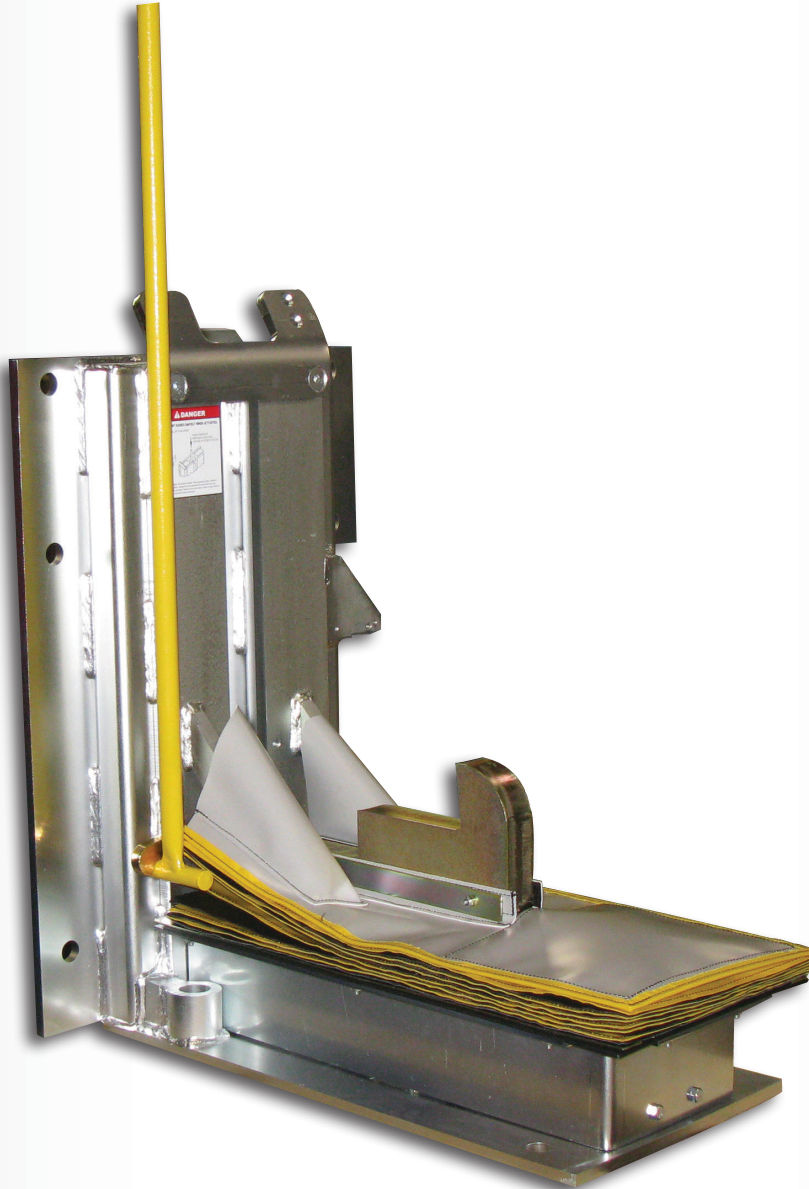


## MANUAL VEHICLE RESTRAINT



\* PowerStop® shown in stored position, with optional light controls.



- ▶ Manually Activated Restraint
- ▶ Restraining Force in Excess of 32,000 lbs.
- ▶ Low Profile, Non-Impact Design
- ▶ Corrosion Resistant Zinc Plated Finish
- ▶ Optional Dual Locking Restraint Arm to Minimize "Trailer Creep"

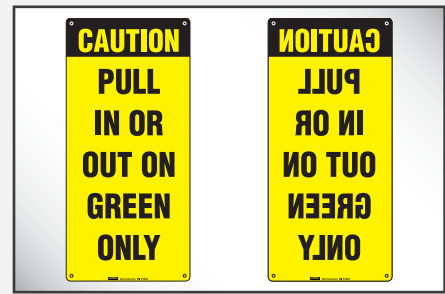
- ▶ Protective Debris Guard
- ▶ Optional Dock Alert Communication Package on MML and MAL Packages
- ▶ Made in the USA
- ▶ Captures NHTSA Regulation "Rear Impact Guards" (RIG) and Meets ANSI Spec MH30.3 Standards



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



Light package and control panel for additional communication safety.



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

## 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 operate 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

- Caution signs for communication on basic M version.
- Optional MML version with manually operated interior/exterior red/green lights always in opposition.
- Optional 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.

## 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 manually changes the control to “service trailer,” 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 manually changes the control to “do not service trailer,” reverting the interior light back to red and exterior light to green.

**MAL** – The same light communication system as the MML is used, but with 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.

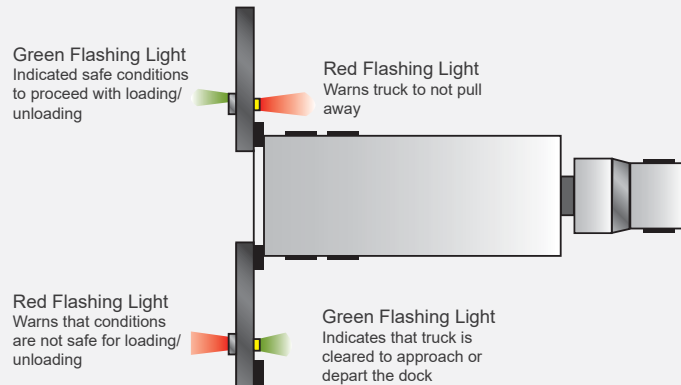
## ELECTRICAL

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

## CONSTRUCTION

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

PowerStop® M Series Common Options	
▶	Integrated control panel
▶	Key lock override switch
▶	Limit switches for door interlock
▶	Interlock terminals for leveler or door switch (MAL only)
▶	LED interior & exterior lights for MML or MAL
▶	Manual Light Communication System (MML)
▶	Automatic Light Communication System (MAL)
▶	Cantilever bracket
▶	Dual locking arm to minimize trailer creep



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