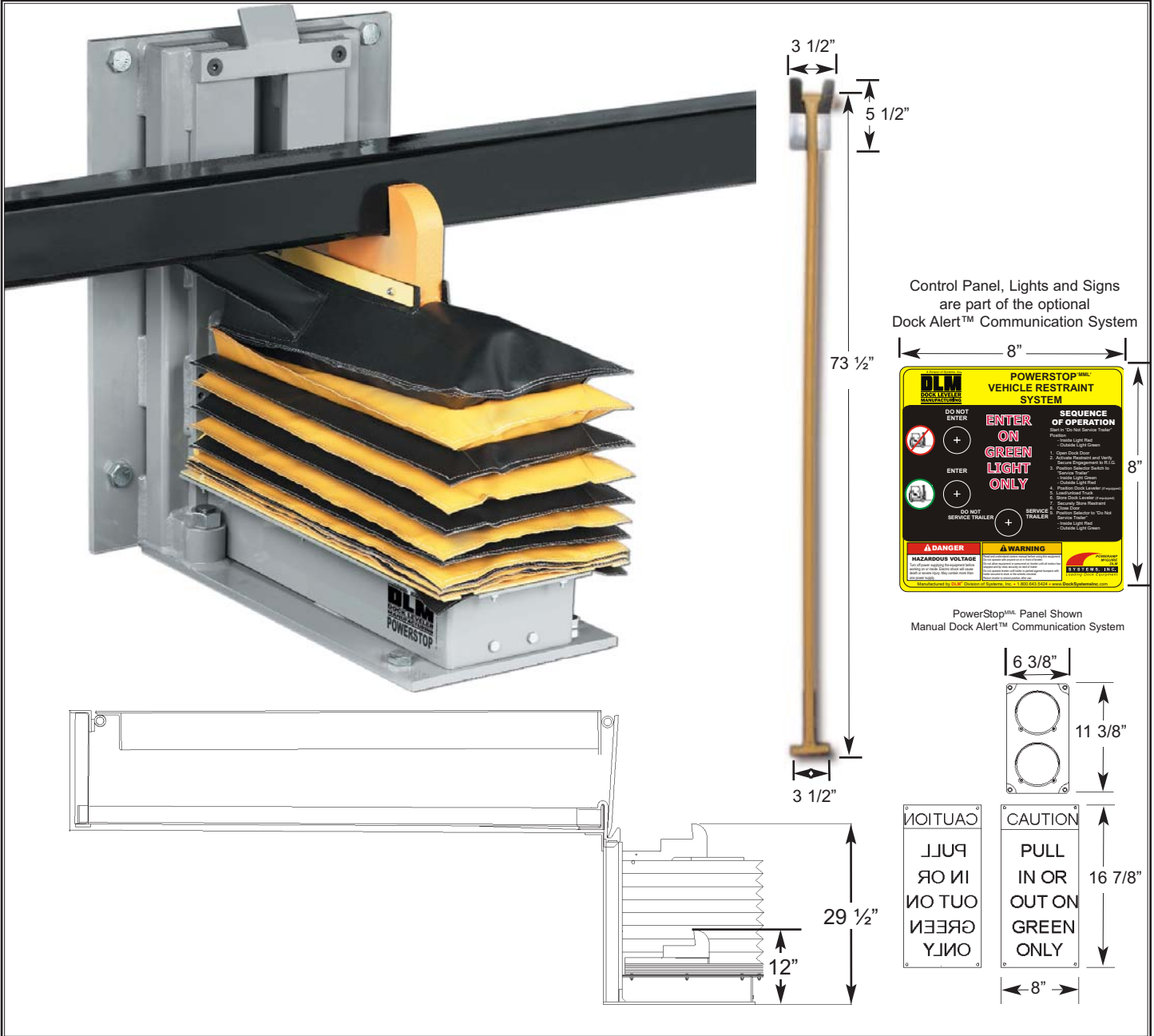


# Manual PowerStop Vehicle Restraint Specification Sheet and Submittal



## STANDARD FEATURES FOR THE MANUAL POWERSTOP VEHICLE RESTRAINT

- Low Profile, Non-impact Design (wall or driveway mount)
- Unique Dual Locking Restraint Arm To Minimize "Trailer Creep"
- Restraining Force In Excess of 30,000 lb Average
- Protective Debris Guard
- Industrial Powder Coated Finish
- Designed to Accommodate Rear Impact Guard (RIG) Outlined in 1998 NHTSA Regulation
- 1 Year Parts & Labor Warranty



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**GENERAL DESCRIPTION:** All DLM® Manual PowerStop (PowerStop™) 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 PowerStop vehicle restraint features a complete mechanical restraint mechanism, activation rod and storage bracket, along with communication signage. An optional Dock Alert Communication System, including inside control panel and exterior communication lights, is also available.

**CONSTRUCTION:** The PowerStop™ restraint system is designed to be a stationary mount, non-impact device, permanently mounted to loading dock foundation or drive approach. Restraint shall be preserved in a non-corrosive powder-coated finish with plated hardware. Restraint arm shall be protected by a bellows style cover to eliminate the accumulation of debris. Once activated, the PowerStop™ extends upward to the RIG. The uniquely designed dual locking restraint arm minimizes "trailer creep", securing the trailer with over 30,000 lb. (average) of pull-out force. The PowerStop™ is affordable and easy to install. It is ideal for all manufacturing, warehouse and distribution applications.

**OPERATION: PowerStop™ - Restraint 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.

**PowerStop™ - PowerStop™ with Manual Dock Alert™ Communication System**  
Adding a manual Dock Alert communication system to the PowerStop™ establishes a clear line of communication between truck drivers and dock personnel. At the beginning and end of a loading cycle, the dock attendant positions the selector switch on the interior control panel to the "Do Not Service Trailer" position. 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 selector switch should be placed in the "Service Trailer" position. In this position the exterior light will flash 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.

**PowerStop™ - PowerStop™ with Automatic Dock Alert Communication System.**  
Adding the automatic Dock Alert communication system to the PowerStop™ establishes a clear line of communication between truck drivers and dock

personnel. During normal operation the control panel switch is in the "On" position. 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 Alert will **automatically** change light signal conditions. Now the exterior light flashed red warning the driver not to pull away, while the interior light flashes green indicating safe conditions and to proceed with the loading/unloading. In the "By-Pass" position, the system will override the automatic feature providing a flashing red light on the exterior and a flashing green on the interior.

**EXTERIOR LIGHTS:** Standard on PowerStop™ and PowerStop™ restraint packages, low profile, traffic style, incandescent red and green lights for communication between truck driver and dock personnel. A set of caution signs warns truck driver to "Back In or Pull Out On Green Light Only".

**ELECTRICAL:** The PowerStop™, PowerStop™, and PowerStop™ vehicle restraint are available as a stand alone unit or combined electrically with your dock leveler selection. Electrical requirements for PowerStop™ and PowerStop™ are 115v single phase installed in a NEMA 12 enclosure. 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.**

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

**WARRANTY:** All PowerStop™ vehicle restraints feature a full one (1) year base warranty on all structural, 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 PowerStop™ Vehicle Restraint (Check options desired)	
<input type="checkbox"/> Manual Dock Alert Communication System (MML)	<input type="checkbox"/> Integrated Control Panel
<input type="checkbox"/> Automatic Dock Alert Communication System (MAL)	<input type="checkbox"/> Cantilever Bracket
<input type="checkbox"/> Dock Leveler Interlock	<input type="checkbox"/> _____ Projection
<input type="checkbox"/> L.E.D. Internal Lights Only	<input type="checkbox"/> Low Profile 10" (Single Stage Hook)
<input type="checkbox"/> L.E.D. Interior & Exterior Lights	<input type="checkbox"/> Embed Plate ___Wall ___Drive
<input type="checkbox"/> Key Lock in lieu of Selector Switch	<input type="checkbox"/> Anchor Pkg. ___Wall ___Drive
	<input type="checkbox"/> Control Stanchion for Open Dock
	<input type="checkbox"/> Other _____
	<input type="checkbox"/> Other _____

Customer: _____	Certified For Construction:
Job: _____	By: _____
Location: _____	Date: _____
Number of Units: _____	Company: _____
Model: _____	City & State: _____
Size: _____	Drawing #: _____
Represented By: _____	
SalesRep: _____	

A continuing product improvement process is in effect at Systems, Inc. We reserve the right to make product changes without prior notice.