

AUTOMATIC VEHICLE RESTRAINT



** TPR™ shown in stored position*

- ▶ Industry proven truck positioned restraint mechanism
- ▶ Advanced three light communication system
- ▶ LED internal and external lights
- ▶ Interior and exterior signage
- ▶ Standard keyed bypass/override switch
- ▶ Low profile 9" carriage - Service range 9" to 27" off grade
- ▶ Restraining force in excess of 30,000 lbs.
- ▶ Zinc plated track and housing provides high corrosion resistance
- ▶ Zerk grease fitting on roller shaft for ease of maintenance
- ▶ Exclusive designed gear motor keeps hook continuously engaged
- ▶ Captures NHTSA regulation "Rear Impact Guards" (RIG) and meets ANSI spec MH30.3 standards
- ▶ 1 year parts and labor warranty

TPR™ SERIES

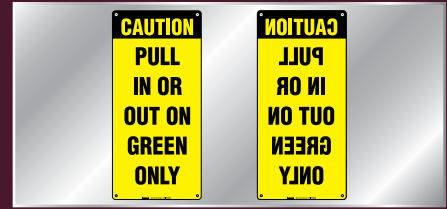
AUTOMATIC VEHICLE RESTRAINT



TPR™ is wall mounted away from dirt and debris on drive.



Controls are easily combined with dock leveler controls to integrate entire dock system.



A set of standard and mirrored image caution signs warns truck driver to "Pull In Or Out On Green Only".

OPERATION

As the truck backs into position, the Rear Impact Guard "RIG" contacts the "TPR™" 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 "TPR" 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. When the trailer is released and the restraint is safely stored the interior light changes to red while the exterior light changes to green.

If the "TPR" is unable to secure the trailer's RIG, the restraint will communicate the fault condition, either through the standard advanced communication system incorporating an amber "Caution" light or by an optional audible alarm. If "By-Pass" of the system is necessary, it is recommended that you secure the trailer by other means before proceeding with the loading/unloading process. In "By-Pass" mode the exterior light is red the interior light is green accompanied by an amber caution light indicating to the dock attendant to proceed with caution.

SAFETY FEATURES

- Amber caution light when restraint is in process of engaging RIG or in override conditions for added communications safety.
- Interlock terminals standard for safe leveler interlock.
- Full communication package with signage and inside/outside red/green LED lights in opposing mode.

ELECTRICAL

The TPR vehicle restraint is engaged electrically allowing it to rise and securely engage and hold a trailer's RIG bar. The electric motor is 1/10 HP TENV 115v single phase. Control panel is NEMA 12 with all components, connections and wiring UL listed and/or recognized. Panels are built in-house in UL approved control panel shop.

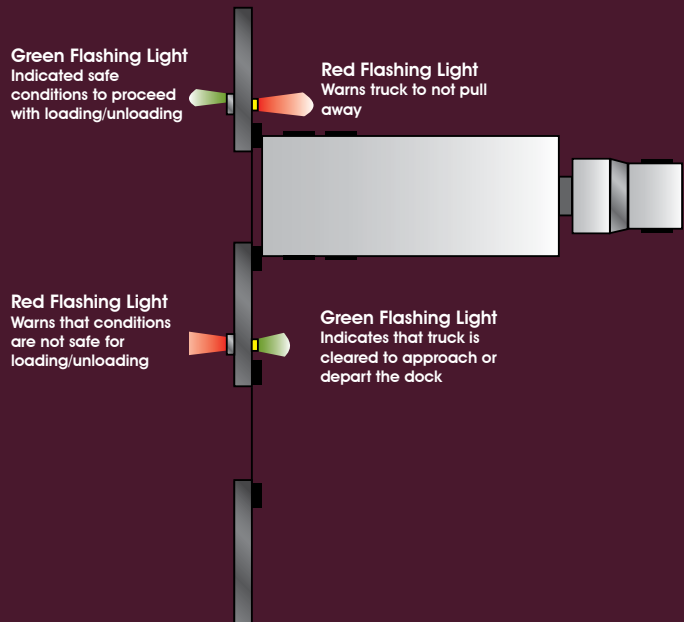
COLOR

Zinc plated is standard.

VEHICLE RESTRAINT SYSTEM

The TPR vehicle restraint is available as a stand alone unit or integrated with other loading dock equipment through an optional integrated control panel. Unit incorporates a self contained motor assembly. The TPR helps prevent unexpected trailer departure from the loading dock during the loading/unloading process.

TPR™ SERIES COMMON OPTIONS	
▶	Integrated control panel
▶	Exterior strobe emphasize
▶	Audible alarm
▶	Custom interlock sequence
▶	Configured back plate for custom hooking range
▶	Variety of cantilever brackets & installation hardware
▶	Green light interlock with leveler
▶	Selector switch in lieu of keyed switch for by pass
▶	Special NEMA control type



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