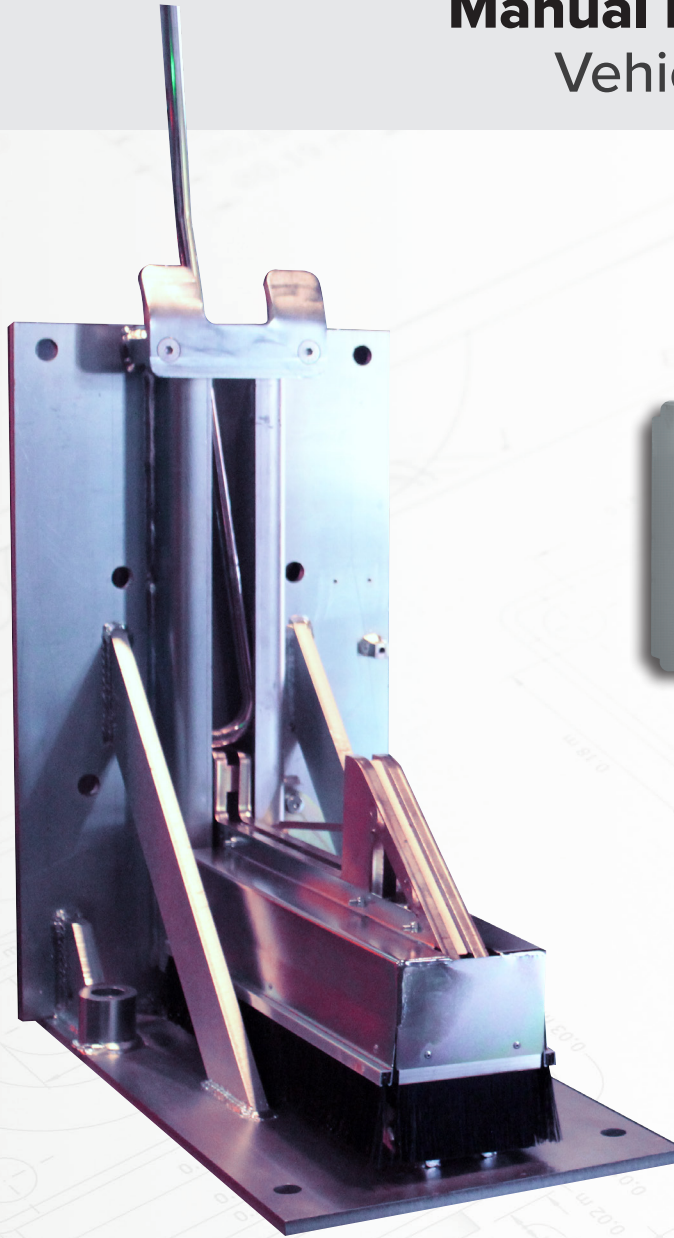


# Manual PowerStop® Vehicle Restraint



## FEATURES

- Manually-activated restraint
- Low-profile, non-impact design (wall or driveway mount)
- Restraining force in excess of 32,000 lbs.
- Zinc-plated unit provides high corrosion resistance
- RIG sensor bar with optional audible alarm on MAL
- Optional Dock Alert light communication
- Optional upgraded iDock® 2.0 Controls with dynamic message display
- Optional iDock 2.0 Controls connected online with optional myQ® Enterprise
- Designed and manufactured in the USA

*\* PowerStop shown with optional OSLA (Outside Light Assembly).*

Connect online  
with

**myQ®**  
**Enterprise**

Value Engineered  
Dock Levelers

# Manual PowerStop® Vehicle Restraint

## VEHICLE RESTRAINT SYSTEM

The PowerStop manually operated vehicle restraint is an economical solution to help prevent unexpected trailer departure from the loading dock during the loading/unloading process. Versions include:

- Manual (M)
- Manual with Manual Lights (MML)
- Manual with Automatic Lights (MAL)

## OPERATION

Once a trailer is backed into position against the dock bumpers, the activation bar is used under the release lever to lift up, manually activating the restraint. A visual inspection should confirm the restraint has moved vertically and engaged the horizontal RIG. The operate bar can be stored and loading/unloading begins. When complete and the dock leveler is stored, the operate bar is used to push down the restraint arm until the release lever locks the restraint arm. The operating bar is stored again.

## SAFETY FEATURES

- RIG sensor bar on MAL notifies the operator if the restraint is not securely engaged to the trailer's Rear Impact Guard
- Caution signs for communication on basic M version
- MML version with manually operated interior/exterior red/green lights always in opposition
- MAL version with automatically operated interior/exterior red/green lights in opposing mode. Includes bypass position for flashing light changes in communication for trailers without RIG or with badly damaged RIG
- Restraining force in excess of 32,000 lbs
- Optional upgraded integrated iDock® Controls for safe leveler interlock



PowerStop manually operated unit can be set and released easily from the dock with included activation bar.

## LIGHT COMMUNICATION

**MML** – As a truck approaches, the exterior light is green and the interior light is red. Once the trailer is in position and the PowerStop MML is engaged, the operator presses Dock Alert Status, changing the exterior light to red, warning the driver not to pull away, and interior light to green, allowing the dock attendant to safely enter the trailer. When loading/unloading is complete and the restraint is safely stored, the operator presses Dock Alert Status again, reverting the interior light back to red and exterior light to green.

**MAL** – The same light communication system as the MML is used, but the MAL the lights automatically change when the restraint is activated and deactivated. The MAL also includes Bypass mode in the event that the restraint is unable to secure the RIG.

## CONSTRUCTION

The durable zinc-plated, steel-housing unit is designed to protect all internal components from any weather conditions.

The electrical requirements are 115-volt single phase. The control panels for the MML and MAL are NEMA 12 for Dock Alert and NEMA 4X for iDock Alert with all components, connections and wiring UL-listed and/or recognized. Panels are built in-house in a UL-approved control panel shop.



## CONNECTIVITY

Optional iDock 2.0 Controls with online connection to myQ® Enterprise.



## POWERSTOP®

## COMMON OPTIONS

- Automatic iDock light communication (MAL)
- Manual iDock Alert light communication
- Cantilever bracket with a requested projection
- Dock Alert light communication
- Integrated control panel
- Interlock terminals for leveler or door switch (MAL only)
- Limit switches for door interlock
- Optional mounting hardware for wall or ground

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