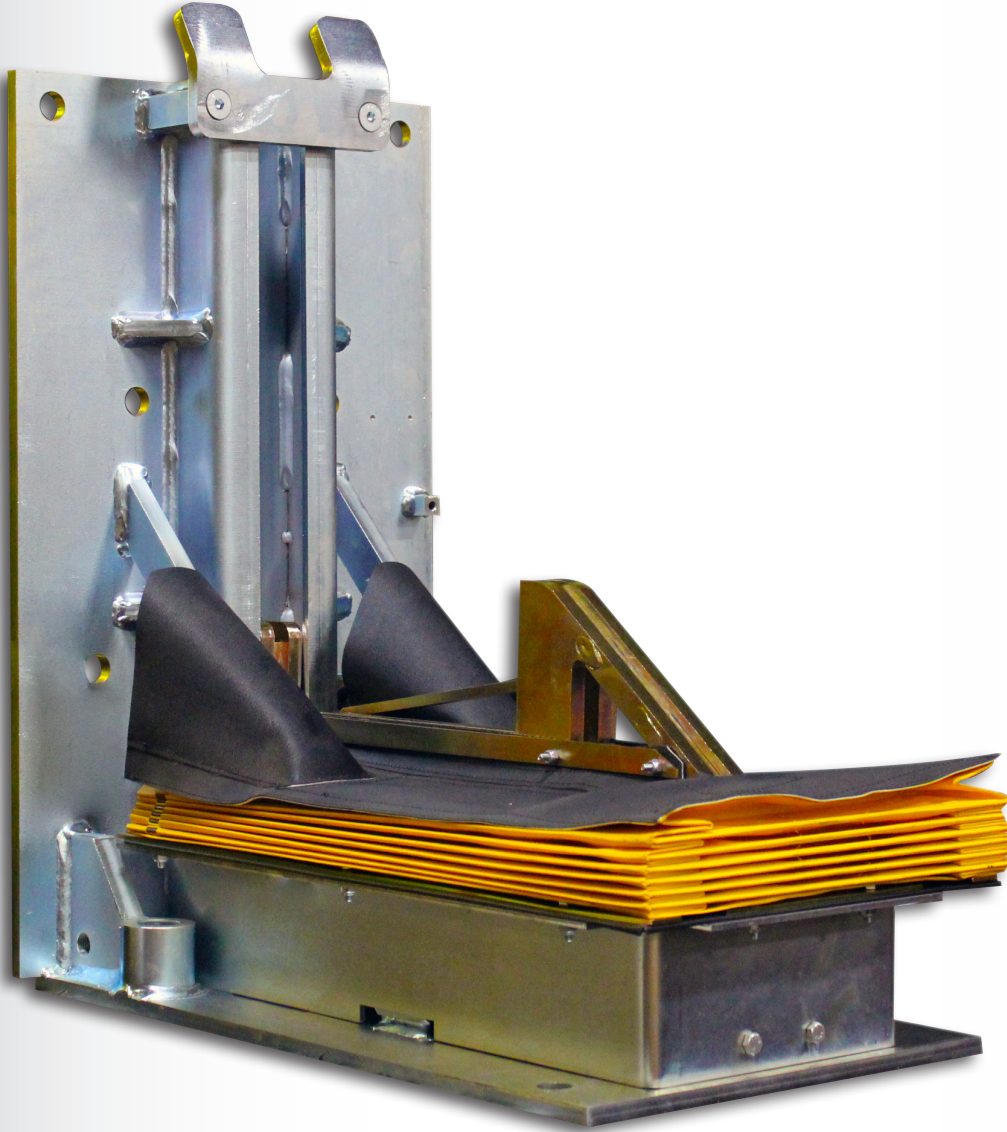
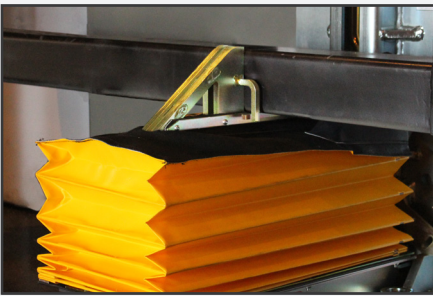


## AUTOMATIC VEHICLE RESTRAINT

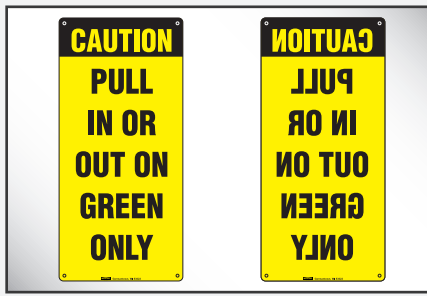


\* PowerStop® shown in stored position with standard controls.

- ▶ Push Button Activation (115v single phase operation)
- ▶ iDock™ Controls with Interactive Message Display
- ▶ Restraining Force in Excess of 32,000 lbs.
- ▶ Low Profile, Non-Impact Design
- ▶ Corrosion Resistant Zinc Plated Finish
- ▶ Protective Debris Guard
- ▶ Remote Power Pack with Translucent Reservoir
- ▶ RIG Sensor Bar
- ▶ Automatic Light Sequence
- ▶ Automatically ensures safe capture or auto-stores
- ▶ Bypass/Override Passcode
- ▶ Made in the USA



Hydraulic operation to raise the restraint and engage the Rear Impact Guard.



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



iDock Controls includes light communication and can be integrated with other dock equipment.

### VEHICLE RESTRAINT SYSTEM

The PowerStop® is a non-impact, hydraulic vehicle restraint, available as a standalone unit or integrated with other loading dock equipment through an optional integrated control panel. The unit helps prevent unexpected trailer departure from the loading dock during the loading/unloading process.

### OPERATION

Once a trailer is backed into position against the dock bumpers, the operator presses the “Engage” button, activating the PowerStop to rise vertically to the trailer’s Rear Impact Guard (RIG), placing a stop behind the RIG and preventing the trailer from being able to pull away. The restraint 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 the “Release” button, lowering the PowerStop unit to a safely stored position, releasing the trailer.

### SAFETY FEATURES

- RIG sensor bar notifies the operator if the restraint is not securely engaged to the trailer’s Rear Impact Guard.
- Automatic light sequencing with interior/exterior red/green lights always in opposition.
- Full communication package with lights, signs and control panel with universal signage pictures for additional communication safety.
- Override selector switch changes light for trailers without RIG or with badly damaged RIG.
- Restraining force in excess of 32,000 lbs.
- Integrated iDock Controls for safe leveler interlock.

### LIGHT COMMUNICATION

The PowerStop 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 in position and the PowerStop is activated, the exterior light will change to red, warning the driver not to pull away, and interior light to green, allowing the dock attendant to safely enter the trailer. When the trailer is released and the restraint is safely stored, the interior light reverts back to red and the exterior light changes back to green.

“By-Pass” mode is also available, which turns the exterior lights to red and interior light to green. 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.

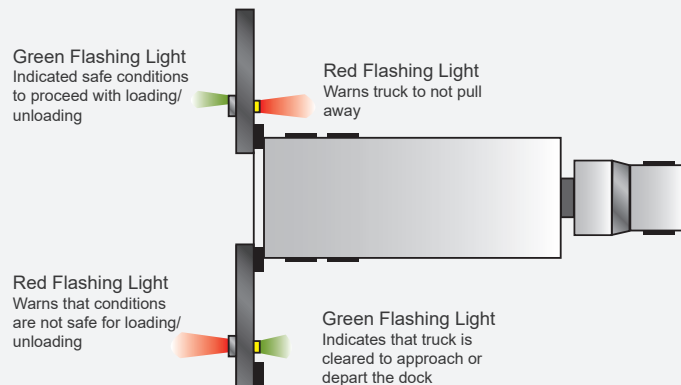
### HYDRAULICS & ELECTRICAL

The restraint is engaged electrically/hydraulically allowing it to rise and securely hold a trailer’s RIG bar with the dual locking arm. Pump and motor are ¼ HP at 115V single phase. The control panel is NEMA 4X with all components, connections and wiring UL listed and/or recognized. Panels are built in-house in UL-approved control panel shop.

### CONSTRUCTION

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

PowerStop® Series Common Options	
▶	Integrated control panel
▶	Custom interlock sequence with leveler
▶	Audible alarm
▶	Limit switches for door interlock
▶	LED interior & exterior lights
▶	Combined with leveler powerpack (VS, VH & PR Only)
▶	CentraPower - Multiple units on a single power source
▶	Cantilever bracket
▶	24” high track available for low dock heights



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