

**AUTOMATIC VEHICLE RESTRAINT**

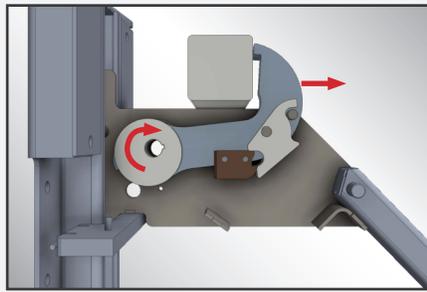


\* UniLock® shown with advanced iDock® controls. Patent Pending.

- ▶ iDock® Controls with Interactive Message Display
- ▶ Low profile 9" carriage - Service range 9" to 30" off grade
- ▶ Restraining force in excess of 32,000 lbs.
- ▶ Locking mechanism maintains engagement on the trailer's Rear Impact Guard (RIG)
- ▶ Universally effective on any obstructed RIG, including intermodal trailers with cover plates
- ▶ Advanced cam design rotates hook away from Rear Impact Guard to release "RIG Wedge" pressure
- ▶ Advanced 3-color light communication system
- ▶ IP67 rated motor, submersion proof up to 1 meter
- ▶ On-demand motor operation preserves energy
- ▶ Automatically ensures safe capture or auto-stores
- ▶ Automatically re-engages if the restraint is forced down
- ▶ Exclusive Designed Gear Motor Keeps Hook Continuously Engaged
- ▶ Made in the USA



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."



iDock® Controls 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 presses 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 presses 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 iDock 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 iDock Controls with an LED 3-color light communication 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 iDock 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.

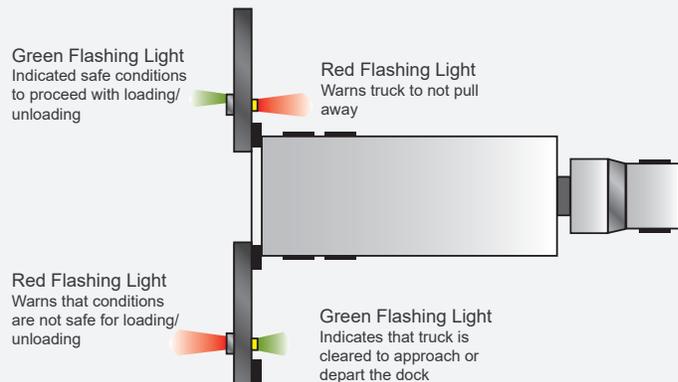
## CONSTRUCTION

The durable zinc-plated, steel housing unit is designed to withstand impact from trailers and protect all internal components from any weather conditions. The motor is IP67 rated, making it submersion proof in up to 1 meter of water for 30 minutes.

## 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 115v single phase, with a NEMA 4X control panel, all components, connections and wiring UL listed and/or recognized. Panels are built by McGuire in a UL approved control panel shop.

UniLock® Series Common Options	
▶	Integrated control panel
▶	Custom interlock sequence with leveler
▶	Audible alarm
▶	Configured back plate for custom hooking range
▶	Variety of cantilever brackets & installation hardware
▶	3-Digit passcode for bypass mode



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