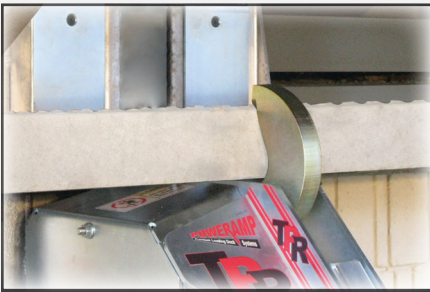


AUTOMATIC VEHICLE RESTRAINT



* TPR[®] shown with advanced communication controls.

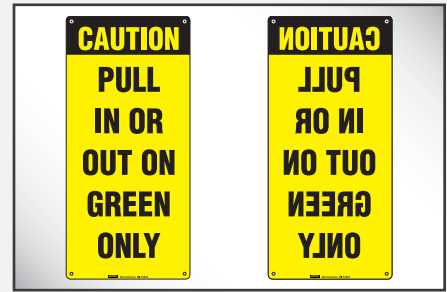
- ▶ Push Button Activation
- ▶ Restraining Force in Excess of 32,000 lbs.
- ▶ Low Profile 9" Carriage - Service Range 9" To 30" Off Grade
- ▶ Zinc Plated Track and Housing Provides High Corrosion Resistance
- ▶ Industry Proven Truck Positioned Restraint Mechanism
- ▶ On-Demand Motor Operation to Preserve Energy
- ▶ Exclusive Designed Gear Motor Keeps Hook Continuously Engaged
- ▶ Advanced Three-Light Communication System
- ▶ Standard Keyed Bypass/Override Switch
- ▶ LED Interior and Exterior Lights
- ▶ Made in the USA
- ▶ Captures NHTSA Regulation "Rear Impact Guards" (RIG) and Meets ANSI Spec MH30.3 Standards



The TPR® hook rotates up to engage the RIG and secure the trailer to the loading dock.



Control system includes light communication and can be integrated with other dock equipment.



A set of standard and mirrored image caution signs notifies truck driver.

VEHICLE RESTRAINT SYSTEM

The TPR is a truck positioned vehicle restraint, available as a standalone unit or integrated with other loading dock equipment. The unit incorporates a self-contained motor assembly and helps prevent unexpected trailer departure from the loading dock during the loading/unloading process.

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. Once the trailer is positioned against the dock bumpers, the operator depresses the “Engage” button, activating the hook to rotate up and secure the trailer to the loading dock. The TPR restraint maintains contact with the RIG and adjusts automatically with the trailer float motion to ensure proper engagement at all times during the loading/unloading operation. After loading is complete, the operator depresses the “Release” button, lowering the hook to a safely stored position, releasing the trailer.

SAFETY FEATURES

- Amber caution light when the restraint is in the process of engaging the RIG or in override conditions for added communication safety.
- Integrated 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 COMMUNICATION

The TPR restraint uses advanced controls with an LED 3-light system. As a truck approaches, the exterior communication light is green and the interior light is red. Once the trailer is restrained, the interior light changes to green, allowing the dock attendant to safely enter the trailer while the exterior light turns 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 interior light reverts back to red and the exterior light changes back to green.

If the TPR is unable to secure the trailer’s RIG due to abnormal trailer conditions, the restraint will communicate the fault condition by illuminating an amber “Caution” light on the controls, 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 and the interior light is green, accompanied by the amber caution light indicating to the dock attendant to proceed with caution.

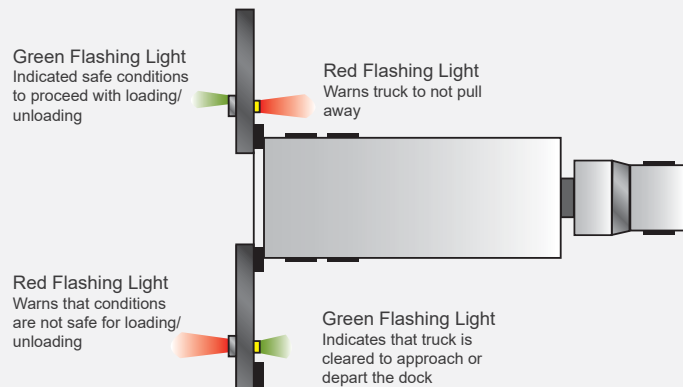
ELECTRICAL

The TPR vehicle restraint is engaged electrically, allowing the hook to rise and securely engage and hold a trailer’s RIG bar. The electric motor is 1/10 HP TENV at 115v single phase, with all control components, connections and wiring UL listed and/ or recognized. Panels are built by Poweramp in a UL approved control panel shop.

CONSTRUCTION

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

TPR® Series Common Options	
▶	Integrated control panel
▶	Custom interlock sequence with leveler
▶	Special NEMA control type
▶	Audible alarm
▶	Selector switch in lieu of keyed switch for by pass
▶	Variety of cantilever brackets & installation hardware
▶	Configured back plate for custom hooking range



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