

## AUTOMATIC VEHICLE RESTRAINT

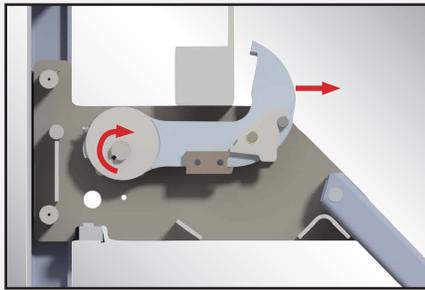


\* TPR UniLock™ shown with advanced communication controls. Patent Pending.

- ▶ Push Button Activation
- ▶ Restraining Force in Excess of 32,000 lbs.
- ▶ Low Profile 9" Carriage - Service Range 9" To 30" Off Grade
- ▶ Locking Mechanism Maintains Engagement on the Trailer's Rear Impact Guard (RIG)
- ▶ 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
- ▶ On-Demand Motor Operation Preserves Energy
- ▶ Exclusive Designed Gear Motor Keeps Hook Continuously Engaged
- ▶ Advanced Three-Light Communication System
- ▶ LED Interior and Exterior Lights
- ▶ Made in the USA
- ▶ Captures NHTSA Regulation "Rear Impact Guards" (RIG) and Meets ANSI Spec MH30.3 Standards



Locking mechanism maintains engagement even on intermodal trailers or an obstructed Rear Impact Guard (RIG).



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



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

### 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

Once the truck is backed into position, 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 depresses the "Engage" button, activating the hook to rotate up and secure the trailer to the loading dock. The UniLock 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, rotating the hook away from the RIG first to remove "RIG wedge" pressure, and then lowering the hook to a safely 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 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 UniLock 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 lights revert back to a green exterior and red interior.

If the UniLock 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. 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.

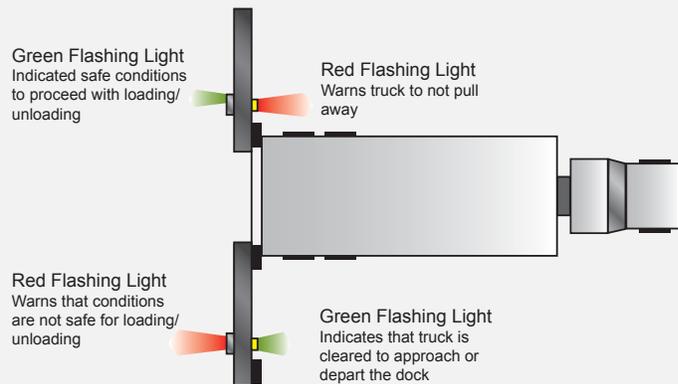
### ELECTRICAL

The UniLock 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.

UniLock™ Series Common Options	
▶	Integrated control panel
▶	Custom interlock sequence with leveler
▶	Special NEMA control types
▶	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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