



DLM Overview...

- Industry Experience Since 1962
- Extensive Application Experience
- Fully Integrated Manufacturing Facilities
- On-Site Engineering & Customer Support
- National Network of Knowledgeable Sales and Service Representatives
- Superior Structural Construction
- Accepted Nationally by Fortune 500 Companies

The "TS" Series edge-of-dock leveler is a tremendous value in lever-operated edge-of-dock levelers. Simply move the lifting lever 50° towards the operator, then push the lever forward to its original vertical position.

That is all there is to it. The push/pull motion is short and easy - and you stand upright and ergonomically correct to do so. There's never any lifting and never any leaning over the dock edge.

Based on our original torsion-spring edge-of-dock design, the DLM "TS" series edge-of-dock mounts to the dock face and provides a recommended working range of +/-3" and a maximum operating range of +/-5" above and below dock level. Deck and lip are constructed with high-strength steel safety tread plate (minimum yield of 55,000 psi). Lip hinge tubes include grease fittings for ease of maintenance and longer life.

The "TS" Series EOD is a quality made edge-of-dock leveler that will provide you with years of easy, dependable operation.

DLM® invented the edge-of-dock leveler over 60 years ago. This model is based on that original torsion-spring design. We've added lever operation for even easier lifting and positioning. The DLM TS is yet another reason why there are more DLM edge-of-dock levelers in service than those of all other companies combined.

DLM's continuing commitment, is to design and build the very best dock levelers our industry has to offer. A strong customer focus has facilitated the inclusion of important user features into every “TS” Series leveler - important features like:

Structurally Superior

- Milled lip edge for smooth tire rollover.
- Leveler lip and deck are constructed with high-strength 55,000 psi. min. yield, steel safety treadplate.
- Two steel gussets for added strength and extended life.
- Full width distribution bar for extra durability.
- Deck construction is capacity dependent to insure your loading bridge matches the demands of the facility.

A mechanical edge-of-dock leveler with tremendous value.

TS Series Standard Features Include...

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| • Torsion spring lift mechanism | • Grease fittings throughout |
| • Heavy-duty self-storing steel lever with EZ grip handle | • High strength steel safety tread plate |
| • Roller-bearing lift mechanism for easy lifts | • Full width distribution bar for extra durability |
| • Cold rolled steel hinge pins for added strength & long life | • Secondary gussets for added strength & extended life |
| • Milled lip edge for smooth tire rollover | • Heavy duty bumper block assemblies with Tuf-Cord rubber bumpers 4"x12"x13" |
| | • Bumper projection 15" |

Bumper Options

- Properly designed dock bumpers helps protect the deck plate and building from the approaching truck.
- Constructed of formed steel and incorporate a full height internal gusset for extra support.
- Feature 4" thick Tuf-Cord rubber bumper.
- Every leveler is shipped standard with 12" x 13" heavy duty bumper blocks. (shown above in foreground)
- Optional sliding bumpers that rise as the truck is being unloaded - thus reducing wear and tear. (shown to right in background)
- Optional 18" tall steel faced or laminated bumpers.



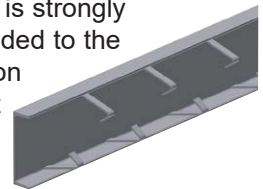
Operation Of Unit

- First, place the handle in the side mounted receiver and pull back on the lever approximately 50°.
- Next push the lever toward its original position using the positioning rivet.
- Leveler is deployed.
- To store simply repeat the process until the lip clears the trailer and allow the unit to collapse into its stored position or when truck departs the leveler will automatically return to the stored position.



Installation Method

- For new construction, a flush or recessed 8"-12" embed channel (shown) is strongly recommended. Unit is then welded to the embed channel in the foundation wall. For existing docks without preferred embed channel, optional ramp approach plates or formed angles are available to maximize the strength of installation.



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