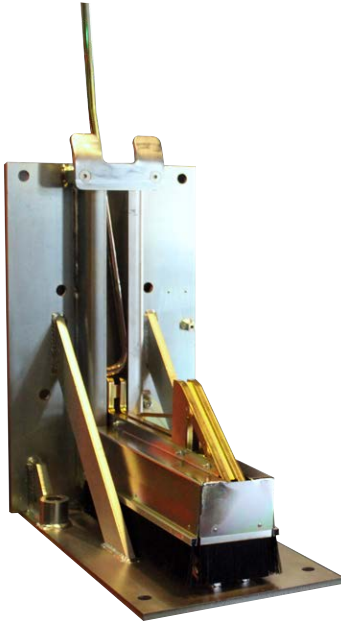




A Division of Systems, LLC

STOP-TITE® SERIES

MANUAL VEHICLE RESTRAINT



- ▶ Manually activated restraint
- ▶ Low profile, non-impact design (wall or driveway mount)
- ▶ RIG sensor bar on MAL packages to notify operator is restraint is not securely engaged to trailer's Rear Impact Guard
- ▶ Restraining force in excess of 32,000 lb. average
- ▶ Designed to accommodate rear impact guard (RIG) outlined in 1998 NHTSA regulation
- ▶ Zinc plated finish
- ▶ 1 Year structural, hydraulic and electrical warranty
- ▶ Optional Dock Alert Light Communication
- ▶ Optional Upgraded iDock® Controls with Interactive Message Display

GENERAL DESCRIPTION: All McGuire Manual STOP-TITE (STOP-TITE M, MML and MAL) 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 exclusive STOP-TITE vehicle restraint features a complete mechanical restraint mechanism, activation rod and storage bracket, along with communication signage. An optional Dock Alert or upgraded iDock Alert Communication System, including iDock inside control panel and exterior communication lights, is also available.

OPERATION: STOP-TITE M vehicle restraint with signs only. Once trailer is parked tight against dock bumpers, the dock attendant inserts one end of the operating bar under the release lever on the right hand side of the restraint and lifts up, activating the restraint. The spring loaded float assembly allows the restraint arm to move up and down with the RIG during the loading process. Dock attendant should visually inspect and confirm that the restraint has traveled vertically and has engaged the horizontal member of the RIG. The operating bar can then be returned to its storage bracket. Dock leveler may be activated and loading/unloading may begin. When loading/unloading is complete and the dock leveler is returned to its stored position, the operating bar is inserted into the top of the slide track on the restraint. The restraint arm is pushed down until the release lever locks the restraint arm. Operating bar is returned to its storage bracket.

STOP-TITE MML: STOP-TITE (M) with Manual Light Communication System. Adding an optional simple Dock Alert or upgraded Manual iDock Alert communication system to the Stop-Tite (M) establishes a clear line of communication between truck drivers and dock personnel. At the beginning and end of a loading cycle, the dock attendant presses the Dock Alert status button. A flashing red light on the interior panel warns the dock attendant conditions are not safe for loading/unloading, while a flashing green light on the exterior wall indicates the truck is cleared to approach or depart the dock. Once the restraint has been activated and the dock attendant confirms the restraint arm has engaged the RIG, the dock attendant presses the Dock Alert status button to change the exterior light to red, warning the driver not to pull away, while the interior light will be flashing green, indicating safe conditions and to proceed with the loading/unloading.

STOP-TITE MAL: STOP-TITE (M) with Automatic Light Communication System. Adding the automatic Dock Alert or upgraded Automatic iDock Alert communication system to the Stop-Tite (M) establishes a clear line of communication between truck drivers and dock personnel. When the restraint arm is in the stored position, the exterior light will flash green indicating the truck is clear to approach or depart the dock while the interior light flashed red warning the dock attendant conditions are not safe for loading/unloading. Once the restraint has been activated, and the dock attendant confirms the restraint arm has engaged the RIG, the dock controller will **automatically** change the interior light to green and exterior light to red. If the restraint is not securely engaged to the trailer's RIG, the inside light will change to red. In the "By-Pass" position, the system will communicate the fault condition on the message display, if iDock is installed, and by flashing an amber "caution" light.

CONSTRUCTION: The STOP-TITE M, MML and MAL restraints are designed to be stationary mounted, non-impact devices, permanently mounted to loading dock foundation or drive approach. Restraint housing is preserved in a zinc finish for all weather protection. Restraint arm is preserved in a highly visible zinc dicromate finish that is highly resistant to corrosion. Once activated, the STOP-TITE M extends upward to the RIG. The uniquely designed restraint arm minimizes "trailer creep", securing the trailer with over 32,000 lb. of pull-out force. The STOP-TITE M, MML or MAL are affordable and easy to install. It is ideal for all manufacturing, warehouse and distribution applications.

ELECTRICAL: The STOP-TITE M, MML, and MAL vehicle restraints are available as a stand alone unit or combined electrically with your dock leveler selection. Electrical requirements for STOP-TITE MML and STOP-TITE MAL are 115v single phase installed in a NEMA 12 enclosure for Dock Alert and NEMA 4X enclosure for iDock Alert. All electrical control panel components, connections and wiring are UL listed/recognized.

Please Note: Unless specifically noted on quotation, all electrical requirements, including mounting of control box, outside lights and signs, are the responsibility of others.

VEHICLE RESTRAINT



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STOP-TITE® SERIES

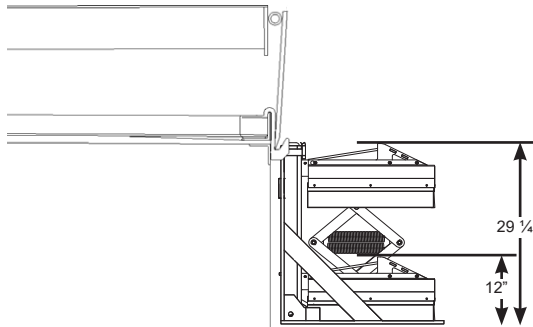
MANUAL VEHICLE RESTRAINT

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

INSTALLATION: Requires mounting of restraint unit, operating bar storage bracket, and when including iDock or Dock Alert Communication System, control panel, exterior lights and signs, in strict accordance with McGuire installation instructions. Mechanical installation is recommended to be performed only by authorized McGuire representative.

WARRANTY: All STOP-TITE M, MML, and MAL restraints feature a full one (1) year base warranty on all structural, hydraulic and electrical parts, including freight and labor charges in accordance with McGuire's standard warranty policy. McGuire warrants all components to be free

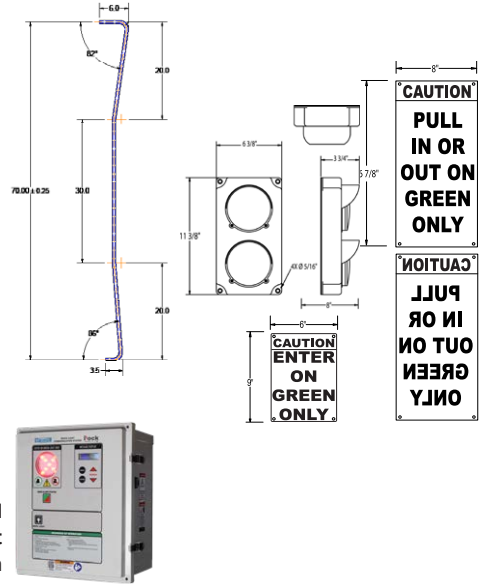
of defects in materials and workmanship, under normal use, during the warranty period. This base warranty period begins upon the completion of installation or the sixtieth (60th) day after shipment, whichever is earlier.



Optional Dock Alert Light Communication



Upgraded Optional iDock Alert Light Communication



Optional Equipment for STOP-TITE® Manual Vehicle Restraint

Check Options Desired

- | | | |
|---|--|--|
| <input type="checkbox"/> Simple Dock Alert | <input type="checkbox"/> Key lock in lieu of selector switch | <input type="checkbox"/> Anchor plate____wall____drive |
| <input type="checkbox"/> Manual iDock Alert Communication System | <input type="checkbox"/> Integrated control panel | <input type="checkbox"/> Control stanchion for open dock |
| <input type="checkbox"/> Automatic iDock Alert Communication System (MAL) | <input type="checkbox"/> Cantilever bracket | <input type="checkbox"/> Other _____ |
| <input type="checkbox"/> Dock leveler interlock | _____projection | |
| <input type="checkbox"/> Limit switch for door interlock | <input type="checkbox"/> Low profile 10" (single stage hook) | <input type="checkbox"/> Other _____ |
| | <input type="checkbox"/> Embed plate____wall____drive | |

Customer: _____
 Job: _____
 Location: _____
 Number of Units: _____
 Model: _____
 Represented By: _____
 Sales Rep: _____

Certified for Construction:

By: _____
 Title: _____
 Date: _____
 Company: _____
 City: _____
 State: _____

Consistent with our policy of continuing product improvement, we reserve the right to change product specifications without notice or obligation.

McGuire • Division of Systems, LLC • W194 N11481 McCormick Dr. • P.O. Box 309 • Germantown, WI 53022
Phone: 800.624.8473 • Fax: 262.255.9399 • www.wbmcguire.com

VEHICLE RESTRAINT

SS ST-M 03/22