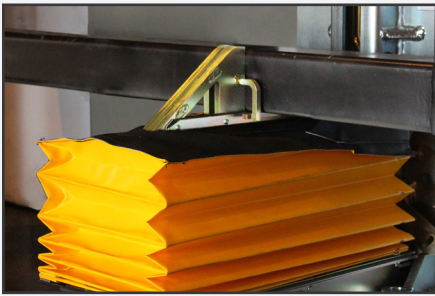


MANUAL VEHICLE RESTRAINT

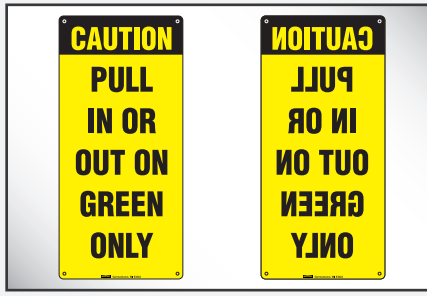


* PowerStop® shown in stored position, with optional iDock Controls.

- ▶ Manually Activated Restraint
- ▶ Optional iDock™ Controls with Interactive Message Display and Light Communication
- ▶ Restraining Force in Excess of 32,000 lbs.
- ▶ Low Profile, Non-Impact Design
- ▶ Corrosion Resistant Zinc Plated Finish
- ▶ Protective Debris Guard
- ▶ RIG Sensor Bar with Optional Audible Alarm on MAL
- ▶ Packages Made in the USA



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.



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

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

- RIG sensor bar on MAL notifies the operator if the restraint is not securely engaged to the trailer's Rear Impact Guard.
- 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.
- Optional Integrated iDock Controls for safe leveler interlock.

ADVANCED LIGHT COMMUNICATION

MML – As a truck approaches, the exterior light is green and the interior iDock light is red. Once the trailer is in position and the Stop-Tite MML is engaged, the operator presses Dock Alert Status, 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 presses Dock Alert Status again, reverting the interior light back to red and exterior light to green.

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

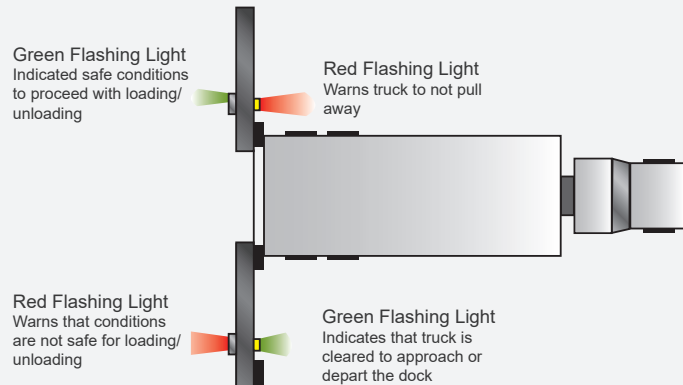
ELECTRICAL

For MML and MAL units, the electrical requirements are 115V single phase. The control panels for the MML and MAL are NEMA 4X 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
▶	Limit switches for door interlock
▶	Interlock terminals for leveler or door switch (MAL only)
▶	LED interior & exterior lights for MML or MAL
▶	Simple Dock Alert Light Communication (MAL only)
▶	Manual Light Communication System (MML)
▶	Automatic Light Communication System (MAL)



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