



End-hinged ramps

This type of TTS internal ramp is arranged as a single section with flaps, and is designed to give vehicular access between the deck to which it is hinged, and the deck above or below. Operation is by wire or direct-acting cylinder and the ramp can be raised or lowered while carrying its full load of vehicles.

END-HINGED RAMPS

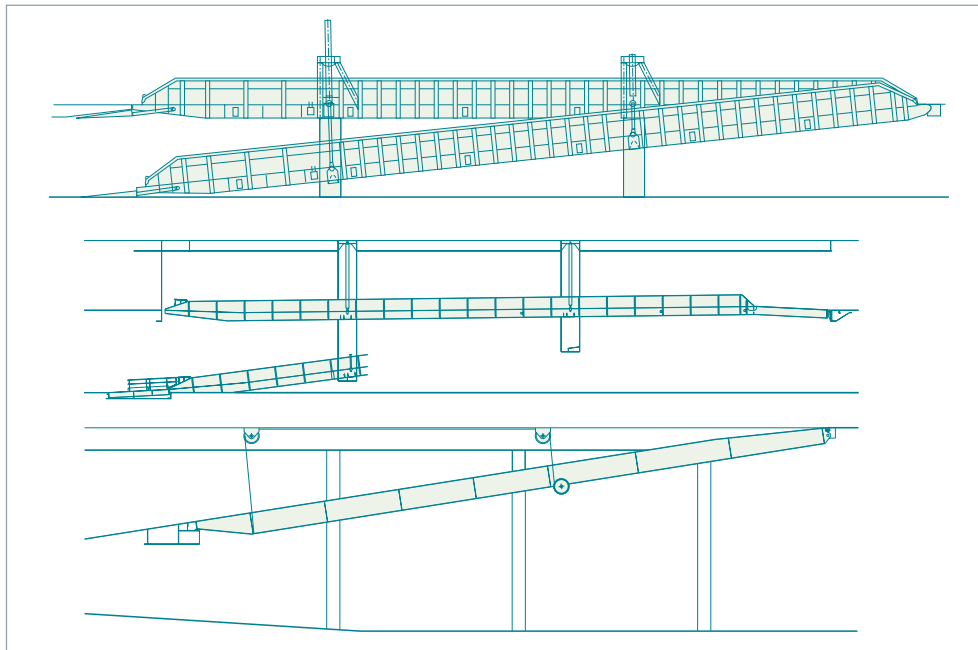
The ramp angle is determined by the type of vehicle that the vessel carries, and examples of normal maximum slope are:

- private cars 8–9.5 deg (1:6)
- trailers 7.1 deg (1:8)
- translifters 5.7 deg (1:10) etc

The vertical distance between the two deck levels has to be taken into consideration when designing the ramp, the length of which has to be sufficient to provide the requisite slope angle. TTS Ships Equipment end-hinged ramps are able to meet these length requirements.

To smooth the passage of vehicles on and off the ramp and to prevent 'grounding' of long vehicles, the ramp ends are provided with knuckles or are radiused.

In its upper, horizontal position, the ramp fits flush with the surrounding deck and is hydraulically locked and cleated. It acts as a hatch cover



and can be watertight, gastight and, in common with the decks surrounding it, structurally dimensioned for sea-going conditions. Watertightness is achieved by a sealing bar on the ramp section compressing a gasket located in the coaming.

Sensors are incorporated to indicate when the ramp is locked and cleated. To provide safe movement of vehicles and personnel on the ramp, it is provided with guides, supports and anti-skid surface on the driveway, and kerbs with railings.

For details of TTS two-way tilting ramp, see separate product data sheet.

▲ Ramps can be operated either by a jigger winch and wire arrangement or direct-acting hydraulic cylinders