

# Automatic TPR® UniLock Vehicle Restraint



## FEATURES

- Advanced cam design rotates hook away from Rear Impact Guard to release RIG Wedge pressure
- Universally effective on any obstructed RIG, including intermodal trailers with cover plates
- Locking mechanism maintains engagement on the trailer's Rear Impact Guard (RIG)
- iDock® 2.0 Controls with dynamic message display
- Low-profile 9" carriage - service range 9" to 30" off grade
- Restraining force in excess of 32,000 lbs.

- Advanced 3-color light communication system
- On-demand, IP67-rated motor, submersion proof up to 1 meter
- Automatically ensures safe capture or auto-stores
- Automatically re-engages if the restraint is forced down
- Exclusive-designed gear motor keeps hook continuously engaged
- iDock 2.0 Controls connected online with optional myQ® Enterprise
- Designed and manufactured in the USA

\* UniLock shown with advanced  
iDock Controls and OSLA (Outside Light  
Assembly). Patents 10906759, 10781062  
and 10745220.

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# Automatic TPR® UniLock

## Vehicle Restraint

### VEHICLE RESTRAINT SYSTEM

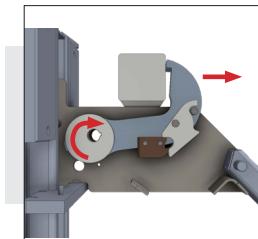
The TPR UniLock® is a trailer positioned vehicle restraint with a locking mechanism to maintain engagement on a trailer's Rear Impact Guard (RIG), and a unique cam design to release the RIG even when pressure is applied. The unit incorporates a self-contained motor assembly and helps prevent unexpected trailer departure from the loading dock during the loading/unloading process.

### OPERATION

The trailer's Rear Impact Guard (RIG) contacts the structural-steel housing, lowering the UniLock in its track and positioning itself for engagement. The operator then presses Engage, activating the hook to rotate up and secure the trailer to the loading dock. The UniLock maintains contact with the RIG and adjusts automatically with the trailer float motion to ensure proper engagement at all times. After loading is complete, the operator presses Release, rotating the hook away from the RIG first to remove RIG Wedge pressure, and then lowering the hook to a stored position, releasing the trailer.

### SAFETY FEATURES

- Universally effective on any obstructed Rear Impact Guard, including intermodal trailers with cover plates
- Locking mechanism to prevent the restraint from disengaging the trailer's RIG when pressure is applied
- Integrated iDock Controls for safe leveler interlock
- Full communication package with signage and interior/exterior, red/green LED lights in opposing mode
- Restraining force in excess of 32,000 lbs.



Advanced cam design rotates hook away from RIG first to release pressure from RIG Wedge.

### ADVANCED COMMUNICATION

The UniLock restraint uses advanced iDock® Controls with an LED 3-color light communication system. As a truck approaches, the exterior light is green and the interior light is red. Once the trailer is restrained, the interior light changes to green and exterior light to red, warning the driver not to pull away from the dock. When the trailer is released and the restraint hook is safely stored, the lights revert back to a green exterior and red interior. An interior amber caution light is used if needed for bypass mode or faults.

### CONSTRUCTION & ELECTRICAL

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

The UniLock vehicle restraint is engaged electrically. The IP67-rated motor is 1/10 HP TENV 115-volt single-phase, with a NEMA 4X control panel, submersion proof up to 1 meter.



### TPR UNILOCK® COMMON OPTIONS

- Audible alarm
- Configured back plate for custom hooking range
- Custom interlock sequence with leveler and/or door
- Integrated control panel
- Variety of cantilever brackets and installation hardware

W194N11481 McCormick Dr. | Germantown, WI 53022

[dlmdocks.com](http://dlmdocks.com) | [sales@dlmdocks.com](mailto:sales@dlmdocks.com)

800-643-5424



[dlmdocks.com](http://dlmdocks.com)

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

UNILOCK 1225

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