MOBILE YARD RAMPS
INDUSTRIAL DOORS

BUTT®

... AND THE LEVEL IS CORRECT!

www.butt.de

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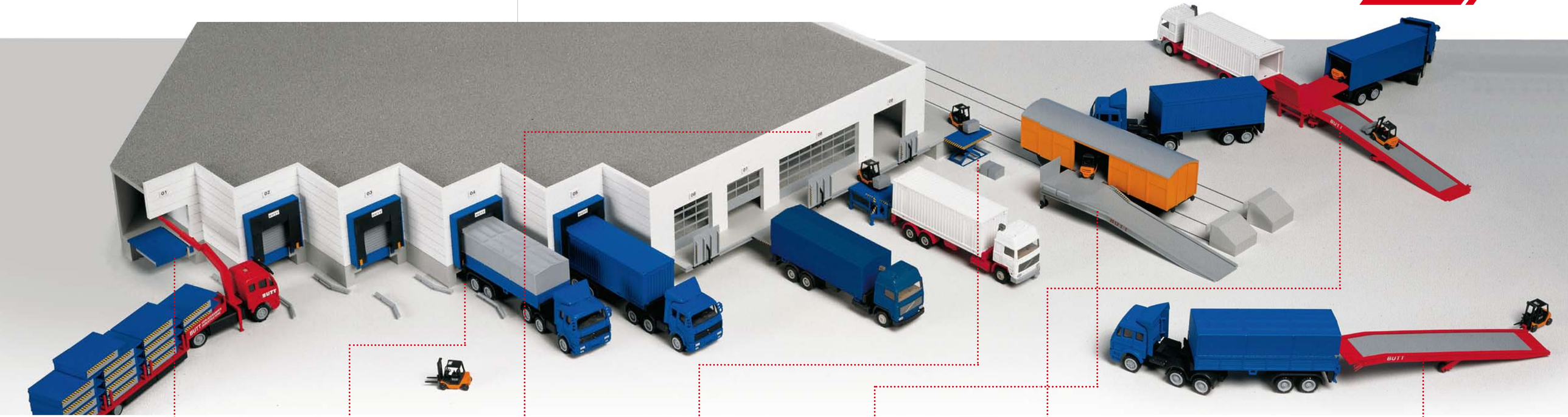
BUTT®
... AND THE LEVEL IS CORRECT!

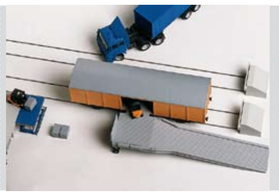


Typical BUTT assembly: Using our own lorries, we place the **hydraulic dock levelers** directly into the on-site pits.

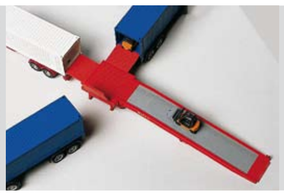
Lorry docking into the **BUTT dock shelter** type BTA 400/60 F (extendable frame). The lorry is optimally steered using the **hot-dip galvanised positioning guides**.

Consolidated ramp systems with laterally-sliding **BUTT loading bridges** made from aluminium or steel, spring-driven operation.
Electro-hydraulic dock leveler for an underframe for subsequent attachment to a previously existing ramp or if a pit should be rejected on the job site.

Typical BUTT loading scissor lift with dimensions of 2,000 mm × 3,000 mm, effective stroke 1,600 mm, carrying capacity 6,000 kg, special accessories, lip on the small side and/or long side, underrun protective device (foot protection contract frame and full protective equipment as standard) corresponds to VBG [Contractual Employment Act] 14.



BUTT Mobile Yard Ramp BKV 1013 with integrated platform (3-sided loading) for lorries, containers and rail wagons.



BUTT ramp (right), Type BK 912, though with a consolidated, separate, individually operated loading ramp, non-adjustable from 1200 mm to 1650 mm with integrated 3-sided loading bridge and safety chassis. Height adjustment can be controlled electronically or using a manual crank winch.

BUTT Mobile Yard Ramp Type BK 912 with integrated midrange floating axis is brought into position using a stacker by one person only. For loading lorries, containers and rail wagons. Height adjustment control using a hand hydraulic pump, 400 volt electric pump or four-cycle engine.

MADE IN GERMANY

All from one source!

Starting with construction, through completion up to assembly and maintenance!

Employees at our Berlin office

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"We make connections."

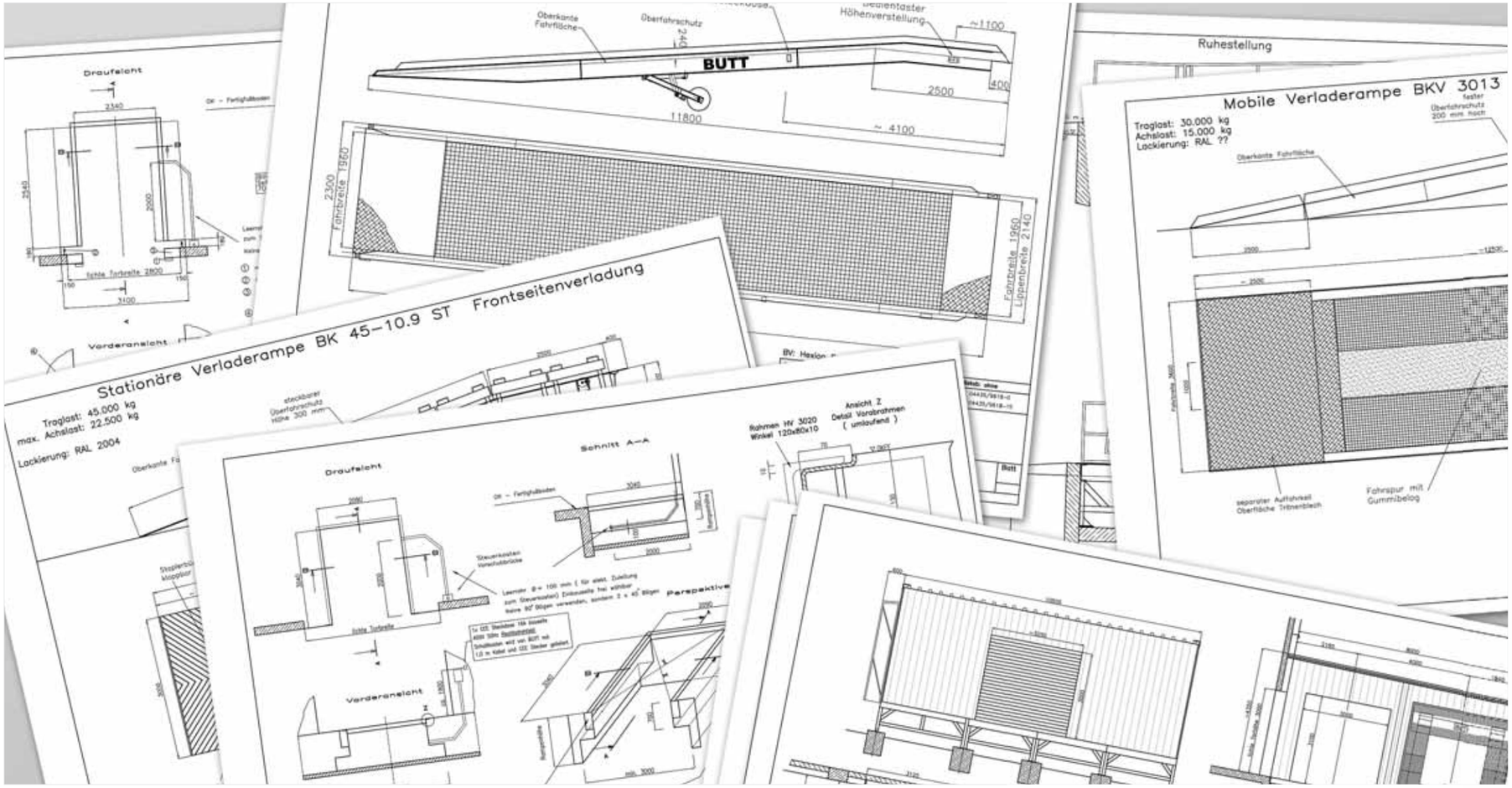
We make connections – for example between loading ramps and lorries. With our dock levelers, loading bridges and scissor lifts, we meet the requirements for the freight forwarding business as well as the entire loading industry for efficient loading and unloading.

We make connections – with industrial doors. Not only do we seal off storage areas, large halls and ramps from external factors, we also make the right doors for every building design and every desired function. Individuality is our trump, innovation is our responsibility. Our own draught and construction department is at the disposal of our customers. We process aluminium or steel.

Our industrial doors are sufficient for manual control up to fully automatic drive, remote or automatic control through the use of radar detectors, induction loops or VHF radios. Innovation is in the details. Our mobile yard ramps, loading platforms, special constructions, bridges for rail thoroughfare or bridges for fire brigade transit have been proving their merits worldwide for over 35 years.

The quality of BUTT Loading Ramps & Industrial Gates has been proving its merits for over 35 years. Our experienced employees can offer you advice and support from planning through technical clarifications up to completion and acceptance of work. Our extensive network guarantees quick service in your vicinity as well.

Our products go through a specially developed quality assurance system in order to obtain steady, high quality. In addition, we document this on each product with our Quality Seal. The BUTT quality assurance system is being constantly expanded and we keep adjusting and improving our work environment. The stability as well as the success of our company proves that this system also works and is effective. If nothing else, this is why BUTT products are synonymous with quality! There is no need to say that we manufacture our products according to all legal provisions and rules such as "EC machine directives" and "accident prevention regulations" and that we include the "CE mark" on our products.



You would like to subsequently equip a lorry loading site containing dock levelers and you're searching for an extremely resilient solution that meets your needs? Looking for a mobile yard ramp or need a loading platform with special dimensions for your heavy construction machinery? We don't compromise. Instead we personally consult with you on-site and get the best possible result together. You can count on our many years of experience. We perform BUTT construction work, which perfectly fulfills your requirements – and without compromise.

Graduate Engineer
Thomas Hillmann
Construction manager

Docking sites

Docking sites made of dock levelers, dock shelters and sectional doors in saw-tooth pattern.

Loading ramps

Mobile or stationary loading ramps. Standard size or entirely individually designed with carrying capacities of up to 70 tonnes.

Special constructions

We make special constructions to entirely fit your specifications. We will provide complete advice and supply you in full.

Construction

We design all of our products ourselves in our modern design and construction department.

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BUTT quality: For a long life.

If you cannot or do not want to afford renewing or replacing your loading bridges every few years, you have come to the right place. Instead of being just affordable, we provide quality at a fair price. We use high-quality materials and parts. For our dock leveller support structures we use generally strong IPE steel beams and no bevelled sheets. We always use 2 hydraulic lifting cylinders. Our hydraulic devices are carefully mounted on fixed frames and are not placed on the plateau where they are constantly subjected to vibration. Furthermore, we use impact-resistant paint finish. Our constructions easily withstand extreme year-long stress even in continuous operation or shifts with heavy loads.

You want custom-made XXL stability? No problem. Our production plant will make loading ramps for you that are adjusted to your current needs including particularly high carrying capacity!

Werner Vosmann
Production manager

Welding work

Our qualified personnel receives constant training in production, electrical systems, assembly, maintenance and service.

Production site in northern Germany.

A family-managed, medium-sized company with its own production capabilities and vehicle fleet.

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BUTT Loading Ramps & Industrial Doors employs its own staff in all areas exclusively. With our products we look after cost effectiveness, mobility and quality.

Here you get every thing all from one source: Our qualified teams are always there fore you. From planning and construction to production, assembly and sales up to annual maintenance and inspections – we do everything ourselves! Our vehicles are directly delivered are work with integrated cranes in order to install our products reliably and professionally. Additionally our vehicle squadron is ready to serve you nationwide with quick and problem-free processing, maintenance and accident prevention regulations.

Markus Vierke
Trainee

Production

Assembly

Service

Company site

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"We're very satisfied with the development of the assignment – starting with the first consultation up to delivery of the installation and completion of assembly – and generally with the constructive design as well as the quality of the entire installation!"

DB Schenker

Pressure-resistant and thought out in detail.

BUTT dock levellers are readied for extreme load reserves with their very robust steel construction and their tried and tested hydraulics with two lifting cylinders. By arranging the substructure lengthwise, significant torque ability is guaranteed for one-sided loads. The dock leveller can even cope with emergency situations (if a lorry starts to drive away during loading) using two lifting cylinders. The emergency stop valve responds in such situations immediately.

Customer benefits:

- Individual fitting and carrying capacity available
- Very robust steel construction
- Two hydraulic cylinders
- Designed for extreme loads
- Replacement of old loading bridges
- Insulated versions for minimal energy loss

Dock levelers in steel underframe

The ideal solution for retrofitting a loading bridge for an existing ramp.

20 t carrying capacity

If you require a particularly high carrying capacity such as in the paper industry, we have the right model for you.

Control box cluster Dock leveller/door

Consolidated control of dock levelers and doors or even integrated safety components. Everything is possible.

Insulated loading site

If you have particularly high demands for thermal insulation, we can insulate your loading site with our driven sectional doors.

Driven sectional door

The isolated loading site with driven doors. Raised up to courtyard level as shown here or up to an ISO panel underneath the dock leveller.

No loss of energy through multi-tiered installation

You dock your closed trailer directly onto the ramp so as not to allow any unnecessary exchange of air. The doors swing above the sunken ramp.

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Replace your old loading bridge

Old loading bridge

The new tailor-made BUTT system for your existing pit.

Aging loading bridges are an increasing risk for personnel and machinery. In addition, the new bridge models come with significantly more comfort (e.g. new extending lips instead of hinge lips). In order to upgrade these outdated ramps with tested company products, BUTT has specialised in cost-effective replacement of old, irreparable loading bridges. BUTT can even restore products of other manufacturers using electrohydraulic dock levellers without any problems all in one. The extremely varying dimensions of the present pits are taken and a tailor-made loading bridge is individually created and installed with our own trained professionals. No extensive disassembly or assembly is required thanks to the ready-made system. Your loading ramp can be used again immediately saving you time and money. Per request we dispose of your old loading bridge.

Of course we can also renovate your old dock and your old dock shelters. Cost-effective, quick and all in one stop.

Construction and replacement are carried out by our own staff and equipment.

BUTT dock leveler.
carrying capacity 60 KN,
3.000 mm x 2.000 mm

dead weight
1.452 Kg!

Open loading plant with weatherproof steering column and 1000 mm dock.

Loading plant

Complete loading plant composed of dock levelers with tail-lift recess for loading platforms type HV2520-6, Dock shelters and ISO sectional doors.

Anti-slip coating / hot dip galvanising

The slip-resistant corundum coating simultaneously acts as noise insulation and can also be used for hot-dip galvanised or varnished versions.

Last but not least, the specific weight of our dock leveler is evidence of extreme stability and load capacity in continued use. Our dock levellers with customary dimensions of 3000 mm × 2000 mm have a weight of over 1.4 tonnes. Nevertheless, they are still fully flexible and twistable for one-sided loads, for example.

Standard: Lateral push blades

If your vehicle docks uncentered, the double-sided push blades (standard) retreat.

Tail-lift recess for loading platforms

A tail-lift recess for your vehicles with loading platform
.

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Electrohydraulic dock leveler with extending lip

Any greater carrying capacity on request.

Incline/decline up to a max. 12.5% corresponding to the legal requirements and norms. The length of a dock leveler dependent on 2 conditions is derived from this:

- max. Height difference between ramp height and the lorry loading surface
- type of transport vehicle (ascendability/ clearance)

Some rules of thumb include

- manual lift trucks 3 %
- driven lift trucks 5 %
- electric forklift truck 10 %
- gas or diesel forklift truck 12.5 %

Dock either 600 mm or 1000 mm

Standard height 700 mm

Special constructions on request

Standard sizes

Type	Length (mm)	Width (mm)
HV 2020-6	2000	2000
HV 2022-6	2000	2250
HV 2520-6	2500	2000
HV 2520-10	2500	2000
HV 2522-6	2500	2250
HV 2522-10	2500	2250
HV 3020-6	3000	2000
HV 3020-10	3000	2000
HV 3022-6	3000	2250
HV 3022-10	3000	2250
HV 3520-6	3500	2000
HV 3520-10	3500	2000
HV 3522-6	3500	2250
HV 3522-10	3500	2250
HV 4020-6	4000	2000
HV 4020-10	4000	2000
HV 4022-6	4000	2250
HV 4022-10	4000	2250
HV 4520-6	4500	2000
HV 4520-10	4500	2000
HV 4522-6	4500	2250
HV 4522-10	4500	2250
HV 5020-6	5000	2000
HV 5020-10	5000	2000
HV 5022-6	5000	2250
HV 5022-10	5000	2250

Pre-cast concrete component with integrated pre-install frame and buffer base plates

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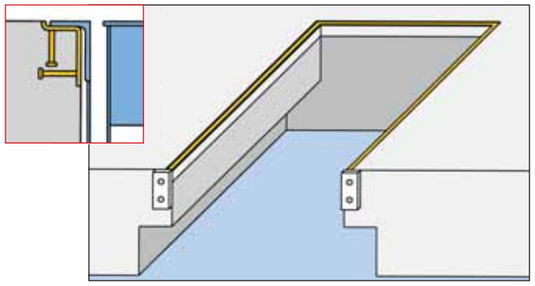
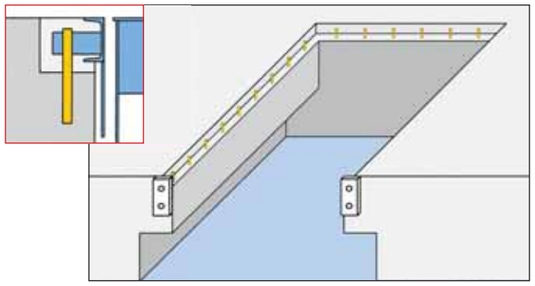
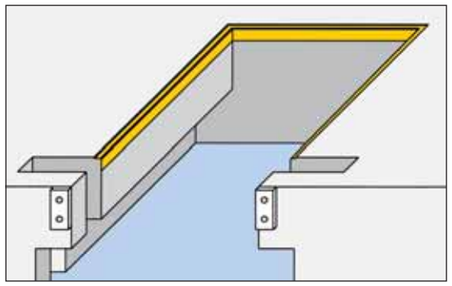
Pit systems



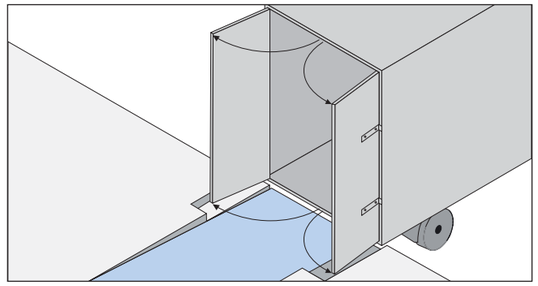
Dock leveler with integrated angular frame. Delivery of the pre-install frame for on-site concrete encasing. Docks can be quickly assembled after completion of construction works. No contamination of the dock leveler.

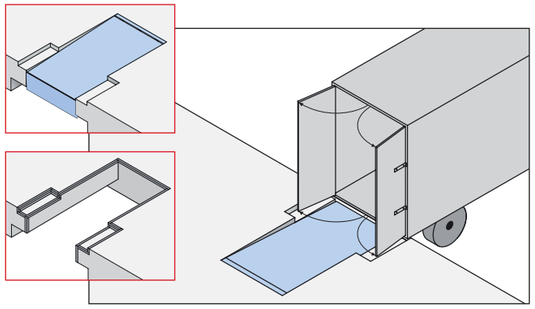


Dock leveler with integrated concrete anchor framing. Concrete recesses are subsequently cast.



Pit for dock leveler with driven gate as insulation.





In order to prevent loss of energy, this stage version creates a closed system. The lorry docks with closed doors and can swing open the doors in its sealed state using the sunken ramp. Optional height-adjustable buffer and driven gate

THERMAL-INSULATED LOADHOUSES

BUTT's thermal-insulated loadhouses can be constructed in an existing hall or a new building. This signifies long-term depreciation. However, BUTT's thermal-insulated loadhouses can be set up as a mounting unit and thus can be depreciated more quickly as technical equipment.

BUTT's thermal-insulated loadhouses consist of an underframe with an integrated dock leveller. On this basis there are thermal-insulated wall and ceiling linings made from sandwich panels as well as integrated sectional or rolling doors. On the surface, the loadhouse comes with a dock shelter of your choice.

Our loadhouses can be integrated in any corner of your building. This way the saw-tooth version (45° angle) saves precious space and makes lorry docking that much easier. Even converting the loadhouse is feasible without much effort based on its compact construction.

Customer benefits:

- Fully-fused steel underframe for extreme load capacity
- The net floor space of the hall is increased
- Individual production available, perfect for upgrading existing buildings
- Length, width and carrying capacities can be freely selected
- Extreme stability through full individual support, no vertical load introduction into the building

Gate in the loadhouse

Can also be combined with internal and external sectional doors.

Gate in the façade of the hall

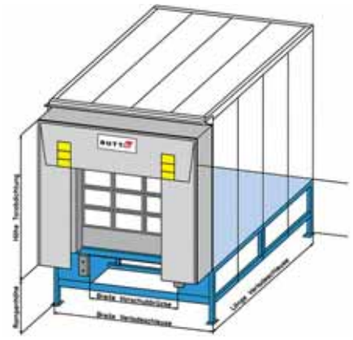
Sealed or unsealed versions according to need.

Mobile versions

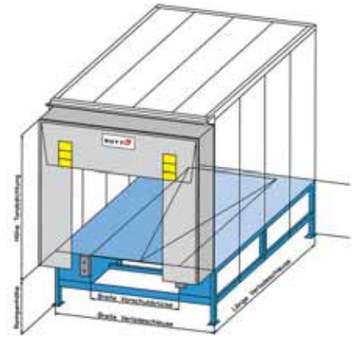
The mobile thermal-insulated loadhouse can be operated with two industrial trucks and utilized variably.

Assembly

Full scope of delivery and successful installation by BUTT.



Door at the front of the loadhouse.



Door in the hall façade.

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Dock shelters with integrated numeration on the head flap.

Our dock shelters are distinguished by their exceptionally robust construction. This way the contact pressure on the vehicle and therefore the density is optimised by the incorporated fibreglass frame. Wear areas are additionally protected by dual material. We also complete dock shelters with corner or full lamination on request.

The flexible frame prevents damage from vehicles. Even if the lorry is not centrally docked, the dock shelters are not damaged. The flexible scissor arm construction between the front and rear frames does not allow for any damage resulting from accidents.

Customer benefits:

- Robust construction
- Perfect shelter
- Flexible frame
- Individual dimensions and carrying capacity available
- Lateral vinyl siding in black or white

Flexible frame

For optimal sealing and little wear: pressed frame. Optimised contact pressure through integrated fibreglass frame.

Lateral covering cushions

Completely sealed.

Combined with fixed frames

Combined with fixed frames if ramp edges protrude. This way the dock shelter can nonetheless be set deeper for better sealing.

Shelter bumper

The lateral shelter bumper significantly reduces draughts.

Inividual sizes

A perfect solution for small vehicles as well.

Dock shelter at floor level

Long type available for surface length doors.

MADE IN GERMANY

Inflatable dock shelters

Inflatable dock shelters in normal position.

Inflated dock shelters.

Inflatable dock shelters by BUTT combine optimal sealing with universal applications. The inflatable and lateral and overhead cushions render the cargo opening nearly airtight. As a result, this type is excellent for cold warehouses and air-conditioned storage rooms. The summer heat, the winter cold, draughts, dust and insects don't have the slightest chance of entering the warehouse. The result is significant energy savings and fewer stoppages resulting from staff falling ill. There are even more advantages, however. The inflatable overhead and lateral cushions guarantee not only perfect sealing but also automatically adjust to the size of the lorry with a maximum height of 1250 mm and 800 mm in width. As a result, lorries with varying dimensions can also be effectively sealed off at loading sites. These advantages make this type a good investment.

The materials used are high-quality and extremely long-lasting. Inflatable cushions are made this way from Cordura®. Cordura® has many positive features such as resistance to tear, colour fastness as well as resistance to humidity and mould. The frame is extremely robust and consists of 40 mm of ISO panels. The standard colour of the frame is light grey.

Type 800 can be delivered at "ramp level" or "ground level". The ramp models are assembled at loading sites at which the warehouse floors and lorry loading area are roughly at the same height.

The ground-level models are used for ground-level loading. Since the cushions are retracted behind the front plane material of the dock shelter in their normal position (not inflated), the lorry driver has perfect view of the loading site when docking. This is an inexpensive feature that applies to the entire series. As soon as the lorry is in the dock shelter, the cushions are inflated within 15 seconds and perfect insulation is obtained above and next to the trailer. A practical side effect is that the cushions cannot reach the area of the cargo opening as is often the case for plane dock shelters. This produces optimal accessibility of the cargo bay and maximum work space on the ramp. The models by default come with integrated inflatable sub-cushions. As a result, even the last opening beneath the reverse side of the lateral cushions is sealed off.

BUTT cushion shelters

Head flaps partially laminated, individual size version for pick-up vehicles.

The perfect shelter for loading.

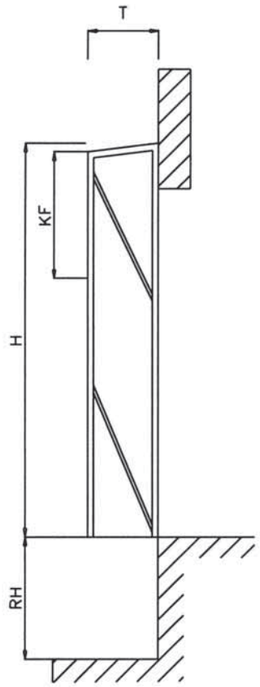
Individually produced cushion-dock shelters for particularly good sealing for vehicles of the same age.

MADE IN GERMANY

Dock shelters

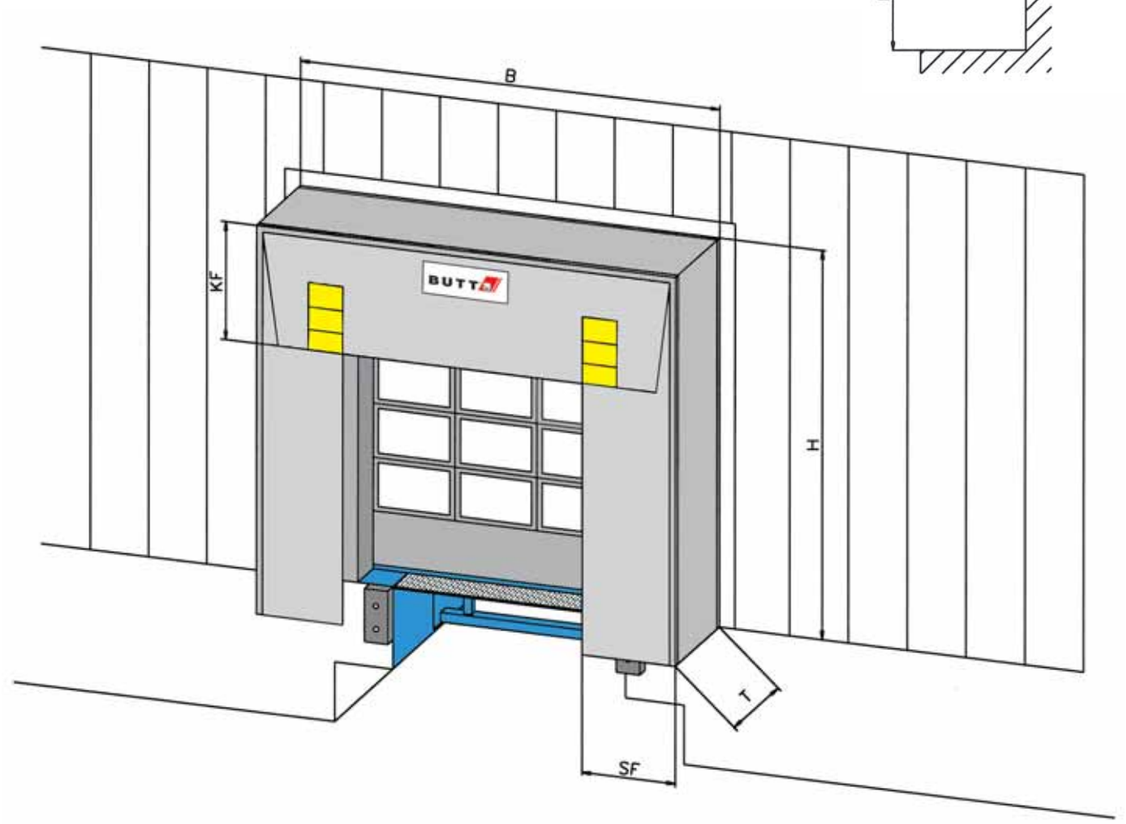
Standard dimensions (based on 1200 mm ramp height)

Type	B External width	H External-Height	T Depth	KF Height of head flaps	SF Width of side flaps
BU TA	3600 mm	3470 mm	600 mm	1000 mm	750 mm



Customer benefits:

- Individual dimensions
- Individually produced cushion dock shelters on request
- Docks shelters available with corner or full lamination as well
- Accessories: Lateral sealing cushions, numeration on head flaps, separate fixed frames, special protection against wind



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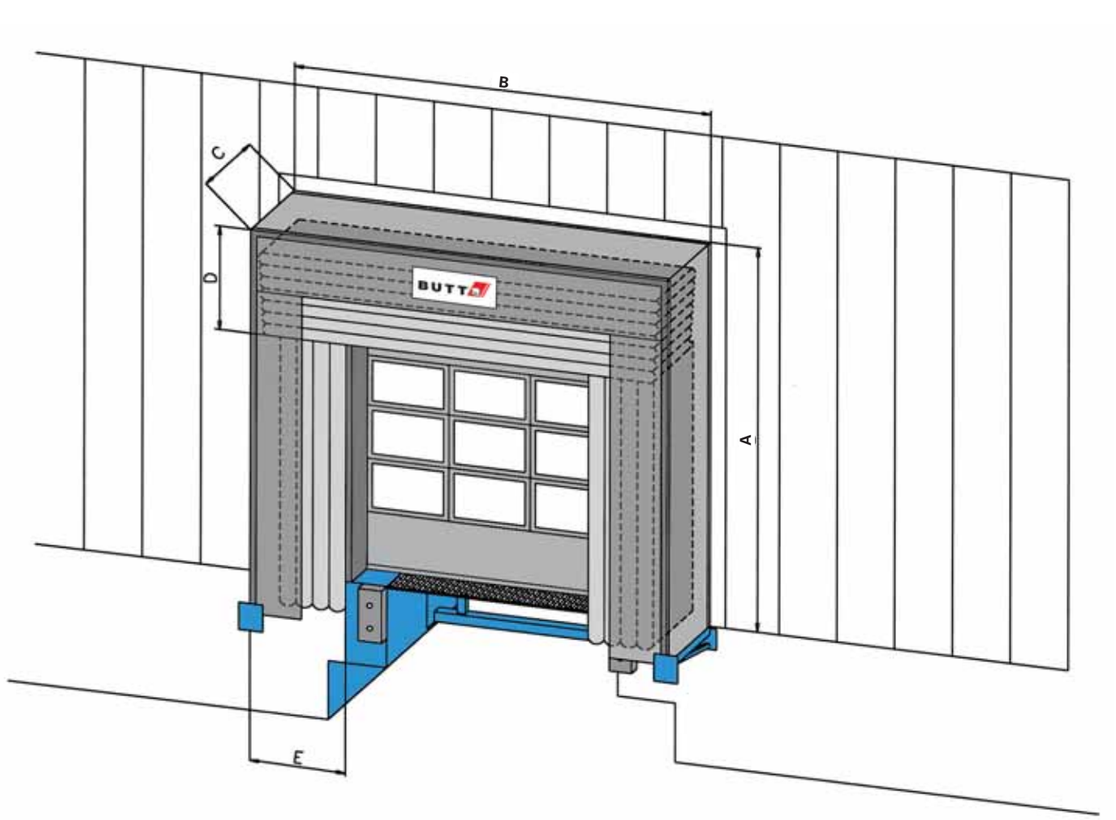
Inflatable dock shelters type BU 800

Standard dimensions

Type	A External height	B External width	C Depth	D Height of the overhead cushion (inflated)	E Width of thelateral cushion(inflated)	Width of opening inflated	Height of opening inflated
BU 800-1	3600 mm	3500 mm	815 mm	1350 mm	700 mm	2100 mm	2250 mm
BU 800-2	3600 mm	3500 mm	815 mm	1750 mm	700 mm	2100 mm	1850 mm
BU 800-3	3600 mm	3700 mm	815 mm	1350 mm	700 mm	2300 mm	2250 mm
BU 800-4	3600 mm	3700 mm	815 mm	1750 mm	700 mm	2300 mm	1850 mm
BU 800-5	4000 mm	3500 mm	815 mm	1350 mm	700 mm	2100 mm	2650 mm
BU 800-6	4000 mm	3500 mm	815 mm	1750 mm	700 mm	2100 mm	2250 mm
BU 800-7	4000 mm	3700 mm	815 mm	1350 mm	700 mm	2300 mm	2650 mm
BU 800-8	4000 mm	3700 mm	815 mm	1750 mm	700 mm	2300 mm	2250 mm
BU 800-9	4700 mm	3500 mm	815 mm	1350 mm	700 mm	2100 mm	3350 mm
BU 800-10	4700 mm	3500 mm	815 mm	1750 mm	700 mm	2100 mm	2950 mm
BU 800-11	4700 mm	3700 mm	815 mm	1350 mm	700 mm	2300 mm	3350 mm
BU 800-12	4700 mm	3700 mm	815 mm	1750 mm	700 mm	2300 mm	2950 mm



TÜV NORD Zertifizierung Baumuster geprüft

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"BUTT's assembly operators left a very professional and effective impression on us and the assembly of the docking ramps, the scissor lift table and the sectional doors was complete in an incredibly short amount of time and to our complete satisfaction.
We would absolutely recommend BUTT's services to others.

RUWIDO Austria

BUTT's most sought-after product is the ISO sectional door with a panel thickness of 40 mm. Based on very good thermal insulation of the trendy micro profile which is available in 19 preferred colours as well as on the compact propulsion technique, the ISO sectional doors have established themselves as a classic. In addition to the 60 mm energy door (or 80 mm option), which is readily used in food cold storage, BUTT has in its product range a combination of ISO and ALU sections in connection with high-quality plastic isolation screens made from acrylic or polycarbonate fibre with scratch-proof finishing.

The modular construction principle is a top priority when producing industrial doors. As a result, doors can be produced according to individual requests by the customer and thereby produced as standard. Simple and and easy-to-service assembly of the structural components is also taken into account so that assembly times are kept to a minimum and parts can later be quickly replaced.

Safety and certification

The standard for the future – absolute conformity with the norm EN13241-1. Operating safety plays a decisive role in the developmental phase. Sectional doors can* also be equipped with:

- A spring fracture safeguard.
- Guide rails that are optimally secured against “derailment” of the track rollers and keeps hands away.
- load dependent interception system for broken cables and springs thanks to which uncontrolled closing of the door is prevented.
- torsion-spring-controlled weight counterbalance system, which leads to optimal manual operating convenience.
- a cable guidance system that is integrated into the guide rails and as a result risk of injury is averted.
- an obstacle recognition system that stops door mo vement – for electrically driv-en doors – on the un derside of the door.
- manual or electrically driven operating systems for trouble-free use.

All ISO sectional doors have a TÜV NORD type examinati-on. ISO sectional doors are subjected to an endurance test. In this test, the test models carry out 30,000 open/close movements.

*Some of the safety systems mentioned can be optionally delivered. Each door system is in absolute conformity with the norm EN13241-1.

ISO sectional door

Even the ISO sectional door can be crea-tively combined with the aluminium frame sections.

ALU frame door

The ideal door for large light incidence and optimal visibility.

Garage door

Garage door with innovative Rodeca® glazing.

Colour of your choice

Select a colour from the RAL tones.

Window sections

Whether you choose aluminium frame win-dows, windows with round or rectangular cor-ners, you can combine them however you like.

Personnel door with a low threshold

The personnel door with low threshold 15 mm significantly makes safe thoroughfare possible

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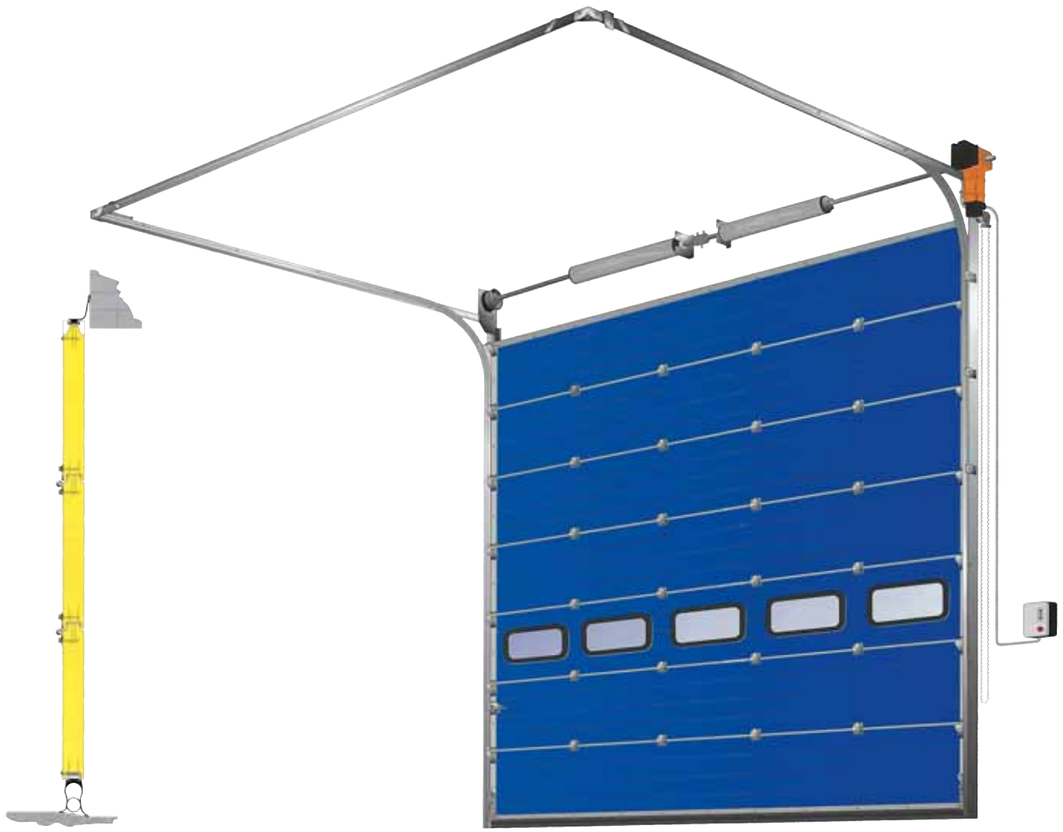
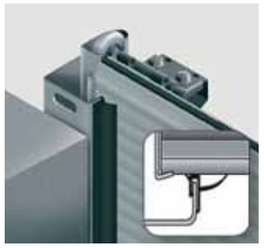




Weather resistance – can be applied in any climate

The ISO 40 mm sectional door

The ISO sectional door is a classic industrial door with high thermal insulation. Horizontal sections connected to each other with hinges are drawn upwards using rollers on guide rails. Installation on the internal side of the building is typical. The opened door frees the entire clear width and height of the construction opening. A spring system – wave with torsion springs – takes over weight counterbalance. Steel cables and special cable drums transfer the spring force to the moving door blade. A flat or (optionally) structured surface interrupted by horizontal corrugation offers an appropriate design.

Variety – eye-catching – a formative element

Various design possibilities through colour schemes, form and arrangement of the viewing window. ALU frame elements in the ISO door can visually extend the strip lights of the building, for example. Coloured bases of the building are harmonised with the sections closed beneath. Building owners and planners have the ability to create eye-catchers, attract attention with recognition features or create "highlights" in uniform façades.

Electric drive

Manual chain

Fully shut doors without windows for the best thermal insulation.

High isolation – solid panels

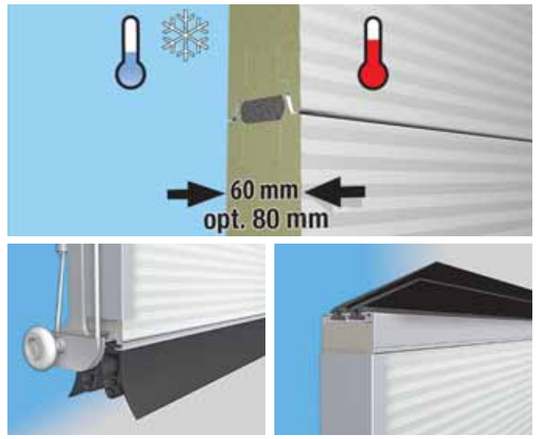
The sections, which are constructed on the basis of the sandwich principle, are 40 mm thick. The core is composed of rigid polyurethane foam, CFC-free. The external and internal shells are made from galvanised plastic-coated steel sheets 0.55 mm thick. Exacerbation-free couplings between hard foam core and profiled sheet result in a high load carrying capacity.

Thermal separation between the external and internal shell guarantees high insulation. Tongue-and-groove formation and bilaterally applied sealing tape seal off the sections among each other well.

A U value of up to 1.1 W/m²K and a noise insulation gauge R'w of approx. 25 dBA indicate the excellent thermal and sound-proofing of the sections. Highly-flexible gaskets seal the door blade from the sides, floor and the lintel. As a result, this door lives up to its "ISO" name in every aspect.

Personnel door – Also available with a low threshold.

The ISO 60 mm sectional door – so that the cold remains outside.



The ISO sectional door is available with an optional thickness of 80 mm.

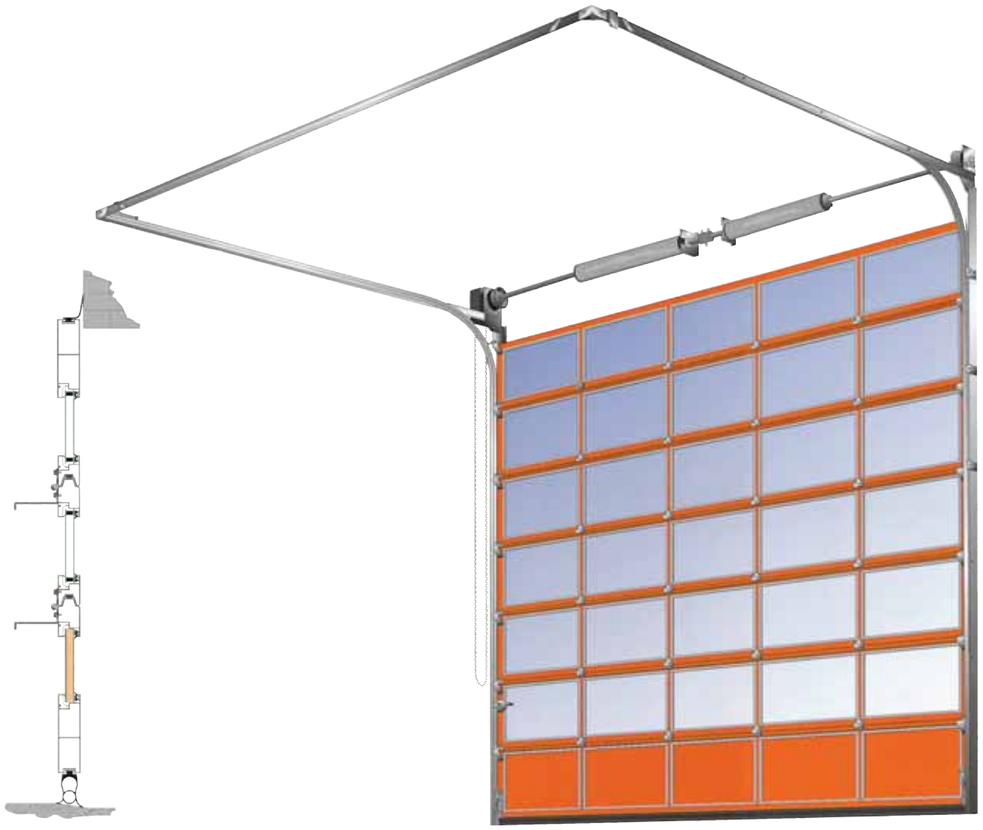
The energy-saving door made from 60 mm of CFC-free polyurethane hard foam core is thermally isolated and is therefore the ideal solution for high temperature differences. As a result of the excellent insulation values of up to 0.7 W/m²K, the ISO 60 mm sectional door is particularly well-suited for use in cold storage or deep-freeze storage where the cooling process requires very high energy consumption. Even with these door versions you do not have to forego the popular micro-profiled appearance in the standard colour tones RAL 9002 and RAL 9006. In addition, special colour tones can of course be prepared as per the customer's request based on the RAL colour palette.

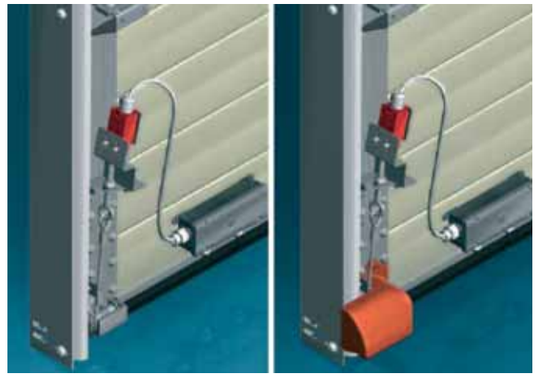
A perfect seal with dual rubber profiles

Dual sealing along the lintel and the floor area make for increased density and thus effectively reduce loss of energy.

MADE IN GERMANY

Aluminium frame sectional doors - for a high incidence of light.





Cable slack protection.

Cable breakage protection.

In coordination with BUTT dock shelters and BUTT dock levellers.

Large ALU-frame door with integrated personnel entrance and oblique floor section.

Our aluminium frame sectional door is an industrial door with the highest incidence of light. Horizontal sections connected to each other with hinges are drawn upwards using rollers on guide rails. Installation on the internal side of the building is typical. The opened door frees the entire clear width and height of the construction opening.

A spring system – wave with torsion springs – takes over weight counterbalance. Steel cables and special cable drums transfer the spring force to the moving door blade. A solid frame-sash construction surrounds the vitrified fields. Insulating glass as heat insulation is common and standard.

The ALU-frame sectional door is the most frequently used door in workshops, fire houses, transport company depots, etc. In short: whenever a lot of light incidence is desired.

Giving accents – Forming facades

Form, colour, and various fillings for the fields offer numerous design possibilities. A harmonic image for the façade itself and the lighting strips in the façade can be created using the selected pattern. The colours of the RAL palette offer individuality from “screaming to be noticed” up to tone-on-tone customisation.

Corrosion-resistant – long-lasting

Anodised execution (E6/EV1) with a layer thickness of 20 µm in the ALU natural tone is standard. The profiles are resistant to weather and corrosion; the applied varnish only meet design requirements. Hinges and roll holders are galvanised all around. Stainless-steel fittings can be offered for extreme situations.

Protective measures – surveillance

Spring fracture safety devices, cable breakage protection and safety edges, partially mandatory and partially recommended, are specific to users or doors. All applicable legal requirements and provisions as well as additional ideas can be catered for.

Coordination of the highest material quality and diversity of design

Almost no restrictions are placed on creative freedom: whether translucent or opaque, with or without sectioning of fields, coloured or transparent, heat-insulating or permeable to air. Just a few examples of the different kinds of materials and designs.

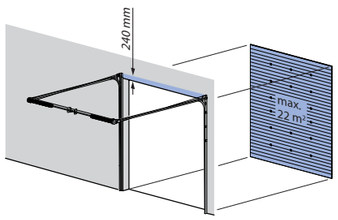
MADE IN GERMANY

Rail track systems

Selection of the guide rail system (T 240, T 340, T 400, T 450, T 500, T 500hF, T 400hF) is determined by the space available above the clear opening. Select the guide rail system that minimizes wasted space in the building. In practice, this means that the guide rail system should run along the wall and the slope as closely as possible. If the sectional door is located in the upper position, the entire clear height must be available.

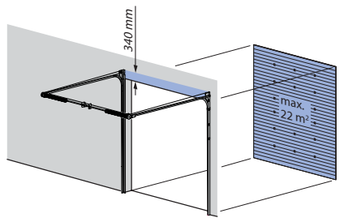
	T 240	T 340	T 450	T 400	T 500	T 400hF + T 500hF
Free space above the clear opening	240 mm	340 mm	430–700 mm	700–3400 mm	LH*+500 mm	individual
maximum door blade surface	22 m²	22 m²	50 m²	50 m²	28 m²	16 m²
Roof inclination	0°–30°	0°–30°	0°–30°	0°–30°		
Spring package in the lintel area	No	No	Yes	Yes	Yes	No

* LH = Clear height



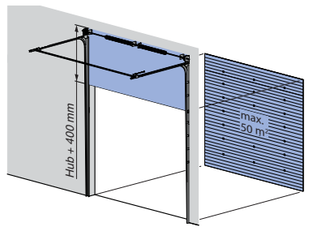
T 240 guide rail system

The T 240 system is suited for low-header areas – the space above the door opening from 240 mm to 330 mm. A square tube is mounted between the rear ends of the horizontal guide rails. The spring package is attached to this square tube. Potentially the system can also be used (after consultation) if the vertical drop is less than 240 mm. The sectional door remains visible in the clear opening in the maximum upper end position.



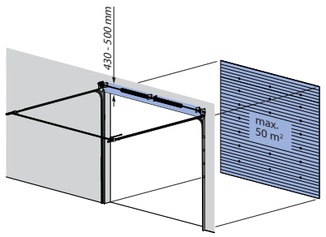
T 340 guide rail system

The T 340 system is used with free space from 340 mm up to 420 mm above the door opening. A square tube is mounted between the rear ends of the horizontal guide rails. The spring package is attached to this square tube.



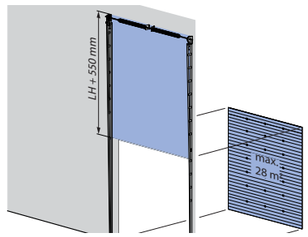
T 400 guide rail system

The T 400 system is used with free space above the door opening from 700 mm up to 3,400 mm. The system offers the ability to vertically open and close the door blade above the door opening and to run the horizontal guide rails as close to the hall ceiling as possible. Assembly of the spring package takes place in the lintel area above the horizontal guide rails. This area must be structurally suited for bearing the dynamic load.



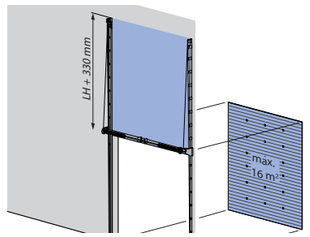
T 450 guide rail system

The T 450 system is used with free space above the door opening from 430 to 700 mm. Assembly of the spring package above the door opening in the lintel area. This area must be structurally suited for bearing the dynamic load.



T 500 guide rail system

This guide rail system is used if the free space above the door opening is high enough and the sectional door is to be opened and closed completely vertically. Assembly of the spring package takes place at the end of the vertical guide rails. This area must be suited for bearing the dynamic load.

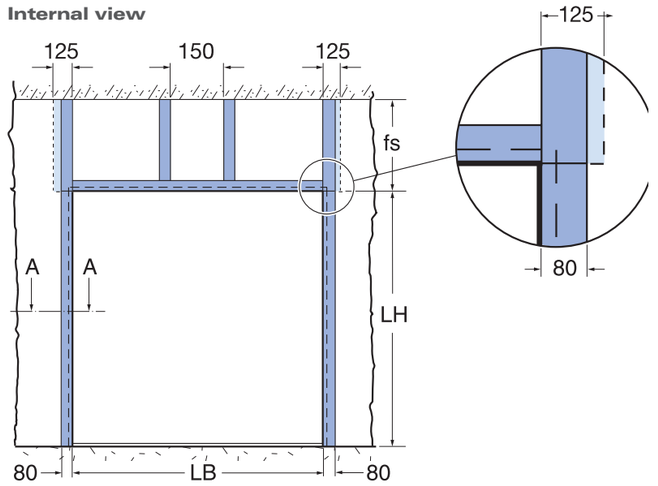


T 400hF and T 500hF guide rail system

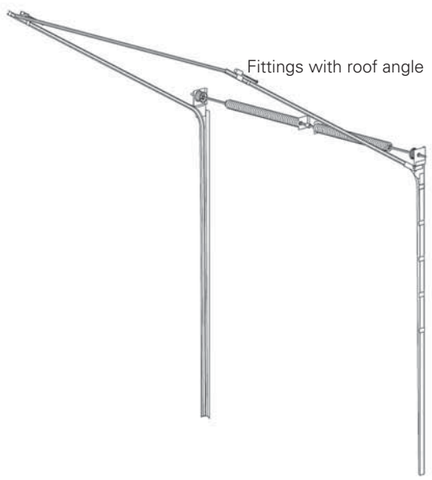
The application options are the same as for the T 500 / T 400 systems. In the case of the T 500hF / T 400hF system, the spring package is mounted with a provisional construction about 500 mm above the clear door opening. This type of installation makes maintaining and repairing the spring and drive system easy. The maximum door width for this system is 4000 mm.

Clarifications

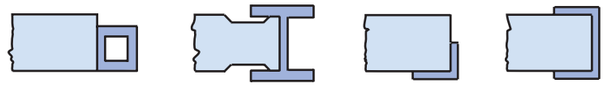
Internal view



Free space that is still required above the installation surface.

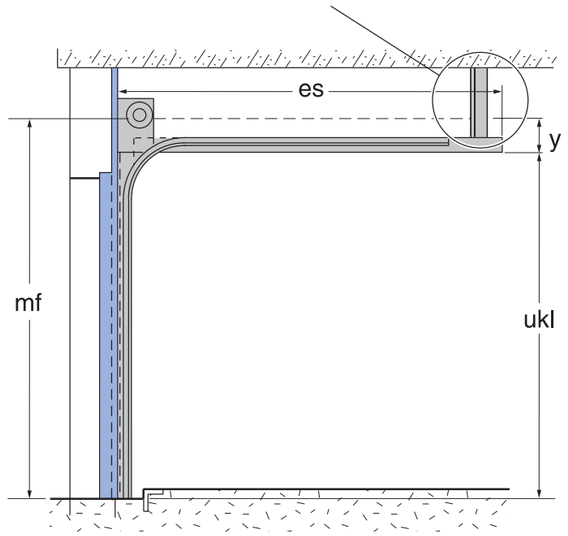


A-A section



Examples of possible assembly frames.
The assembly space must be flat and on one level.

A few suspension assemblies are required up to 4 m in length of the horizontal guide rails; two pairs are additionally required.



Space requirements for the manual chain/electric drive

A manual chain additionally requires 250 mm – to the right or left. An electric drive additionally requires 300 mm – to the right or left.

In structural situations where such free space is not available, smaller space requirements can be obtained assuming greater expense – previous installation of a manual chain or electric drive. (please inquire)

Legend

LB Clear width
LH Clear height
fs Free space above lintel
mf Centre spring shaft
y Required free space for door movement
es insertion depth
ukl lower-edge horizontal guide rails

MADE IN GERMANY

The excellent simple construction and perfect movement of the rolling doors fulfil the requirements of rough daily routines particularly well. This applies in particular to the new BUTT Duplex roller shutters (double-walled, foamed). They are made from high-quality flexible steel, have an attractive anti-corrosive surface and can be delivered with windows and ventilation grilles.

BUTT rolling doors add an uncomplicated, long-lasting and attractive finish to your building access roads even for the most varied requirements.

Customer benefits:

- Tailor-made door concept
- High cost-effectiveness
- Robustness
- Space-saving roller technology
- Flexible fixture and fitting options
- Guide rail system with synthetic plain bearing profile for improved running and gliding features

External rollers

Rolling door as external rollers with side door.

Individually designed

Colour-painted rolling door with window laminates.

Transparent laths

You get as many window laminates as you want for outdoor views and light incidence as well.

Sealing

Isolated BUTT Duplex Profile.

Door construction

Quality drive components using rollers, consoles, bearings, guide rails and shutters.

Drive

The drive is controlled as a slip-on geared motor with an integrated safety catch. It is dimensioned accordingly to the size of the gate system.

Passenger car loading

Ramp elevating platform

Yard-loading

BUTT standard/loading elevating platforms

BUTT has internally completed standardisation of the assembly production for loading and compact elevating platforms and as a result guarantees its customers quick delivery. In the process, not only the price level was kept as stable as possible, but also quality and safety were further improved. This particularly applies to the optimised and maintenance-free antifriction bearings. By foregoing inexpensive sleeve bearings, a significantly longer life cycle and a higher degree of utilisation are obtained. The self-supporting base frame of the elevating platform allows you to skip subsequent casting and offers premium quality with its torsion-resistant frame construction.

BUTT supplies scissor arms primarily as full scissors and not as a frame profile, which in turn makes the elevating platform more stable and robust. Freely adjustable end switches provide the user with more flexibility and allow for the elevating platform to be universally adjusted in its effective stroke. The service supports are designed for the required maximum load capacity. The fully assembly package such as dowels, adjusting screws, packing plates, etc., are already contained in the price. The elevating platform is ready to be connected using the CEE plug and is delivered ready for use. Our adherence to all required European safety regulations is a matter of course.

Optional:

- Can be driven in its lowered position with an axle load of 15 t.
- Controlling the platform using the plug-railings with mechanical operator push buttons or fixed railings with on/off buttons
- Additional buttons are available as flush switch in the building wall

Customer benefits:

Particularly cost-effective:
- Full assembly package
- Ready for connection using CEE plugs
- Ready-to-use design

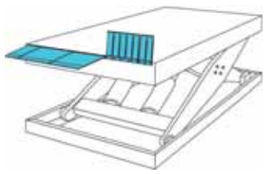
Particularly safe:
- Circumferential safety contact strips on the top frame as anti-squeeze protection
- Dead-man's control for raising and lowering
- Service supports designed for maximum carrying capacity
- Pipe breakage protection for ruptured hoses
- Protection class: IP 54
- Control voltage 24 volts DC incl. Solenoid valve
- Dimensioned for 50 % structural overload and appropriately inspected
- The safety rules correspond to the European Machinery Directive of the EN 1570 and UW/VBG14

Quality features:
- Track rollers as maintenance-free antifriction bearings
- Torsion-resistant frame construction
- Long-lasting thanks to optimised maintenance-free radial spherical plain bearings (no sleeve bearings)
- Self-supporting base frame (subsequent casting not required)
- Scissor arms as full-steel scissors
- Cylinders with hard-chromed piston rods
- Dead-man's control using integrated buttons in the switch box including emergency stop and lockable main switch on 10 m cable
- High-quality corrosion protection with sandblasting, bonderising, priming and application of the top coat to the elevating platform construction with a two-component paint in the standard RAL colour 5010 (more colours available at an additional charge)

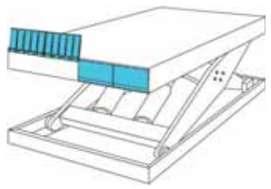
Safety guidelines:
- The ramp in the area of the elevating platform must be secured if the drop is at least 1 m (ramp height). This can be done using a gantry (Portal height = ramp height + 1.100 mm).
- Hand grips must be made available on the elevating platform if there are passengers on it. This can be done with the following means: Plug railings, fixed railings, gantries, control columns.
- If controlling from the platform, an underrun protective device on the accessible side of the elevating platform is required. This also applies if the lower area of the elevating platform cannot be viewed directly from the steering column.
- If the platform is driven with lift trucks in the deployed position, a roll-stop system is required for the free side. This also applies to other rolling loads.

MADE IN GERMANY

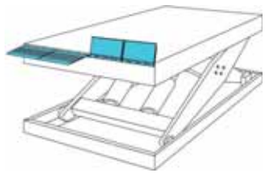
Standard accessories for loading elevating platforms:



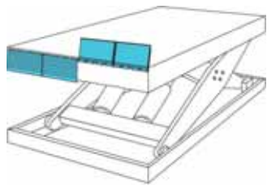
Loading bridge: mechanical design, reinforced, steel design 7° and 15°, 385 mm reach



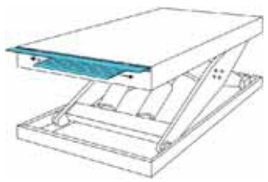
Loading bridge: mechanical design, reinforced, steel design 7° and hanging, 345 mm reach



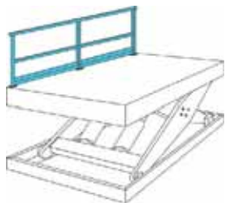
Loading bridge: mechanical design, reinforced, Aluminium design, RPB 40 brand, 7° and 15°, 385 mm reach



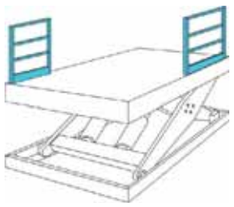
Loading bridge: mechanical design, reinforced, aluminium design, RPB 40 brand, 7° and hanging, 345 mm reach



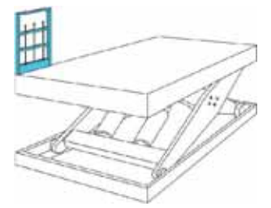
Loading bridge: laterally sliding, aluminium design, type KBS reach of 410 or 535 mm



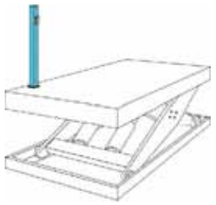
Fixed railings: 1100 mm high, steel pipe, command device optional



Plug railings: 1100 mm high, 800 mm long, steel pipe

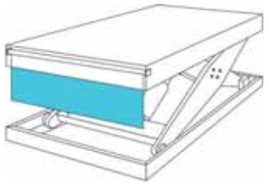


Control plug railings: 1100 mm high, 600 mm long, incl. on/off switch functions in dead-man mode and an emergency stop, steel pipe

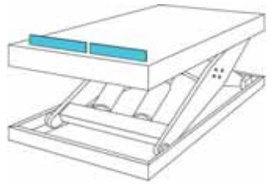


Control column: Hight 1750 mm, steel pipe

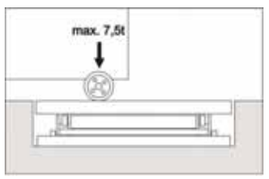
Gantry: Height depending on ramp dimensions, control device optional, steel pipe



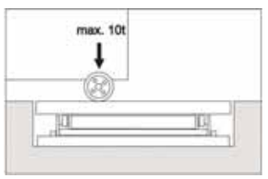
Underrun protective device: rolling design, yellow material



Roll-stop system: mechanically controlled

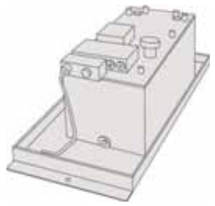


Wheel load: 7.5 t lorry wheel



Wheel load: 10 t lorry wheel

Hot dip galvanising



Hydraulic unit: designed separately to the elevating platform and assembled in a leakage oil pan

Special use for high carrying capacities for loading industrial vehicles.

Dual-scissor elevating platform tandem with control plug railings and loading bridge.

Scissor elevating platforms with various accessories. Plug railings, electrohydraulic loading bridges, underrun protective system on all sides.

Fully hot-dip galvanised and can be driven over with an axle weight of up to 10 t.

Combination elevating platform and dock leveller.

Loading table with electrohydraulic aluminium loading bridge.

Elevating platform with a manual loading bridge that can be driven over.

Elevating platform with stop-roll system, gantry, loading bridge, underrun protective device, hot dip galvanised.

MADE IN GERMANY

BUTT®
... AND THE LEVEL IS CORRECT!

MOBILE YARD RAMPS

Over 35 years of experience

in production, sales and service of MOBILE YARD RAMPS.

"Consultation in the decision-making phase, service upon delivery, briefings and the annual inspections are to us evidence of high professionalism and performance of BUTT's employees."

Mercedes-Benz

Loading and unloading lorries and containers under high time pressure is the day-to-day business of modern logistics. For decades BUTT Mobile Loading Ramps have safely and conveniently completed this task. We offer 2 standard designs for straight loading: with the central axle for particularly easy manoeuvering or with front axle for above-average load capacity.

Do you need to be active in more ways than one? Our ramps for 3-sided loading with a height-adjustable front axle can perform this task with ease as well.

Typical for BUTT: We complete all mobile yard ramps with the dimensions and equipment according to your particular needs!

MADE IN GERMANY

BUTT INNOVATION – Height-adjustment for your ramp with lithium ion -battery drive (legally protected).

Mobile yard ramps by BUTT combine cost effectiveness, mobility and quality for your loading activities. They are designed in such a manner that they work trouble-free for decades. You can recognise this by the extremely stable construction and numerous detailed solutions that should make your work as easy as possible.

BUTT's mobile yard ramps are available with central or front axles for straight or 3-sided loading.

Customer benefits:

- Easy setting of the height via manual operation (optionally can be supplied with electromechanical drive)
- Safety chain quick-release fastener for fastening the mobile yard ramp to the container/lorry
- Gimballed joint fork clamps for quick operation of the ramp. Available as shunting system for forklifts with bale clamps (single-person-operation)
- Standard lateral protection from being run over
- Low-maintenance special heavy-duty wheels developed internally
- All ramps can be adjusted to your needs in terms of furnishings

Joint fork clamps

Normal joint fork clamp (standard) for simple and easy manoeuvring or operating the mobile yard ramp type BK 912.

Special fork clamps

Displacement with quick-lock device.

Protection from being run over

Standard – increased protection from being run over.

Bale clamp

Shunting system for forklifts with bale clamps (single-person operation)

Anti-slip lanes

Safe movements in all directions thanks to the optional anti-slip lane.

Safety grate

Open, anti-skid, hot dip galvanised safety grid, a high-strength design for safe operation under any conditions.

Railings and work platform

For particular needs we also offer plug-in railings and work platforms.

Special heavy-duty wheels

Casted rims with double-ball bearings, grease fittings and pressed-on solid rubber tyres with steel wire armour.

MADE IN GERMANY

Ramp for bulk materials.

Passenger car rail loading

Track vehicle loading up to 42 t carrying capacity.

Passenger car double-decker rail loading.

Mobile yard ramp with dock leveller and electric end carriage.

Conveyor beams.

Towing bar for use over long distances.

Fully hot dip galvanised with platform for particularly long goods.

Short mobile ramp for loading construction vehicles.

Front axle ramp with long, hydraulically operated loading bridge.

Construction vehicle loading up to 4 m drive width and 35 t carrying capacity.

Ramps for adjusting the level of your lorries.

Mobile or stationary – Drive your vehicle or forklift straight into your storage facility.

Mobile yard ramps with integrated dock levellers.

Weather independent – mobile yard ramps with enclosure.

Drive width 3500 mm, carrying capacity 25 t. Loading agricultural vehicles

Lorry loading with electrohydraulic height adjustment.

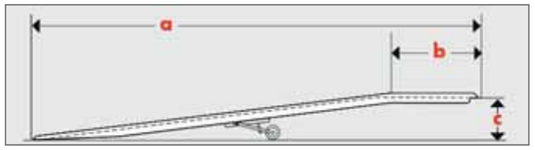
Self-propelled ramp with integrated four-stroke unit.

Special ramp for sports car events.

Tractor and road milling machine loading up to 38 t.

MADE IN GERMANY

Type BK central axle ramp for front-side loading



The BUTT type series with central axle for forward loading is a classic solution for loading and unload lorries / containers and supports your logistic tasks perfectly at every operational height. Simple handling of the BK model adds to the optimisation of your logistics activities. In addition to the most frequently selected versions, BUTT also develops and produces systems according to your needs.

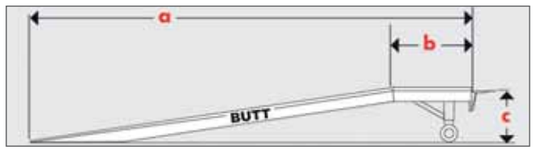
Customer benefits:

- Optimal operation of the ramp through centrally arranged floating axle with minimal manoeuvring requirements

Type	Carrying capacity	**a:** Total length	Total width	Drive width	Lip width	Lip length	**b**	**c** (min.–max.)
BK 912	Overall bearing capacity 9000 kg. For the use of diesel or gas-powered forklifts or battery-powered forklifts of the latest design.							
	9000 kg	11800 mm	2300 mm	1.960 mm	2140 mm	400 mm	2.500 mm	1100 – 1750 mm
BK 713	Specially developed in order to load particularly supercharged weights with greater ease and safety using the 3500 mm long horizontal position.							
	7000 kg	12800 mm	2300 mm	1960 mm	2140 mm	400 mm	3500 mm	1100 – 1750 mm
BK 715	Well-suited for battery-powered lift trucks in order to keep the battery's loss of power to a minimum through a small gradient angle.*							
	7000 kg	14900 mm	2300 mm	1960 mm	2140 mm	400 mm	3500 mm	1100 – 1750 mm

*(Type BK 912 can also be used for battery-powered lift trucks with year of construction 1990 or later).

Type BKV 1013 front axle ramp for front-side loading



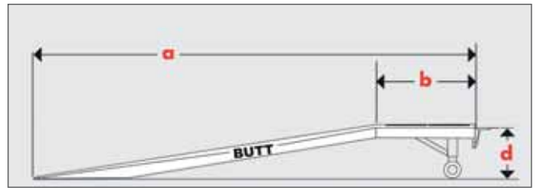
The BUTT BKV series with front axle for straight loading combines all of the advantages of the BK series and is used wherever above-average loads occur when loading or unloading. In terms of furnishings, all BUTT mobile yard ramps from the BKV series can be adjusted to your special needs:

Customer benefits:

- Wide operating area for convenient movement in all directions can be achieved

Type	Carrying capacity	**a:** Total length	Total width	Drive width	Lip width	Lip length	**b**	**c** (min.-max.)
BKV 1013	10000 kg	12500 mm	2300 mm	1960 mm	2000 mm	600 mm	3200 mm	1200 – 1650 mm
BKV 713	7000 kg							

Type BKV 1013 front axle ramp for 3-sided loading

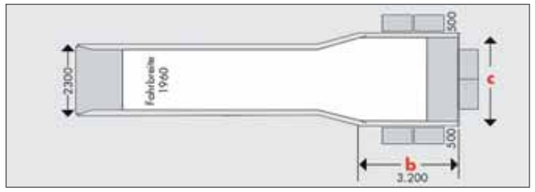


3-sided loading with front axle is the most versatile usable mobile yard ramp for the easiest form for optimising your loading and unloading activities. Up to 3 containers/lorries can be loaded and unloaded simultaneously.

Special measures by request!
(Individual dimensions and carrying capacities)

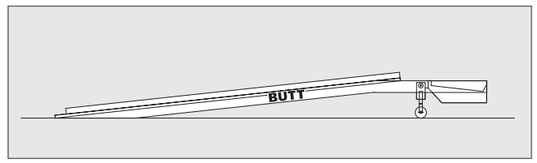
Customer benefits:

- Centrally divide drivable lips in the horizontal area for side and front loading



Type	Carrying capacity	**a:** Total length	Total width	Drive width	Lip width	Lip length	**b**	**c** (min.-max.)
BKV 1013	10000 kg	12500 mm	3000 mm	1960 mm	2000 mm	600 (500) mm	3200 mm	1200 – 1650 mm
BKV 713	7000 kg	12500 mm	3000 mm	1960 mm	2000 mm	600 (500) mm	3200 mm	1200 – 1650 mm

Type BKV / HV 613 mobile yard ramps with integrated dock leveller

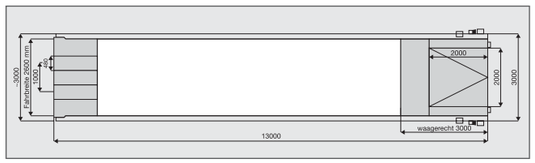


This model is manufactured as part of a series yet always produced individually according to your needs with respect to dimensions and carrying capacity.

The perfect loading ramp with regards to comfort, safety, flexibility and speed.

Customer benefits:

- Combines the advantages of the central axle ramp with floating position and the front axle ramp for very broad movement of goods.



MADE IN GERMANY

LOADING PLATFORMS

Mobile yard ramps with BUTT's loading bridges are the perfect connection to the loading/unloading vehicle. BUTT's loading platforms demonstrate a carrying capacity between 2 t and 20 t as surface expansion between ramp and vehicle. Just like most of BUTT's products, mobile yard ramps are manufactured on an individual basis. BUTT can find the right answer to any question regarding tailor-made solutions. All mobile yard ramps can be produced with adjustable height and a ladder for convenient and safe access.

Customer benefits:

- Large maneuvering surface for goods
- More safety when loading and unloading goods
- Mobility
- Combination with mobile yard ramps
- Robustness

Anti-skid coating

Loading platform with anti-skid corrundum coating.

Light loading platform

For moving manually without an auxiliary device for light goods up to about 4 t.

Large loading platform

This is used for rectangular docking of vehicles on your existing ramp.

Heavy loading platform

Loading from the ramp to the right or left directly into your vehicles.

Combination with mobile yard ramps

Gives your mobile yard ramp 3-sided expansion.

Mobility

Operating forklifts on the platform by one person.

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Everything is possible.

We will gladly accept your challenge! For this reason we place particular value on you finding a solution for your individual and innovative loading problems with us. Special constructions, such as mobile yard ramps with a carrying capacity of up to 42 t, scissor elevating platforms for the paper industry with a platform size of 7 × 8 m or drivable lift bridges for track bridging are developed and produced together with our clients.

Another segment of BUTT Loading Ramps & Industrial Gates are custom-made loading systems such as complete thermal-insulated loading zones including all necessary components A separate design and construction department with a modern CAD system guarantees development and manufacturing in one stop.

Wagon loading

Load your cars directly from the ramp to the right or left using electrohydraulic loading bridges.

Track bridging

The bridge can be raised using electrohydraulics for wagon thoroughfare.

Stationary loading driveway

Can be moved laterally with integrated loading bridge.

Side-loading

Dock leveller device for loading or unloading lorries from the side.

Loading station

Complete loading station with 2 dock levellers

Line bridge

For example to bridge large lines at construction sites.

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Canopied loading stations with dock levellers and excavation bevel.

Test ramp

Test ramp for determining the climbing ability of hydraulic drive systems.

45 t ramp for a machinery dealer in Russia.

Construction machine shipping, paper wholesale logistics or container terminals: The requests made for our special constructions are just as personal as our company tasks. It is one of BUTT's trademarks to provide every company with a fitting construction with respect to maximum carrying capacity, overall length and equipment. Feel free to contact!

Bulk cargo ramp

Heavy ramp that allow entire tipper trailers to raise about 2 cm in order to tip from a higher position.

Pivot ramp

Special constructions – Fixed platforms with pivoting ramps, 90° pivoting areas for connecting 2 existing concrete ramps and allowing thoroughfare.

Rail loading

Using this platform, containers can be loaded directly to rail wagons from the rail ramp with a forklift.

Complete loading stations with oblique ramps and four permanently fixed type HV 3020-6 dock levellers.

Spring-driven loading bridge TYPE FB

From planning to production, quality from Germany!

The right assistance with loading for every job. Using the standard programme for loading bridges and loading assistance, BUTT can cover nearly every loading situation. Our technicians will find the right individual solution for any other loading and unloading issues.

What's important

Experience, optimal cost-effectiveness ratio, safety. All legal norms and guidelines of the professional society have been met. A connection is created on the crosscut point between the ramp and vehicle with tested loading bridges. Various mobile loading bridges that are also affixed to the ramp bypass the height difference between ramp and lorry safely and quickly.

Type AWB

Light bridges, light transport.

Tandem type loading bridge

For major height differences.

TYPE SKB

For minor height differences.

Type HF

Typical loading ramp.

Type HFB

For minor height differences. OPTIONAL: fixed castors.

Type KBS

Connected to the ramp, lateral-sliding.

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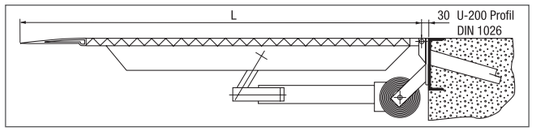
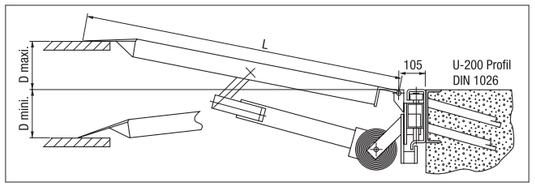
Spring-driven loading bridge TYPE FB





Segment lips

The ramp loading bridge type FBS covers a large area of various loading situations. Height differences up to 250 mm can be offset with carrying capacities up to 6000 kp.

High-quality colour varnish or hot-dip galvanizing protect bridges from corrosion. All types are available in stationary and laterally-sliding design. The platforms have a maintenance-free spring system.

A large dimensioned downward-exposed self-cleaning steel guide track profile allows for long-term and easy mobility. When not in use, the bridge is in a vertical position at the edge of the ramp and is protected against being accidentally knocked over with a safety device.

	Type	Length L (mm)	Width W (mm)	Carrying capacity (kp)*	Net weight (kg)
Stationary design	**FBSS 01**	1250	1500	5000	170
	FBSS 04	1500	1500	5000	190
	FBSS 05	1500	1750	5000	226
	FBSS 06	1500	2000	5000	212
	FBSS 07	1750	1500	5000	212
	FBSS 08	1750	1750	5000	248
	FBSS 09	1750	2000	5000	270
	FBSS 10	2000	1500	5000	234
	FBSS 11	2000	1750	5000	275
	FBSS 12	2000	2000	5000	315

	Type	Length L (mm)	Width W (mm)	Carrying capacity (kp)*	Net weight (kg)
Lateral-sliding design	**FBSV 01**	1250	1500	5000	188
	FBSV 04	1500	1500	5000	210
	FBSV 05	1500	1750	5000	246
	FBSV 06	1500	2000	5000	282
	FBSV 07	1750	1500	5000	232
	FBSV 08	1750	1750	5000	268
	FBSV 09	1750	2000	5000	304
	FBSV 10	2000	1500	5000	254
	FBSV 11	2000	1750	5000	295
	FBSV 12	2000	2000	5000	336

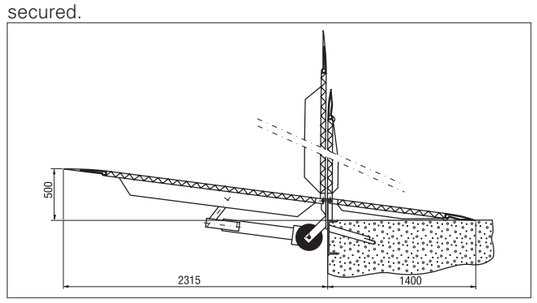
*** OPTIONAL CARRYING CAPACITY 6000 kp, HOT DIP GALVANISING, SEGMENT LIPS, RAMP REFURBISHMENT, ALUMINIUM DESIGN UP TO 4000 kp CARRYING CAPACITY**

MADE IN GERMANY

Spring-driven tandem type unloading dock made from aluminium

The tandem type spring-driven loading bridge is used to offset major differences in height (the vehicle is significantly higher than the available ramp height).

It consists of an loading bridge with counterbalancing springs and an loading bridge split in the middle without counterbalancing springs. It is put to use depending on the application in which Part 1 of the loading bridge is placed onto the ramp and Part 2 is placed onto the vehicle. In its resting position the tandem loading bridge is automatically secured.



Type	Length L (mm)	Width B (mm)	Pivot point-height H 1 (mm)	Height diff. H (mm)	Carrying cap. (kp/ piece)	Struct. weight (kg/ piece)
FBTS	3700	1500	180	+480	4000	305
FBTS	3700	1750	180	+460	4000	345
FBTS	3700	2000	180	+460	4000	425
FBTS	3700	1500	150	+430	4000	305
FBTS	3700	1750	150	+430	4000	345
FBTS	3700	2000	150	+430	4000	425

Lateral sliding optional

Laterally-sliding loading bridge type SKB

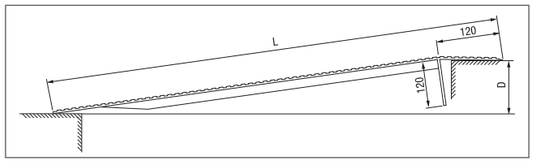
The SKB ramp loading bridge was constructed to offset minor to medium height differences up to about 200 mm. The aluminium platform and a ball bearing mounted carriage ensure simple operation as well as very light lateral sliding. This takes place in a steel guide rail that is exposed downwards and therefore cannot be soiled. When not in use, the bridge is in a vertical position at the edge of the ramp. An automatic spring-loaded fall prevention system prevents the platform from accidentally falling over.

Type	Length L (mm)	Width B (mm)	Height difference (mm)		Carrying capacity (kp)	Weight (kg)
			min.	max.		
SKB 01	815	1250	- 120	+ 80	4000	65
SKB 02*	1315	1250	- 185	+ 140	2500	90
SKB 03*	1565	1250	- 215	+ 175	1750	100
SKB 10	565	1500	- 90	+ 50	4000	60
SKB 11	815	1500	- 120	+ 80	4000	70
SKB 12*	1065	1500	- 155	+ 110	4000	90
SKB 13*	1315	1500	- 185	+ 140	4000	105
SKB 14*	1565	1500	- 215	+ 175	4000	125
Bright-rolled guide rail, 3000 mm long						36
Galvanised guide rail, 3000 mm long						36

Stationary as an option.
* Design with counterbalancing springs.

Bridging plate type AWB

The mobile loading bridge type AWB is composed of an anti-skid aluminium warded plate and is used for loading and unloading vehicles with manual lift trucks, roll containers, sack trucks, etc. They are characterised by the features listed here: easy transport, anti-skid working surface, low net weight, two finger holes for carrying, easy cleaning, weather resistant, stop bracket for preventing slips, small investment costs, special dimensions on request.



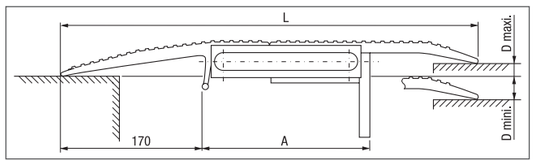
Type	Length L (mm)	Width W (mm)	Height difference H (mm)		Carrying capacity (kp)	Weight (kg)
			min.	max.		
AWB 508	750	1250	0	+ 100	600	20
AWB 510	1000	1250	+ 50	+ 125	600	26
AWB 512	1200	1250	+ 60	+ 150	600	30
AWB 515	1500	1250	+ 80	+ 190	600	40
AWB 518	1800	1250	+ 100	+ 225	600	47
AWB 1008	750	1250	+ 50	+ 100	1200	24
AWB 1010	1000	1250	+ 50	+ 125	1200	30
AWB 1012	1200	1250	+ 60	+ 150	1200	37
AWB 1015	1500	1250	+ 80	+ 190	1200	47
AWB 1018	1800	1250	+ 100	+ 225	1200	57
Fixed castors, per set						4
Delivery truck						18

Aluminium bridging plate type HFB

This mobile loading ramp is used for offsetting height differences of up to about 130 mm. It can be used very quickly thanks to its low weight.

The bridge can be optionally equipped with fixed castors on demand.

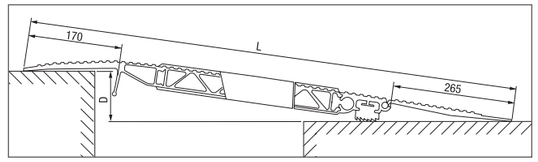
Loading ramp inclination may not exceed 12.5 % or 7° according to the specifications of the employer's liability insurance association.



Type	Length L (mm)	Width (mm)	Size A (mm)	Height diff. H (mm)		Carrying capacity (kp/piece)	Weight (kg/piece)
				min.	max.		
HFB 7	625	1250	285	-55	+100	4000	28
HFB 8	625	1500	285	-55	+100	4000	33
HFB 3	750	1250	410	-70	+115	4000	30
HFB 4	750	1500	410	-70	+115	4000	36
HFB 5	1000	1250	660	-100	+145	4000	42
HFB 6	1000	1500	660	-100	+145	4000	50
Fixed castors, per set							4

Aluminium bridging plate type HF

Type	Length L (mm)	Width (mm)	Height diff. H (mm)		Carrying capacity (kp/piece)	Weight (kg/piece)
			min.	max.		
HF 00*	1235	1250	0	+110	4000	52
HF 01*	1235	1500	0	+110	4000	61
HF 02*	1485	1250	0	+140	3500	61
HF 03*	1485	1500	0	+140	3500	72
HF 04*	1735	1250	0	+170	3000	70
HF 05*	1735	1500	0	+170	3000	83
HF 06*	1985	1250	0	+200	2000	82
HF 07*	1985	1500	0	+200	2000	86
HF 08*	2235	1250	0	+235	1800	91
HF 09*	2235	1500	0	+235	1800	107
HF 10*	2485	1250	0	+265	1600	100
HF 11*	2485	1500	0	+265	1600	118
HF 15*	1235	1250	+0	+110	4000	52
HF 16*	1235	1500	+0	+110	4000	61
HF 17*	1485	1250	+75	+140	4000	65
HF 18*	1485	1500	+75	+140	4000	76
HF 19*	1735	1250	+90	+170	4000	75
HF 20*	1735	1500	+90	+170	4000	88
HF 21*	1985	1250	+110	+200	4000	91
HF 22*	1985	1500	+110	+200	4000	105
HF 23*	2235	1250	+125	+235	4000	101
HF 24*	2235	1500	+125	+235	4000	117
HF 25*	2485	1250	+145	+265	4000	116
HF 26*	2485	1500	+145	+265	4000	134
* Design without underbeam						
	Fixed castors, per set					4
	Forklift pockets, per set					10
	Delivery truck for loading ramp 1250 mm					18
	Delivery truck for loading ramp 1500 mm					19
	Locking arms, per set					19



The mobile loading bridges, type HF, is composed of a 40 mm thick weather-resistant aluminium hollow compartment profile with a skid-resistant profiled surface. As an option, the loading ramp can also be equipped with locking arms.

Basic equipment:

- Fixed tongue bearing
- Mobile ramp board
- Anti-skid driving surface
- Weatherproof
- Bracket for preventing skidding

Optional equipment:

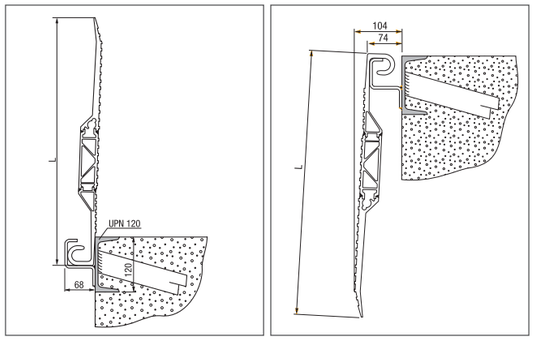
- Delivery truck
- Fixed castors: The bridge can be rolled to its place of use
- Forklift pockets: A forklift takes the bridge to where it will be used

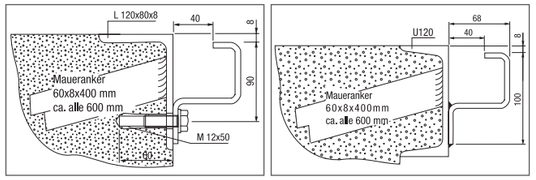
MADE IN GERMANY

Foldable unloading dock aluminium type KBS

The KBS bridge is suited for offsetting minor to medium height differences and can be operated by one person. It can be moved laterally and is in a vertical position at the edge of the ramp when not in use.

Made from a high-strength, weatherproof aluminium alloy, the KBS meets the strict requirements in modern merchandise traffic. An automatic and simple fall prevention system prevents the platform from accidentally falling over.





Type	Length L (mm)	Width (mm)	D (mm)	Height diff. H (mm) min.	Height diff. H (mm) max.	Carrying capacity (kp/piece)	Weight (kg/piece)
KBS 00	410	1250	80	-70	+30	4000	19
KBS 12	535	1250	100	-90	+45	4000	24
KBS 13	785	1250	150	-120	+75	4000	31
KBS 02	910	1250	170	-135	+90	4000	36
KBS 04	410	1500	80	-70	+30	4000	23
KBS 14	535	1500	100	-90	+45	4000	28
KBS 15	785	1500	150	-120	+75	4000	38
KBS 06	910	1500	170	-135	+90	4000	44
							kg/m
						Guide rails, galvanised, standard length 3000 mm	8
						Guide rails, galvanised, standard length 2500 mm	8
						Guide rails, galvanised, standard length 2000 mm	8

Container unloading dock

The mobile loading bridge type SC is used for loading and unloading containers where stackers with up to 6.0 t come in and out. Incorporated forklift pockets enable quick and simple transporting of the loading bridge to the appropriate loading site. 2 chains for securing SC ramps are attached to the container.

The container loading bridges can be easily accessed with forklifts (retractable fork sleeve brackets).

Container loading bridges for deposited containers. Can be used in many ways and can also be combined with additional loading platforms.

Drive directly from the yard into the deposited container with a load of up to 6 t. Higher carrying capacity on request.

TYPE MC with hot dip galvanised plateau and aluminium pivoting wedges.

MADE IN GERMANY

Type ABS

These aluminium loading ramps, which have been made from an extrusion profile, provide the ideal ratio between net weight and load capacity.

With an internal width of 150 mm, they are very well-suited for loading motorcycles, high-pressure cleaners, generators, wheelchairs, etc.

Thanks to their profile, these tracks can be placed into each other during transport to save space. They are also available in collapsable design.

Individual dimensions on request. More details can be found in our “BUTT loading ramps” catalogue.

Aluminium wheel levellers

Height differences of low vehicles are offset on the ramp using aluminium wheel levellers. They are equipped for light transport with a fixed castor and can be rolled by one person to their location of use. Roll-over protection is mounted by default just in case. Made from robust, non-corroding aluminium, they correspond to the high requirements in modern

merchandise traffic. Carrying capacity/pair 12,000 kg.

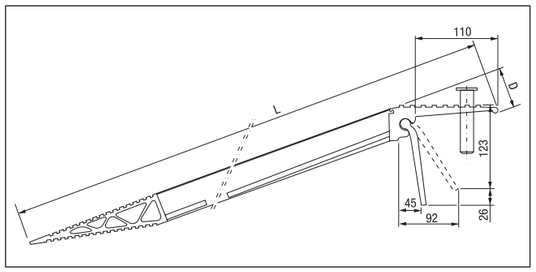
Other dimensions on request. More details can be found in our “BUTT loading ramps” catalogue.

Aluminium loading ramps type AOS

AOS ramps are made of a high-strength weatherproof aluminium alloy and were developed to achieve a relatively high carrying capacity at a low height and minimal weight. The wedge profile installed on the lower support point enables homogenous transition from the ground to the ramps. All loading ramps are equipped with anti-skid protection. The inclination may not exceed a degree of 16.5° or 30 % according to the specifications of the employer’s liability insurance association The ramp length can be determined using the following formula:

L (mm) = H(mm)/ a(%) × 100

Determining carrying capacity for two-axle vehicles with a centre distance of 1500 mm and an axle load distribution of P1 1/3 and P2 2/3 of the tabular values.



Other dimensions on request. More details can be found in our “BUTT loading ramps” catalogue.

Type AVS

BUTT’s loading ramps were specially developed for pneumatic vehicles. These ramps are suited for loading light to medium-heavy vehicles such as construction equipment, garden machines or riding mowers that are equipped with pneumatic wheels or rubber chains. Loading ramp inclination may not exceed 30 % or 16,5° the specifications of the

employer’s liability insurance association. The loading ramps must be secured against skidding when in use. The AVS series can be supplied with or without a protective edge.

Individual dimensions on request. More details can be found in our “BUTT loading ramps” catalogue.

MADE IN GERMANY

Type AVS

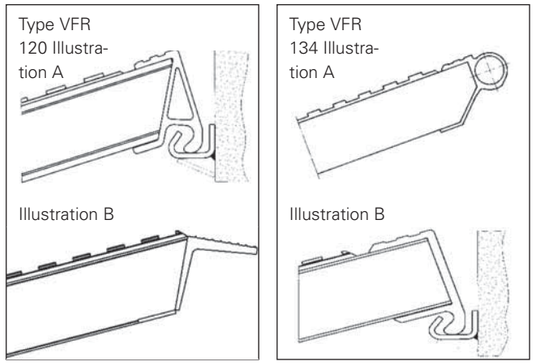
Loading ramps of the AVS type can be used for pneumatic vehicles or with a special drivng surface for heavy construction equipment with steel chains as well. The driving surface would then be composed of a closed, anti-skid aluminium profile. Loading ramp inclination may not exceed 16.5% or 30° according to the specifications of the employer's liability insurance association. The loading ramps must be secured against skidding when in use.

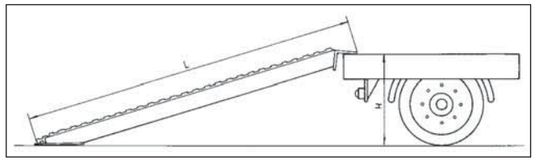
The ramps are available in the following designs: with mountable support tongue, pipe connection for a 60 mm octagonal tube, foldable in the center with support leg or two-part with a separate foot, available with or without protective edge.

Other dimensions on request. More details can be found in our "BUTT loading ramps" catalogue.

Type VFR

These ramps are best suited for loading heavy vehicles, such as excavators, wheel loaders or other construction machinery that can also be equipped with steel chains. The support and connection possibilities are comprised of a tongue or suspension profile.





Trailer supports – Safe position for unhitched trailers

Trailer stand.

Convenient operation of the trailer supports.

BUTT's trailer supports secure semi-trailers during loading and unloading. The new trailer jack by BUTT is a valuable contribution to more safety during loading and unloading semi-trailers and swap bodies. The telescopic trailer stands prevent unhitched trailers to tip over when driving onto industrial trucks or through load alternation during loading. This is positioned like a third leg under the leading edge or the suspension area of the semi-trailer or swap body.

The the employer's liability insurance associations require that additional support measures are used when loading and unloading semitrailers!

- Simple handling
- Enormous load carrying capacity of steel constructions (30 t)
- Uncomplicated, quick positioning
- Compact construction
- Ball bearing mounted face plate

Properly attached with integrated tension rod and flexible and a ball bearing mounted face place on all sides

MADE IN GERMANY

ACCESSORIES

Buffer support structure

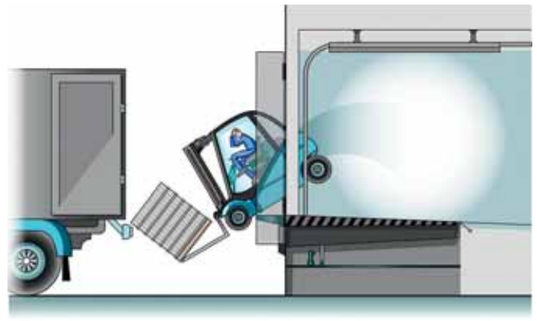
Hot dip galvanised support structure.

Ramp buffer

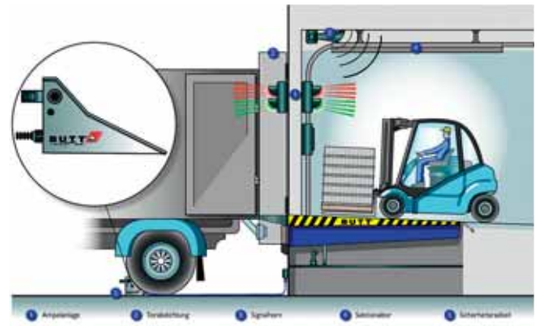
Parking guide

Guides the lorry centrally over the ramp and forces the driver to be careful.

Loading without electric safety wheel chock



Loading with an electric BUTT safety wheel chock



Without a lorry fallback system, there is a significant crash hazard for the personnel performing the loading or unloading since the lorry can unintentionally leave the docking site. With the BUTT safety wheel chock, the operator in the loading zone sees and/or hears the missing fallback.

Height-adjustable buffer

Height-adjustable buffer with automatic positioning.

Prevents the ramp from being run over if the vehicle has a high chassis.

Loading lights

Optimally illuminates dark lorries.

Light fallback system

Our light fallback systems are assembled entirely according to your wishes. External and/or internal lights, acoustic signals, proximity sensors ...

Wheel chock mounting bracket

For perfect retention of the electric safety wheel chock, you will receive a massive wall bracket.

Electric BUTT safety wheel chock

The electric BUTT safety wheel chock checks for the right seat over the switch system.

Ramp buffer

Round buffer system.

Hot dip galvanised steel protective plates prevent increased wear on the buffer.

Steel protective frame that perfectly frames the buffer and ideally protects it.

Spring steel buffer

With 2 integrated power stops for optimal absorption.

BUTT Strip curtains

Our strip curtains prevent energy loss when opening doors and gates and guarantee safe use when opening from both sides. The special blue, yellow or green-translucent PVC strips are absolutely permeable to light and crystal clear.

Overlapping of individual strips can be freely selected. Assembly can be done optionally below or in front of the lintel. The holding device is made from zinc-plated steel.

Even a lateral-sliding strip curtain is feasible. The PVC strips are cold resistant up to – 45 °C.

Material strengths of the strips can be alternatively selected: 200 × 2 mm; 300 × 3 mm; 400 × 4 mm

MADE IN GERMANY

BUTT®
... AND THE LEVEL IS CORRECT!

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