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GB-A- 1 509 935
US-A- 2 567 995

DESCRIPTION

[0001] The present invention relates to a dock shelter according to the preamble of claim 1.

[0002] Such a dock shelter is known from GB 1 509 935.

[0003] The known dock shelter is intended to form a more or less watertight seal between the back side of the cargo space of a truck and the front opening in the façade of the building into which the cargo from the truck has to be transferred, to which end the sides and the roof of the shelter are covered with a cloth. With a known shelter the front frame parts are connected to the façade by means of hinging arms to guard against or minimize damage in the case the truck is not correctly placed in the front opening. When a truck drives for instance against a side the arms with the front frame parts connected thereto can be pushed away, whereby, by means of the hinging arm, a movement slanting upwards in the direction of the façade, takes place.

[0004] The known shelter has the drawback, that when a truck is standing still in front of the front opening and is unloaded damage can still occur to the shelter and/or the truck. When the cargo is unloaded from the truck the truck will, due to the fact that it is loaded less heavy, spring upwards. The roof of the truck thereupon pushes against the roof of the shelter, which movement the shelter cannot follow.

[0005] From the International patent application publication number WO2009/011568 is known a dock shelter in which the arms are connected to the façade and/or the front frame parts via a pin that is movable in a vertical slot, in such a way that the front frame parts are movable in a vertical direction, parallel to the facade. Because with the dock shelter described in this publication the front frame parts can move straight upwards, that is to say in a direction upwards, parallel to the façade, the shelter can move along with a van that is springing upwards. Damage to the dock shelter and the van in this manner is prevented or limited.

[0006] The invention aims to provide a dock shelter having a more simple construction, in which it is not necessary to make use of a construction in which the arms are connected to the façade and/or the front frame parts via a pin that is movable in a vertical slot, and by means of which it can as well be realized that the shelter can move along with a van that is springing upwards.

[0007] The shelter according to the invention is defined in claim 1.

[0008] According to a preferred characteristic of the dock shelter according to the invention the arm is formed out of at least two arm parts, in which a first arm part with an outer end is connected to the façade and a second arm part with an outer end is connected to a front frame part, in which the first and the second arm part are connected to each other, or, are connected to each other by means one or more further arm parts provided in between the first arm part and the second arm part, all in such a way, that the arm parts are displaceable relative to each other, and by means of which the length of the arm can be adjusted.

[0009] According to another preferred characteristic of the dock shelter according to the invention the arms are formed by a telescopic construction

[0010] According to a further preferred characteristic of the dock shelter according to the invention the arm parts are formed by metal strips or profiles.

[0011] The invention will now be described further with reference to the drawings of an example of an embodiment.

The figures 1 and 2 show perspective views of a truck that is busy parking at the front opening in the façade of a building in which the cargo from the truck has to be transferred.

Figure 3 shows a perspective view of the truck, on which is indicated by means of arrows a movement upwards of the truck as a result of the unloading of the cargo.

Figures 4 and 5 show side views of the truck in front of the front opening, in which the cloth that covers the side of the shelter is left out and in which a front frame part having two arms is visible, and whereby figure 4 by means of the arrow shows a movement of the truck in the direction towards the facade, and figure 5 by means of the arrow shows a movement of the truck upwards.

Figures 6, 7 and 8 shows side views of a rear frame part, a front frame part with in between two arms.

[0012] As is shown in the figures 1,2 and 3 the dock shelter 1 comprises two parallel and vertically arranged front frame parts 2, 3, which each, in this example of an embodiment, by means of two arms 4 (see figures 6, 7 and 8) are connected to two, likewise parallel and vertically arranged, rear frame parts 6, 7 mounted to the façade 5 (in the figures 1, 2 and 3 only the position of the rear frame parts 6, 7 covered by the cloth of the shelter, is indicated by an arrow 6, 7).

[0013] The left front frame part 2 is intended to form a supporting element for the left side 8 and the right front frame part 3 is intended to form a supporting element for the right side 9 of the shelter 1. In between the frame parts 2, 3 at the upper side thereof there is provided a supporting element 10 for the roof 11 of the shelter. As can be seen in the figures 4, 5, 6, 7 and 8 two arms 4 each at their one outer end 12 are connected to the left rear frame part 6 mounted to the façade and at their other outer end 13 are connected to the left front frame part 2. The arms 4 are rotatably connected to the rear frame part 6 respectively the front frame part 2, in such a way that the frame parts can be folded towards each other, as is shown in figure 8.

[0014] In the embodiment shown, see figure 7, the arms 4 of the dock shelter according to the invention are built up of two arm parts 14 and 15. A first arm part 14 comprises the outer end 12 by means of which it is connected to the rear frame part 6 that is mounted to the façade 5 and the second arm part 15 comprises the outer end 13 by means of which it is connected to the left front frame part 2. The first arm part 14 at its other outer end 16 is connected to the other outer end 17 of the second arm part 15, in which the second arm part 15 partially can take in the first arm part 14 whereby the first arm part 14 can be slid in and out of the second arm part 15, such as with a telescopic construction. The arms 4 can also be built up of more parts than the two parts shown in the example of an embodiment.

[0015] The extending arms 4 allow a horizontal movement as well as a vertical movement of the front frame parts 2, 3, as can be seen in the figures 5, 7 and 8.

[0016] The dock shelter according to the invention allows for a standing truck to push the shelter in a direction parallel to the façade upwards along a given distance, without immediately causing damage.

[0017] As can be seen in the figures 1,2 and 3, the dock shelter comprises a left side 8 and a right side 9 and a roof 11. There is a cloth that extends from the façade 5 and which covers the rear frame parts 6, 7. By means of the covering a more or less watertight seal is formed between the rear side of the cargo space of the truck and the front opening in the façade 5 of the building into which the cargo from the truck has to be transferred. When the cargo is taken out of the truck, the truck will spring upwards, see in figure 3 the black arrows shown on the roof of the truck. Because the first arm part 14 can slide out of the second arm part 15 the length of the arms can be increased. This allows that the front frame parts 2,3 move (along) upwards, in such a way that the shelter is pushed upwards over a certain distance in a direction parallel to the façade 5. Thereby, see in figure 3 the white arrows shown on and beside the covering, the covering of the shelter moves upwards along with that, more in particular the covering of the sides 8, 9 near or at the façade 5 is movable upwards relative to the façade 5.

[0018] The complete shelter therefore moves straight, that is to say in a direction parallel to the façade, straight upwards, without damage.

REFERENCES CITED IN THE DESCRIPTION

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Patent documents cited in the description

- [GB1509935A \[0002\]](#)
- [WQ2009011568A \[0005\]](#)

Patentkrav

1. Beskyttende dokindretning, som omfatter to parallelle og lodret arrangerede frontrammedele [2, 3], som hver er forbundet med en facade [5] ved hjælp af
5 mindst én arm [4], som er drejeligt forbundet med frontrammedelen [2, 3] og med facaden [5], og hvor en venstre frontrammedel [2] danner et bæreorgan for en venstre sidedel [8], og en højre frontrammedel [3] danner et bæreorgan for en højre sidedel [9] i den beskyttende indretning [1], og hvor indretningen mellem rammedelene [2, 3] ved disses overside yderligere omfatter et bæreorgan
10 [10] i dokindretningens tag [11], hvilket bæreorgan omfatter et klæde eller en overdækning, og hvor der findes organer ved hjælp af hvilke, længden af armen [4] kan justeres, **kendetegnet ved, at** der yderligere findes organer, ved hjælp af hvilke overdækningen af siderne [8, 9] nær eller ved facaden [5] kan bevæges opad i forhold til facaden [5].

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2. Beskyttende dokindretning ifølge krav 1, **kendetegnet ved, at** armen [4] er opbygget ved hjælp af mindst to armdede [14, 15], hvor en første armdel [14] ved hjælp af en ydre ende [12] er forbundet med facaden [15], og en anden armdel [15] ved hjælp af en ydre ende [13] er forbundet med den forreste rammedel [2, 3], og hvor den første og anden rammedel [14, 15] er forbundet med
20 hinanden eller er forbundet med hinanden ved hjælp af en eller flere yderligere armdede, som er anbragt mellem den første armdel [14] og den anden armdel [15] – og dette på en sådan måde, at armdelene [14, 15] kan forskydes i forhold til hinanden, hvorved længden af armen [4] kan justeres.

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3. Beskyttende dokindretning ifølge krav 1 eller 2, **kendetegnet ved, at** arme-
ne [4] er tildannet ved hjælp af en teleskopisk konstruktion.

4. Beskyttende dokindretning ifølge krav 1, 2 eller 3, **kendetegnet ved, at**
30 armdelene [14, 15] udgøres af metalstrimler eller -profiler.

DRAWINGS





