

SPEC SHEET

Truck Restraints

TPR UniLock™ Vehicle Restraint



GENERAL DESCRIPTION: All Poweramp® TPR UniLock™ trailer positioned vehicle restraints are designed to secure a cargo trailer's Rear Impact Guard (RIG) to reduce the likelihood of premature trailer separation during the loading/unloading process. The UniLock vehicle restraint features an electric mechanical restraint mechanism, inside control panel, exterior communication lights and instructional signs.

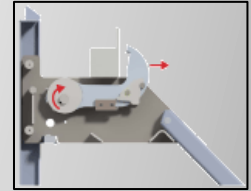
CONSTRUCTION: The UniLock vehicle restraint system is a trailer positioned restraint system designed to be permanently mounted to the loading dock foundation. Restraint back plate and housing shall be in a zinc finish for all weather protection. Once activated, the UniLock seeks the RIG and exerts positive pressure to reduce the possibility of premature trailer separation from the dock. The UniLock secures the trailer with over 32,000 lbs. of pull-out force.

OPERATION: As the truck backs into position, the RIG contacts the UniLock spring loaded structural steel housing which rides down its track, allowing the RIG to position itself on top of the housing. The exterior communication light is green and the interior light is red. Once trailer is positioned against the dock bumpers, the operator depresses the ENGAGE button allowing the hook to secure the trailer to the loading dock. Once restrained, the interior

light is green allowing the dock attendant to safely enter the trailer while the exterior light is red warning the driver not to pull away from the dock. The UniLock restraint maintains contact with the RIG and adjusts automatically with the trailer float motion to assure proper engagement at all times during the loading/unloading operation. After the loading is complete, the operator depresses the RELEASE button, rotating the hook away from the RIG first to remove "RIG Wedge" pressure, and then lowering the hook to a safely stored position, which changes the interior light to red while the exterior light changes to green. If the UniLock is unable to secure the trailer's RIG, the restraint will communicate the fault condition through the advanced communication system incorporating an amber CAUTION light. If Bypass of the system is necessary, it is recommended that you secure the trailer by other means before proceeding with the loading/unloading process. In Bypass mode the exterior light is red the interior amber caution light accompanies the green light indicating to the dock attendant to proceed with caution.

HOOKING RANGE AND CAPACITY: The UniLock restraint system is designed to withstand a pulling force in excess of 32,000 lbs., giving an added margin of safety and protection. Maximum operational range is 4" to 10" horizontally from face of dock bumpers, and 9" to 30" vertically above drive approach.

Standard Features



Advanced Cam Design

Hook rotates away from the trailer's Rear Impact Guard first, then down to a stored position, releasing RIG Wedge pressure without the trailer reversing.



Universally Effective

Maintains secure engagement on any obstructed rear impact guard, including intermodal trailers with cover plates.



Exclusive Gear Motor

Continuously engages hook against rear impact guard.

EXTERIOR LIGHTS: Low profile, traffic style, red, and green LED lights are standard for communication to truck driver. A set of caution signs warns truck driver to “Back In or Pull Out On Green Light Only”.

ELECTRICAL: The UniLock vehicle restraint is available as a stand alone unit or combined electronically in a single integrated control panel with your dock leveler selection. Electric motor is 1/10 HP TENV 115v single phase. Interior and exterior 12 volt LED lights are powered by an integral transformer located in the control panel. Electrical control panel is a NEMA 12 enclosure. Please Note: Unless specifically noted on quotation, all electrical requirements, including mounting of control box, outside lights and signs, are the responsibility of others.

INSTALLATION: Requires mounting of locking unit, control panel, exterior lights and signs in strict accordance with Poweramp installation instructions. UniLock can be welded to an optional new construction embed plate or by installing 15 anchor bolts (included) plus 16” of weld to dock curb steel. Mechanical installation is recommended to be performed only by authorized Poweramp Representative.

WARRANTY: All UniLock vehicle restraints feature a full one (1) year base warranty on all structural, mechanical and electrical parts, including freight and labor charges in accordance with Systems, Inc’s Standard Warranty Policy. Systems, Inc. warrants all components to be free of defects in materials

and workmanship, under normal use, during the warranty period. This base warranty period begins upon the completion of installation or the sixtieth (60th) day after shipment, whichever is earlier.

Optional Equipment for UniLock™ Vehicle Restraint	
<input type="checkbox"/> Integrated Control Panel	<input type="checkbox"/> Wall Mounting Embed Plate (recommended on new construction)
<input type="checkbox"/> Audible Alarm	<input type="checkbox"/> Approach Plate with Bracing (Brick and Block wall recommended)
<input type="checkbox"/> Restraint Engaged Interlock with Leveler	<input type="checkbox"/> Pit Floor Mounting Plate
<input type="checkbox"/> Leveler Stored Interlocking	<input type="checkbox"/> Special NEMA ____ Enclosure
<input type="checkbox"/> Canilever Bracket _____ Projection	<input type="checkbox"/> Other _____
<input type="checkbox"/> Selector Switch in lieu of keyed Switch for By Pass	<input type="checkbox"/> Other _____
	<input type="checkbox"/> Other _____

Other Features

- Push Button Activation
- Low Profile 9” Carriage - Service Range 9”-30” Off Grade
- Locking Mechanism Maintains Engagement on the Trailer’s Rear Impact Guard (RIG)
- Advanced Cam Design Rotates Hook Away from Rear Impact Guard to Release “RIG Wedge” Pressure
- Universally Effective on Any Obstructed RIG, Including Intermodal Trailers with Cover Plates
- Restraining Force In Excess of 32,000 lbs.
- On-Demand Motor Operation Preserves Energy
- Exclusive Designed Gear Motor and Hook Latching Mechanism Keeps Hook Continuously Engaged
- Advanced Three Light Communication System
- LED Internal and External Lights
- Captures NHTSA Regulation “Rear Impact Guards (RIG) and Meets ANSI Spec MH30.3 Standards

Standard Features (cont.)



Locking Mechanism

Internal safety mechanism to lock the hook in place when force is applied from the trailer’s RIG during loading/unloading, maintaining a secure engagement.



Advanced Communication

Three light communication system communicates the restraints position clearly to the operator and truck driver.



Signs Included

Interior and exterior signage included.



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