

Manual PowerStop® Vehicle Restraint Specification Sheet and Submittal

Control Panel, Lights and Signs are part of the optional Dock Alert Communication System

PowerStopSM Panel Shown

Optional Upgraded iDock Alert

STANDARD FEATURES FOR THE MANUAL POWERSTOP VEHICLE RESTRAINT

- Optional Dock Alert Light Communication
- Optional Upgraded iDock[®] Controls with Interactive Message Display
- Easy Mechanical Activation
- Low Profile, Non-impact Design (wall or driveway mount)

- Rear Impact Guard (RIG) Sensor Bar with Optional Audible Alarm on MAL Packages
- Restraining Force In Excess of 32,000 lbs.
- Zinc Plated Finish Provides High Corrosion Resistance
- Protective Debris Guard



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GENERAL DESCRIPTION: All DLM® Manual PowerStop® (PowerStop (M)) 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 or upgraded iDock Alert Communication System, including iDock inside control panel and exterior communication lights, is also available.

CONSTRUCTION: The PowerStop® (M) 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 zinc finish for all weather protection. Restraint arm shall be preserved in a highly visible zinc dicromate finish that is highly resistant to corrosion. Once activated, the PowerStop (M) extends upward to the RIG. The uniquely designed restraint arm secures the trailer with over 32,000 lbs. of pull-out force. The PowerStop (M) is affordable and easy to install. It is ideal for all manufacturing, warehouse and distribution applications.

OPERATION: PowerStop (M) - 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 (MML) - PowerStop (M) with Manual Light Communication System. Adding an optional simple Dock Alert or upgraded Manual iDock Alert communication system to the PowerStop (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.

PowerStop (MAL) - PowerStop (M) with Automatic Light Communication System. Adding the automatic Dock Alert or upgraded Automatic iDock Alert communication system to the PowerStop (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 and an audible alarm will sound. 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.

EXTERIOR LIGHTS: Standard on PowerStop (MML) and PowerStop (MAL) restraint packages, low profile, traffic style, LED 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 (M), PowerStop (MML), and PowerStop (MAL) vehicle restraint are available as a stand alone unit or combined electrically with your dock leveler selection. Electrical requirements for PowerStop (MML) and PowerStop (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.**

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 DLM installation instructions. Mechanical installation is recommended to be performed only by authorized DLM Representative.

WARRANTY: All PowerStop (M) vehicle restraints feature a full one (1) year base warranty on all structural, hydraulic and electrical parts, including freight and labor charges in accordance with Systems, LLC's Standard Warranty Policy. Systems, LLC 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 (M) Vehicle Restraint | |
|---|---|
| (Check options desired) | |
| <input type="checkbox"/> Simple Dock Alert | <input type="checkbox"/> Low Profile 10" |
| <input type="checkbox"/> Manual iDock Alert Communication System | <input type="checkbox"/> Embed Plate ___ Wall ___ Drive |
| <input type="checkbox"/> Automatic iDock Alert Communication System (MAL) | <input type="checkbox"/> Anchor Pkg ___ Wall ___ Drive |
| <input type="checkbox"/> Integrated iDock Control Panel | <input type="checkbox"/> Control Stanchion - Open Dock |
| <input type="checkbox"/> Dock Leveler Interlock | <input type="checkbox"/> Other _____ |
| <input type="checkbox"/> Optional Alarm | <input type="checkbox"/> Other _____ |
| <input type="checkbox"/> Cantilever Bracket _____ Projection | <input type="checkbox"/> Other _____ |

*options must also be selected on the iDock Controls specification sheet.

| | |
|------------------------|-----------------------------|
| Customer: _____ | Certified For Construction: |
| Job: _____ | By: _____ |
| Location: _____ | Date: _____ |
| Number of Units: _____ | Company: _____ |
| Voltage/Phase: _____ | City & State: _____ |
| _____ | Drawing #: _____ |
| Represented By: _____ | |
| SalesRep: _____ | |

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