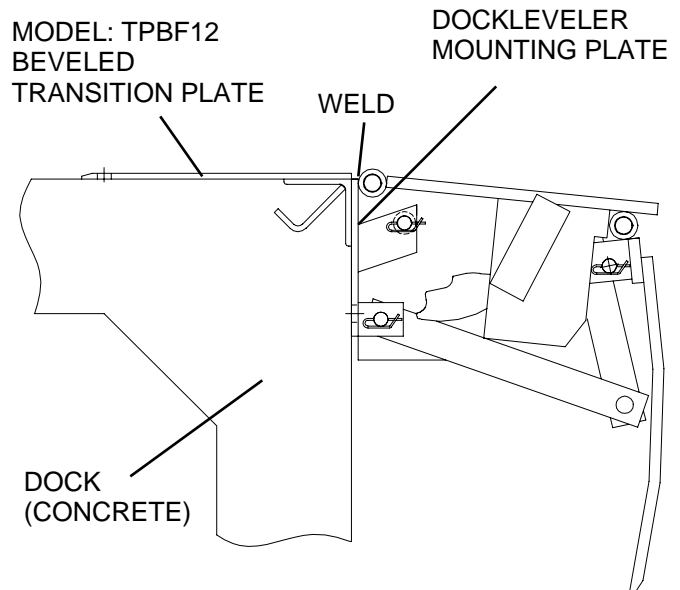
*Do not install anchor bolts in cracks or expansion joints in concrete. Installation in cracks or expansion joints may cause the anchors to come loose and pull out. Use of improperly installed anchor bolts may result in serious personal injury or death.*

### **NOTICE**

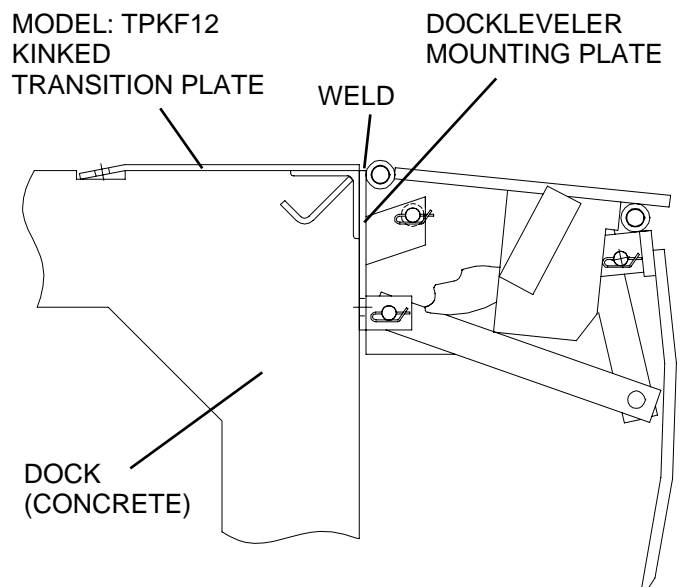
*All anchor bolt lengths must suit local codes and conditions. Type and depth of concrete will determine type and length of anchor bolts required.*

8. Proceed to GENERAL INSTALLATION section on page 5 of this manual.

### FIGURE 2



### FIGURE 3



## INSTALLATION

### INSTALLATION WITH FORMED ANGLE

1. Lay formed angle on top of dock.
2. If using a beveled formed angle (Model: TPBL24) position formed angle on dock making sure both legs are tight against top and face of dock and skip to step 7. See Figure 4.
3. If using a kinked formed angle (Model: TPKL24) position formed angle in desired position on dock edge and mark location of back of angle on floor of dock. See Figure 5.
4. Slide formed angle forward 2" and mark location of back of angle on floor of dock.
5. Remove angle and cut a groove in concrete 1/2" deep between lines marked in steps 3 & 4.
6. Place formed angle on dock making sure back edge of leg on top of dock is recessed in groove and both legs are tight against top and face of dock. Increase depth or width of groove as required.
7. Install 5/8" DIA. anchor bolts in the formed angle. When bolts are tight in the concrete, remove nuts, cut bolts flush with top of formed angle and plug weld bolts to formed angle.

### WARNING

All anchor bolts must be installed in accordance with the manufacturer's instructions. Improper installation may result in serious personal injury or death.

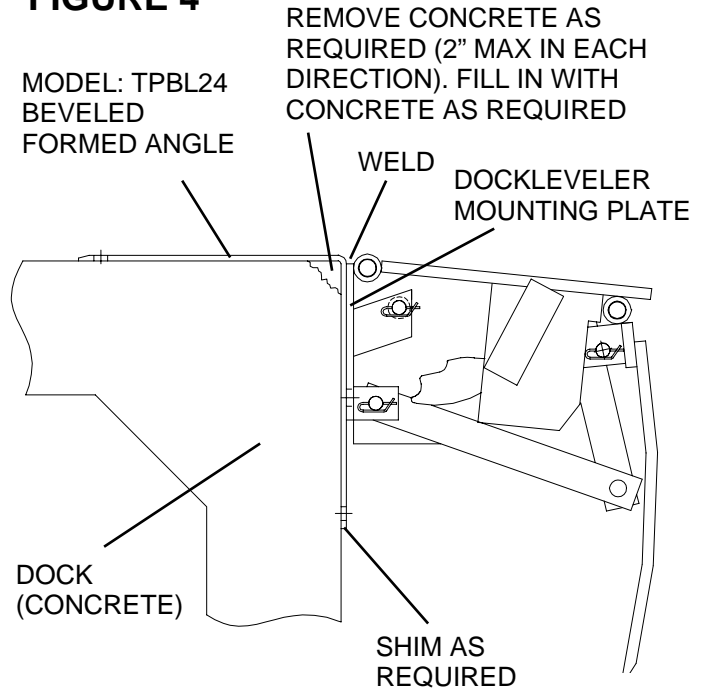
Do not install anchor bolts in cracks or expansion joints in concrete. Installation in cracks or expansion joints may cause the anchors to come loose and pull out. Use of improperly installed anchor bolts may result in serious personal injury or death.

### NOTICE

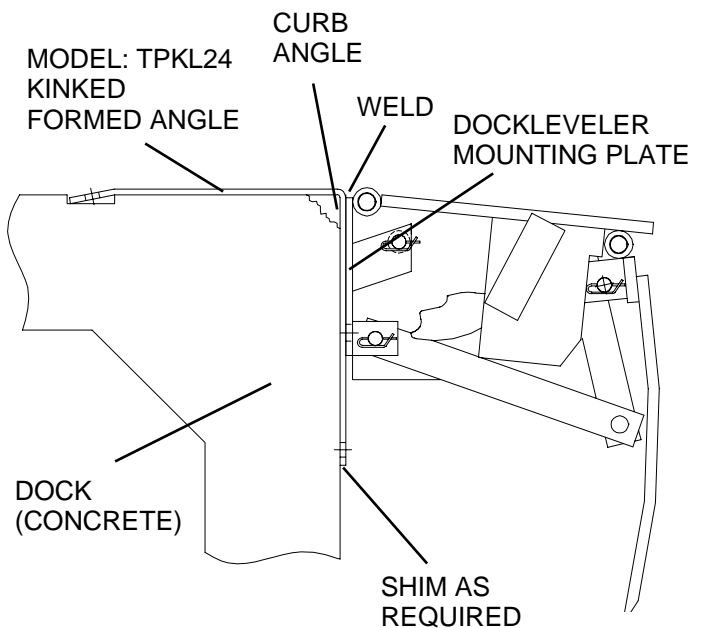
All anchor bolt lengths must suit local codes and conditions. Type and depth of concrete will determine type and length of anchor bolts required.

8. Proceed to GENERAL INSTALLATION section on page 5 of this manual.

### FIGURE 4



### FIGURE 5



## INSTALLATION

### INSTALLATION WITH STEEL APPROACH RAMP

1. Position the Steel Approach Ramp flush with the front face of dock. See Figure 6.
2. Install 5/8" DIA. anchor bolts in the steel approach ramp. When bolts are tight in the concrete, remove nuts, cut bolts flush with top of steel approach ramp and plug weld bolts to plate.

#### **⚠ WARNING**

All anchor bolts must be installed in accordance with the manufacturer's instructions. Improper installation may result in serious personal injury or death.

Do not install anchor bolts in cracks or expansion joints in concrete. Installation in cracks or expansion joints may cause the anchors to come loose and pull out. Use of improperly installed anchor bolts may result in serious personal injury or death.

#### **NOTICE**

All anchor bolt lengths must suit local codes and conditions. Type and depth of concrete will determine type and length of anchor bolts required.

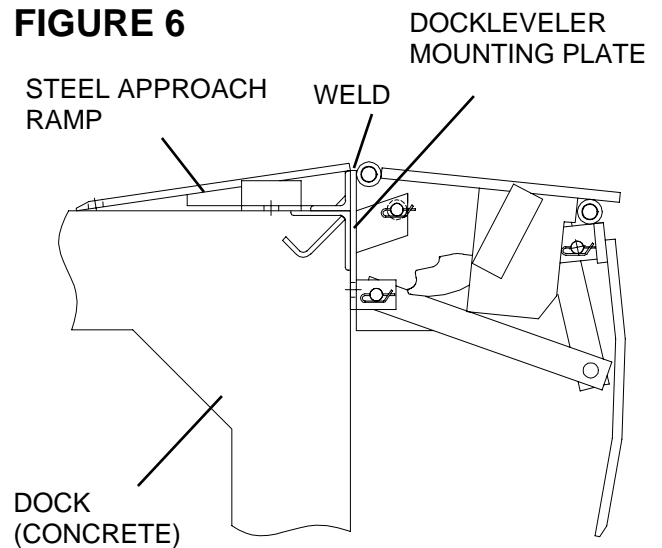
3. Proceed to GENERAL INSTALLATION section on page 5 of this manual.

## INSTALLATION

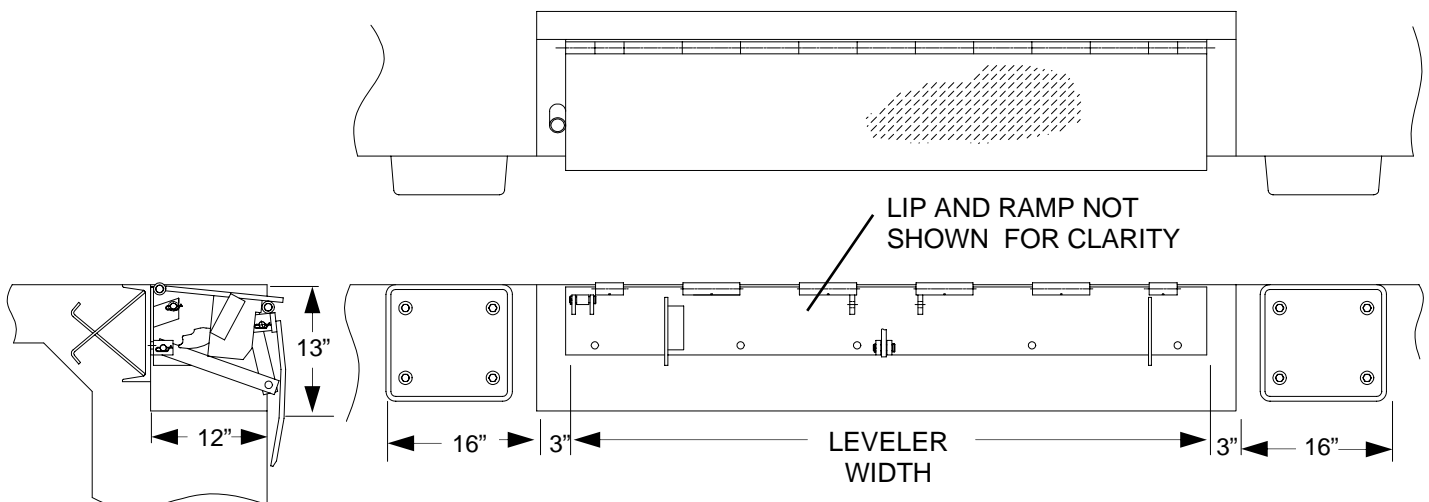
### INSTALLATION WITH RECESSED PIT

1. Use a minimum 12" x 13" pit recess with an additional 3" of clearance per side of leveler. See Figure 7.
2. Follow the section that addresses your installation and then continue to the GENERAL INSTALLATION

**FIGURE 6**



**FIGURE 7**



## INSTALLATION

### GENERAL INSTALLATION

#### **⚠️ WARNING**

**Read and follow Safety Practices on page iv. Failure to follow these safety practices could result in property damage, serious injury or death.**

*Installation should not be attempted by persons not familiar with equipment and techniques required for proper installation. Improper installation could result in property damage, serious injury or death.*

1. Using a 1,000# minimum capacity plate clamp, clamp the lip plate at the center of the width. See Figure 8.

#### **⚠️ WARNING**

*Inadequate lifting equipment or practices can cause a load to fall unexpectedly. Make sure the lifting chain or other lifting devices are in good condition and have a rated capacity of at least 1000 lbs. for the lifting angle used. Never allow anyone to stand on or near the dockleveler when it is lifted or placed onto the dock. Stand clear of the dockleveler when it is being placed onto the dock. Failure to follow this warning can allow the dockleveler to fall, tip, or swing into people, causing serious injury or death.*

*Follow plate clamp manufacturer's use instructions. Failure to follow plate clamp manufacturer's use instructions could result in property damage, serious injury or death.*

2. Position dockleveler mounting plate centered on face of dock and 1/4" below top of curb channel, transition plate, angle plate or steel approach ramp. See Figure 8.

#### **NOTICE**

*The dockleveler must be plumb to operate properly. Use shims or remove concrete as necessary to make the mounting plate plumb.*

3. Weld two 2" welds at the upper outside edges of the mounting plate and plug weld the two outer holes in the mounting plate (if curb channel is not used install two 5/8" DIA. anchors).
4. Support dockleveler by inserting hand lever into lever socket located on right side of ramp plate. See Figure 12.

5. While one person holds the hand lever down as shown in Figure 12, with the use of the plate clamp, carefully lower lip to the full back position as shown in Figure 12. Remove plate clamp.
6. Using the hand lever, carefully lower the dockleveler to the rest position as shown in Figure 11, page 8. While lowering dockleveler to the rest position it is necessary to have another person use a pipe or similar device to hold the lip extender link disengaged as shown in Figure 12. This will prevent the lip from extending out away from the dock.

#### **⚠️ WARNING**

*Do not allow lip and ramp to fall free. Allowing the dockleveler to fall free could result in the dockleveler coming free from the dock or damaging linkage, resulting in property damage, serious injury and/or death.*

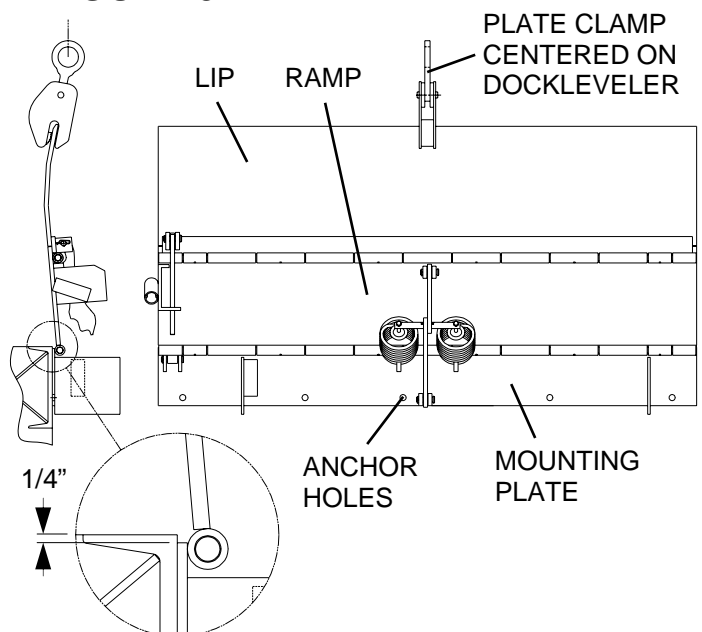
*Do not allow lip to extend out away from the dock before all welding and anchor installation is complete. Operating the dockleveler before all installation is complete could result in property damage, serious injury or death.*

*Do not use hands or feet to hold lip extender link disengaged. Use of hands or feet could cause a pinch point resulting in serious injury or death.*

#### **CAUTION**

*Failure to keep lip extender link disengaged while lowering dockleveler could result in damage to the link.*

**FIGURE 8**



## INSTALLATION

7. Weld four 1" long welds evenly spaced across the top edge of mounting plate to secure dockleveler.
8. With the hand lever, hinge the ramp to the upright position and back to rest position, checking for freeness to ramp and mounting plate hinge.

### **⚠ WARNING**

*Do not allow lip and ramp to fall free. Allowing the dockleveler to fall free could result in the dockleveler coming free from the dock or damaging linkage, resulting in property damage, serious injury and/or death.*

*Do not allow lip to extend out away from the dock before all welding and anchor installation is complete. Operating the dockleveler before all installation is complete could result in property damage, serious injury or death.*

9. Continuously weld dockleveler mounting plate to curb channel, transition plate, angle plate or steel approach ramp in accordance with AWS Standards.

### **NOTICE**

*Use care when welding. Do not allow weld or weld spatter on the hinge tubes. Weld on the hinge tubes may interfere with normal operation of the dockleveler.*

10. Plug weld remaining anchor holes in mounting plate (if curb channel is not used, install remaining 5/8" DIA. anchors).
11. Position bumper blocks and weld in place. See Figure 9.
12. Anchor bumpers with 5/8" DIA. anchors in holes provided.

### **⚠ WARNING**

*All anchor bolts must be installed in accordance with the manufacturer's instructions. Improper installation may result in serious personal injury or death.*

*Do not install anchor bolts in cracks or expansion joints in concrete. Installation in cracks or expansion joints may cause the anchors to come loose and pull out. Use of improperly installed anchor bolts may result in serious personal injury or death.*

### **NOTICE**

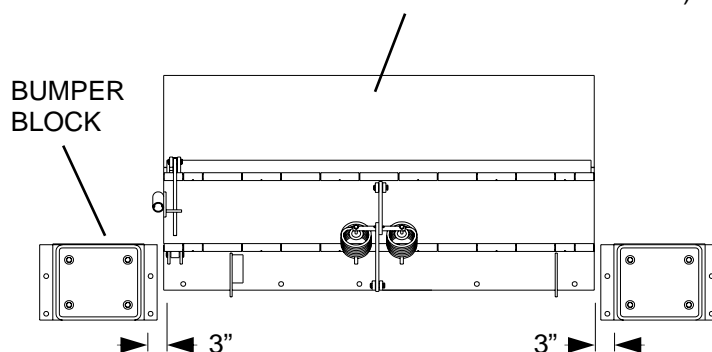
*All anchor bolt lengths must suit local codes and conditions. Type and depth of concrete will determine type and length of anchor bolts required.*

13. Clean away all debris and paint all welded joints.
14. Raise the dockleveler and SECURE WITH THE MAINTENANCE STRUT. See Figure 17.
15. Adjust two extension springs to assist in lifting dockleveler from rest position. Check the amount of bolt exposed beyond the spring face. If the amount is the same the springs are adjusted evenly. Adjust as required.

### **⚠ WARNING**

*Do not over-adjust the extension springs. Over-adjusting extension springs may cause the dockleveler to bounce or float during use. Use of an over-adjusted dockleveler could result in serious injury or death.*

**FIGURE 9** DOCKLEVELER (LIP SHOWN UP FOR CLARITY)



# CAPACITY

## CAPACITY

Determining required leveler capacity: Determine gross vehicle weight (GVW = lift truck weight + battery + heaviest load) of the largest lift truck to be used. The (GVW x 1.5) = the minimum leveler capacity for normal use. However, if any one of the following condition below exists, multiply the (GVW x 2.1) to determine the minimum leveler capacity. If two or more of these conditions exists multiply the (GVW x 2.55). If a three-wheeled fork truck is to be used a 30,000# capacity Edge of Dock is recommended, unless the GVW multiplied by the factors requires a higher capacity.

## CONDITIONS

*More than 8 trucks serviced per day*

*Three-wheeled fork trucks (14,000# GVW or less)*

*Fork trucks travel faster than 5-mph*

*Fork trucks have front-end attachments or side shifters*

## WARNING

*Do not exceed dockleveler capacity. Over loading dockleveler could result in serious injury or death.*

# OPERATION

## OPERATION

## WARNING

***Before operating the dockleveler, read and follow Safety Practices on page iv.***

*Use by untrained people could result in serious injury or death. Read and follow complete Operation instructions. DO NOT USE THE DOCKLEVELER IF IT LOOKS BROKEN OR DOES NOT SEEM TO WORK RIGHT. Tell your supervisor it needs repair.*

*Always be certain that the truck wheels are chocked, or that the truck is locked in place by a truck restraining device and the brakes are set, before loading or unloading. Trucks pulling away from the dock unexpectedly could result in serious injury or death.*

*Keep both hands firmly on the hand lever while raising or lowering the dockleveler. Keep other body parts clear of hand lever travel path while raising or lowering the dockleveler. Do not use legs or feet to move or hold hand lever. Failure to follow these and other provided warnings could result in serious injury or death.*

*Do not operate dockleveler if operation causes undue physical strain or if physical impairments could lead to undue strain in back, muscles, limbs, or joints.*

## CAUTION

*To avoid damage to load and dockleveler do not activate unit if loads will be in way of extended lip. If the lip touches loads before resting on carrier floor, linkage must be disengaged. Use hand lever to hold 12" ramp plate in the full back position and with a pipe or similar device, disengage lip extender link from the extender bushing. Once disengaged, return unit to rest or pendant position.*

## INTRODUCTION

The Edge-of-Dock Dockleveler is designed to span and compensate for space and height differences between a loading dock and freight carrier to allow safe, efficient freight transfers.

The Mechanical Edge-of-Dock Dockleveler is spring counterbalanced. A hand lever is used to position the ramp and lip onto the truck bed and to return the dockleveler to the stored position.

Moving the hand lever moves the ramp to the full raised position, engaging the lip extension link. Moving the lever back extends the dockleveler lip onto the truck.

After loading, moving the hand lever moves the lip off the truck. The hand lever is then moved back to place the dockleveler back into stored position.

## OPERATION

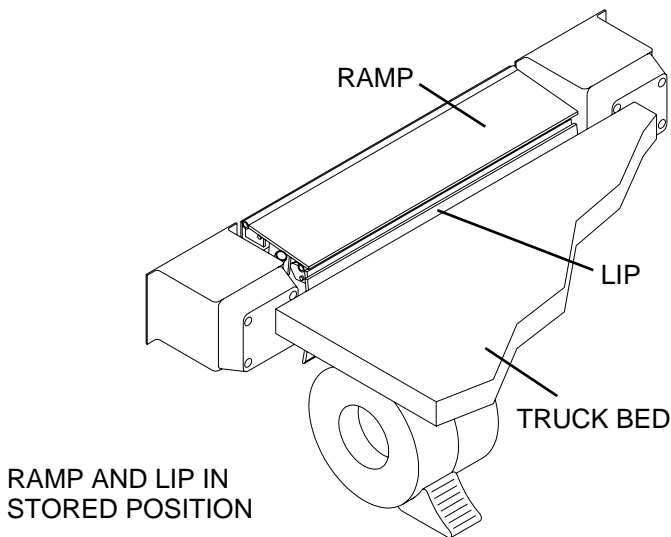
1. Wait until a truck is in position against the dock bumpers.
2. Tell truck driver "Your truck must stay at the dock."
3. Chock or hitch truck.
4. Remove end loads with the dockleveler in the stored position. See Figure 10.
5. To extend the dockleveler lip into the truck:
  - 5.1 Insert hand lever into lever socket located on right side of ramp plate. See Figure 11.

## WARNING

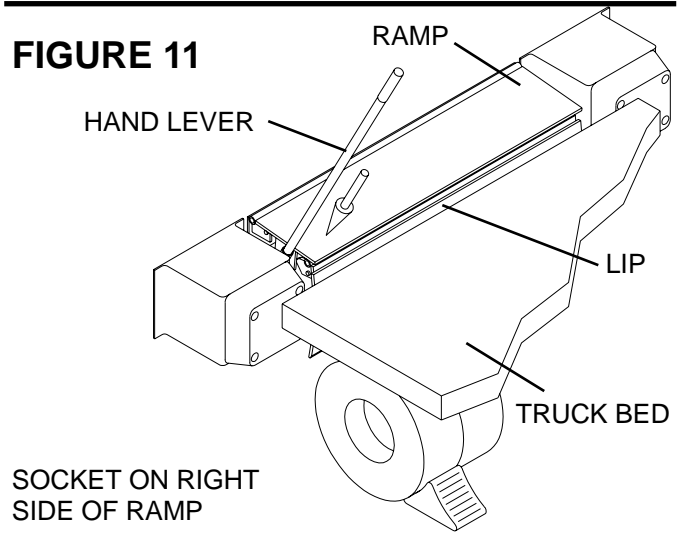
Keep both hands firmly on the hand lever while raising or lowering the dockleveler. Keep other body parts clear of hand lever travel path while raising or lowering the dockleveler. Do not use legs or feet to move or hold hand lever.

- 5.2 Pull back on the hand lever until the lip extender link is properly seated on the extender pivot bushing. See Figure 12.
- 5.3 Raise hand lever. Lip will extend automatically as the ramp is lowered onto the truck bed. See Figure 13.

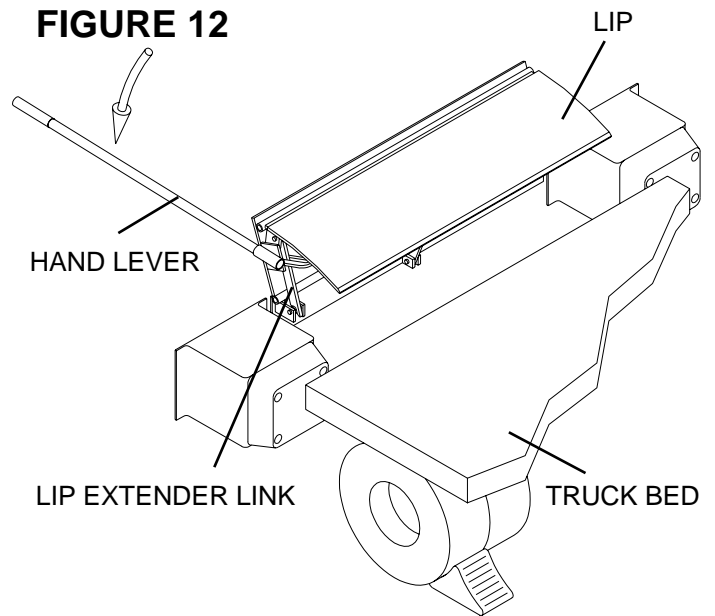
### FIGURE 10



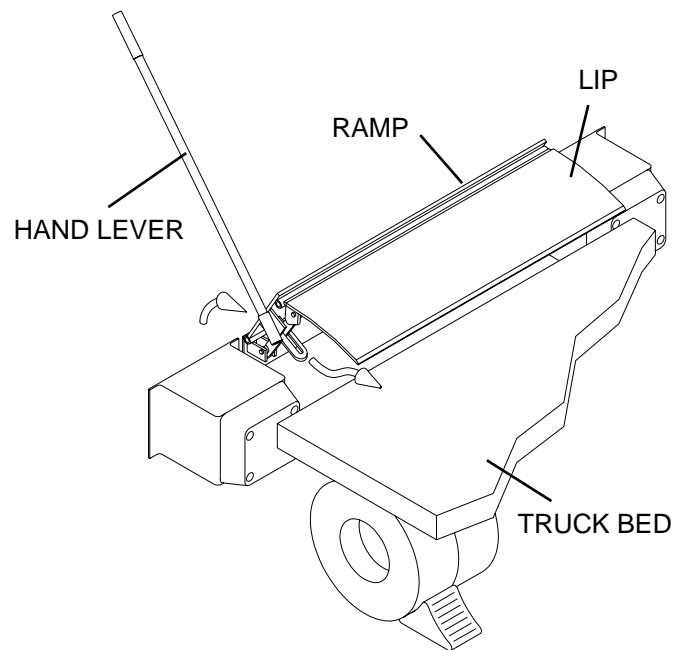
### FIGURE 11



### FIGURE 12



### FIGURE 13



## OPERATION

- 5.4 Once dockleveler is resting securely on truck bed, remove hand lever. See Figure 14.

### **⚠ WARNING**

*Do not operate the dockleveler when anyone is on or in front of it.*

*Stay clear of the dockleveler when it is moving.*

*Do not walk or drive on the dockleveler or lip until it is fully extended and supported by the truck bed.*

*Never use a fork truck or other material handling equipment to lower the ramp and lip section.*

6. Proceed with loading or unloading.
7. Return the dockleveler to the stored position when entry to the truck is no longer required.
  - 7.1 Re-insert hand lever, into lever socket located on right side of ramp plate.

### **⚠ WARNING**

*Keep both hands firmly on the hand lever while raising or lowering the dockleveler. Keep other body parts clear of hand lever travel path while raising or lowering the dockleveler. Do not use legs or feet to move or hold hand lever.*

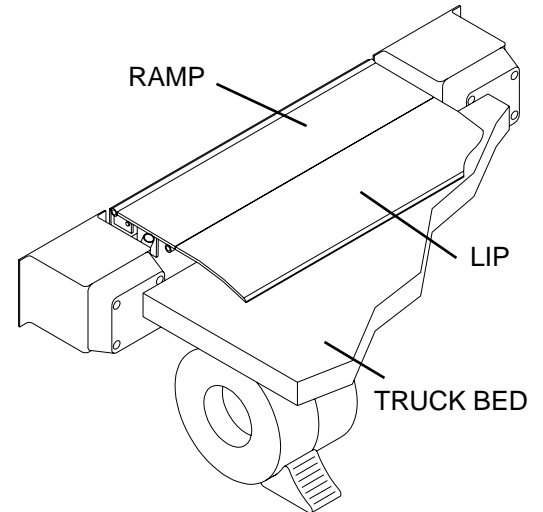
- 7.2 Pull back on the hand lever until the lip clears the truck bed. See Figure 15.
  - 7.3 Raise hand lever and allow the ramp and lip to lower to their stored position. See Figure 16.
  - 7.4 Remove hand lever.
8. Un-chock or release truck

### **⚠ WARNING**

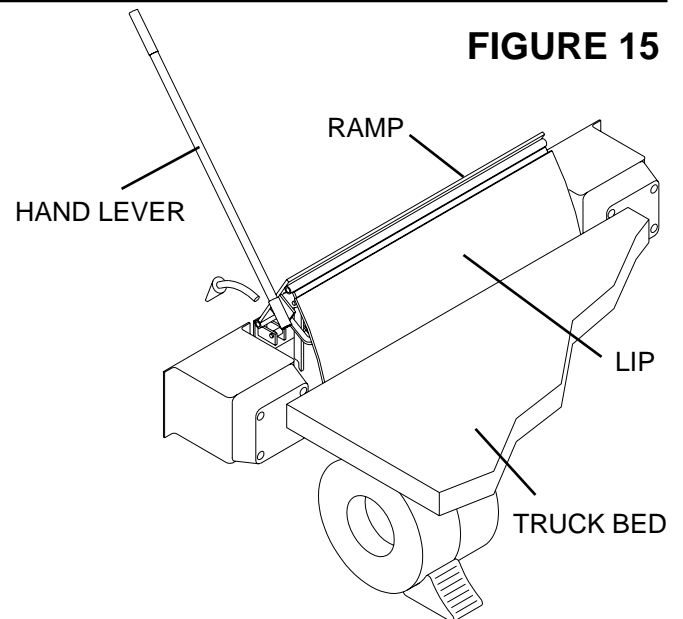
*Do not allow the truck to leave before properly storing the dockleveler. If the truck pulls away from the dock before the dockleveler is stored, the lip will fall to the pendant position. You must use the hand lever to return the dockleveler to its dock level (stored) position. Failure to do so could result in serious injury or death.*

9. Tell truck driver "Your truck may now leave the dock."

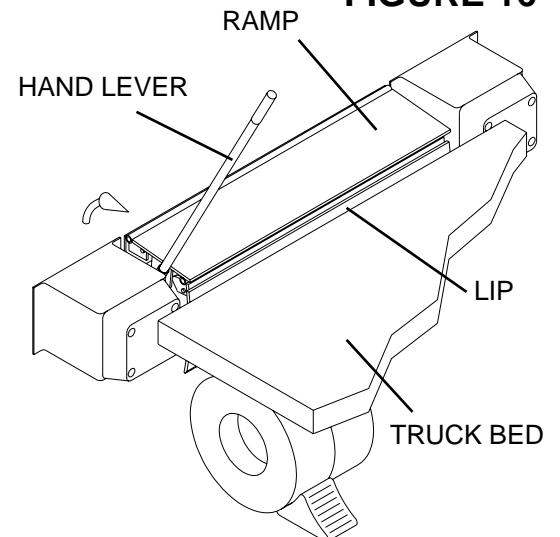
**FIGURE 14**



**FIGURE 15**



**FIGURE 16**



# MAINTENANCE

## MAINTENANCE

### **⚠️ WARNING**

*Before servicing the dockleveler, read and follow Safety Practices on page iv.*

*STAND CLEAR! The dockleveler moves toward you. Always be certain the ramp is in the raised position, SECURED WITH THE MAINTENANCE STRUT (see Figure 17) before doing any lubrication or repair under the dockleveler. Failure to do so could result in serious injury or death.*

*Always return the dockleveler to stored position after service. Failure to do so could result in serious injury or death.*

### INSERT MAINTENANCE STRUT

1. Using the hand lever, position the dockleveler in the full back position. See Figure 12.
2. While one person holds the hand lever down as shown in Figure 12, another person standing on the drive surface must position the lip to its full upright position as shown in Figure 17.
3. With the ramp and lip in the full upright position, move the hand lever to the maintenance socket position as shown in Figure 17.

### REMOVE MAINTENANCE STRUT

1. With the ramp and lip in the full back position, move the hand lever back to the lever socket as shown in Figure 12.
2. While one person holds the hand lever down, as shown in Figure 12, another person standing on the drive surface must position the lip to full back position as shown in Figure 12.
3. Using the hand lever lower the dockleveler to the rest position as shown in Figure 12. While lowering dockleveler to the rest position it is necessary to have another person use a pipe or similar device to hold the lip extender link from engaging on the extender pivot bushing as shown in Figure 12, to prevent the lip from extending out away from the dock.

### **⚠️ WARNING**

*Do not use hands or feet to hold lip extender link disengaged. Use of hands or feet could cause a pinch point resulting in serious injury or death.*

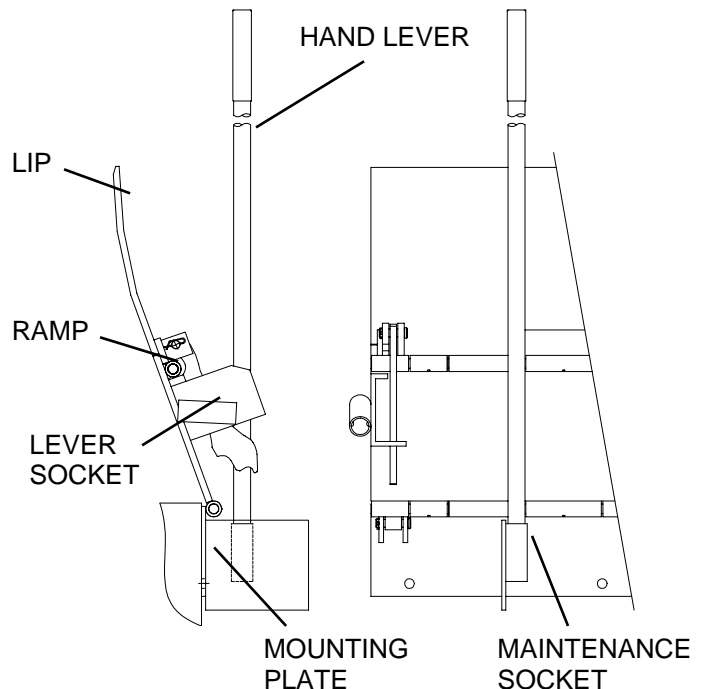
### GENERAL MAINTENANCE

1. Every 90 days, with the dock leveler in the maintenance position, inspect all moving parts for wear or damage. Repair or replace, as necessary.
2. Inspect all welds, repair or replace as necessary.
3. If linkage parts must be replaced due to wear or damage, raise the leveler to its rear most position by means of the hand lever and SECURE WITH THE MAINTENANCE STRUT. See Figure 17.
4. Lubricate all grease fittings every 90 days.
5. To increase spring tension, turn bolts in evenly. To decrease spring tension, turn bolts out evenly.

### **⚠️ WARNING**

*Do not over-adjust the extension springs. Over-adjusting extension springs may cause the dockleveler to bounce or float during use. Use of an over-adjusted dockleveler could result in serious injury or death.*

**FIGURE 17**



# PARTS LIST

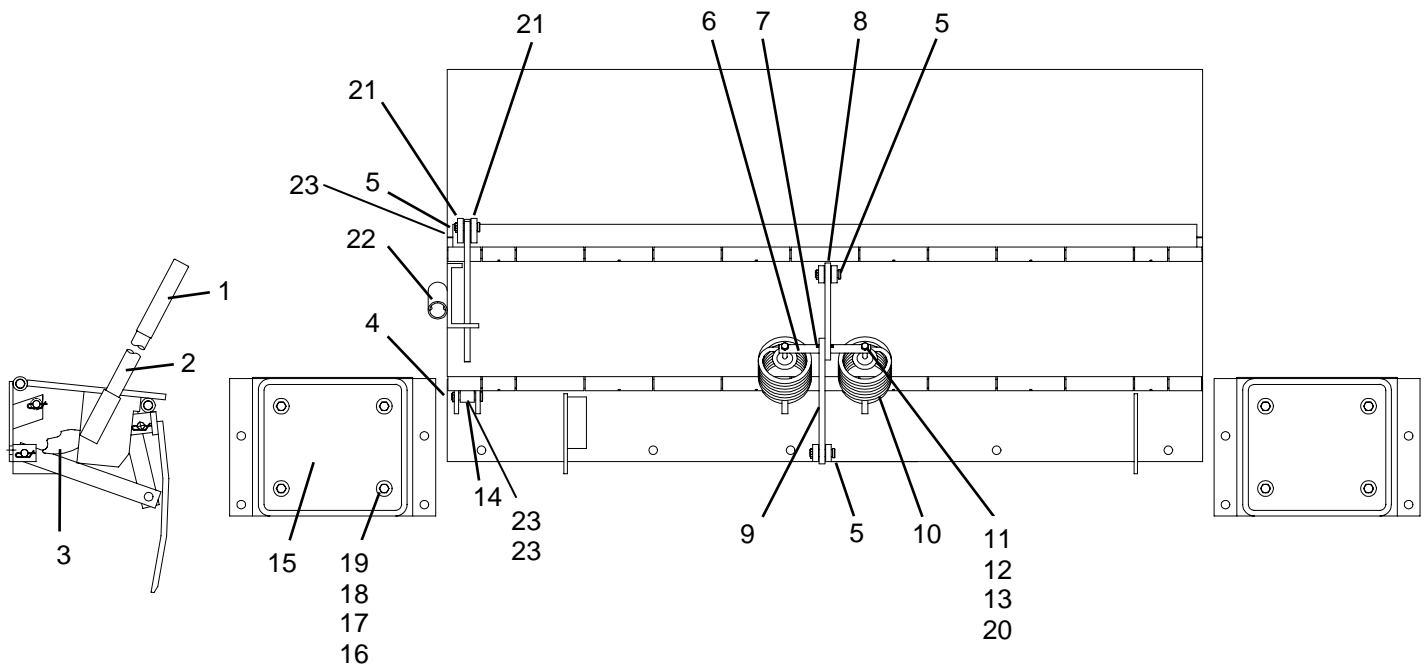
## PARTS LIST: DOCK LEVELER ASSEMBLY

| ITEM | QTY | DESCRIPTION  | P/N                |
|------|-----|--|--------------------|
| 1    | 1   | Handle Grip, Vinyl (Replacement)                                       | 024-023            |
| 2    | 1   | Lever, Operating, Removable, W/Grip                                    | 095-352            |
| 3    | 1   | Link, Extender, Lip  | 0200033            |
| 4    | 1   | Pin, Clevis, 5/8" x 2-1/2"   | 0500001            |
| 5    | 3   | Pin, Clevis, 5/8" x 2"   | 0500004            |
| 6    | 1   | Shaft, Support, Spring   | 0200008            |
| 7    | 2   | Pin, Spring, Roll, 3/16" x 1-1/2"                                      | 002-065            |
| 8    | 1   | Link, Shaft, Spring, Upper   | 7224B01            |
| 9    | 1   | Link, Shaft, Spring, Lower   | 7225B01            |
| 10   | 2   | Spring, Extension (20K)<br>Spring, Extension (30K)                     | 5539B01<br>5539B02 |
| 11   | 2   | Nut, Hx, 3/8"-16, Pltd   | 024-028            |
| 12   | 2   | Scr, Hh, Gr2, 3/8"-16 x 5-1/2"   | 002-143            |
| 13   | 2   | Wshr, Fl, Fender, 2" O.D.  | 002-144            |
| 14   | 1   | Bushing, Lower Extender Link   | 0200012            |
| 15   | 2   | Bumper, Molded, 12" x 13" x 4"   | 5567B01            |
| 16   | 8   | Scr, Hd, Gr2, 1/2"-13 x 3"   | 002-071            |
| 17   | 8   | Wshr, Fl, Std, 1/2"  | 009-004            |
| 18   | 8   | Nut, Hx, 1/2"-13   | 002-145            |
| 19   | 8   | Wshr, Lock, 1/2"   | 002-146            |
| 20   | 2   | Nut, Lock, Nylon, 3/8"-16, Pltd  | 002-148            |
| 21   | 2   | Linkage Pin Lug <i>(Welded)</i>  | 0200032            |
| 22   | 1   | Sub-Weldment, Handle Socket (20K)<br>Sub-Weldment, Handle Socket (30K) | 0100010<br>0100029 |
| 23   | 3   | Bushing, Nylon Sleeve  | 0400001            |

**NOTE:**

30,000 lb. capacity Edge-of-Dock Levelers are supplied with one (1) 5539B01 and one (1) 5539B02

20,000 lb. capacity Edge-of-Dock Levelers are supplied with two (2) 5539B01 extension springs.



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