

PitBull® SL70

VEHICLE RESTRAINT SPECIFICATIONS

LOW PROFILE POWERED SAFETY-LOC® RESTRAINT



Design Highlights

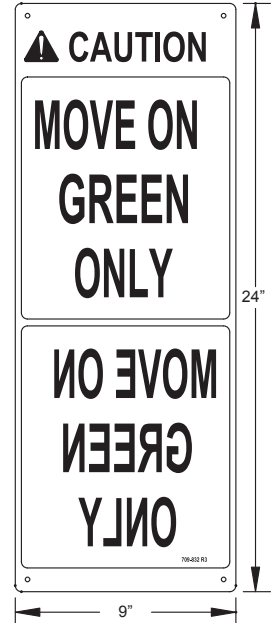
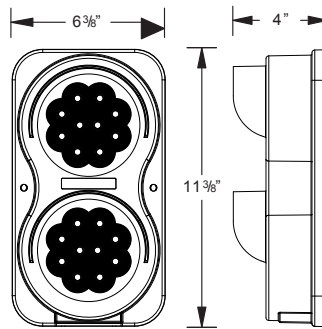
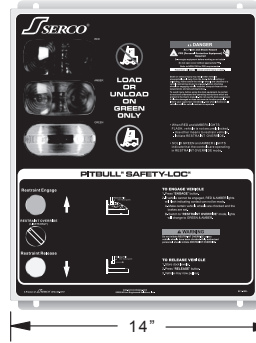
- Non-Impact Design & Operation
- Automatic Interior/Exterior LED Light Communication System
- Advanced Safe Engagement Signaling
- Patented Dual Locking Positions at 7" & 11" From Face of 4" Bumper
- Horizontal Hooking Range 0 - 11" From Face of 4" Bumper
- Low-Profile - Stores at 9" Off Grade
- UL Listed Interlock Capable Control Panel with Solid State Controls
- Programmable Logic Controller (PLC)
- Auto Reverse (if no rear impact guard)
- Auxiliary Power Down
- Hot Dip Galvanized Finish
- Compatible with NHTSA Regulation Rear Impact Guards
- Standard Wall Mount Configuration
- Trailer Presence Sensor

Project Information

Job Name _____
 Address _____
 General Contractor _____
 Distributor _____
 Quantity _____

Certified For Construction

By _____
 Company _____
 Address _____
 Date _____



Available Options

- Ground Mount
- Stand-off Bracket _____ Projection
- Embed Mounting Plate (new construction)
- Pit Floor Mounting Bracket
- Key Lock Switch On Control Panel
- Audible Alarm
- Flood Resistant Package
- Heater Element
- Back Plate Cut-Down (wall or ground mount) _____
- Security Lock Package (padlock not included)
- High Visibility Traffic-style Exterior Lights (120 volt only)
- Other _____

Available Accessories

- Control Panel Stanchion
- Master Control Panel™ _____
- Combination Control Panel _____
- Other _____





The Bite That Locks On Tight

PitBull[®] SL70

VEHICLE RESTRAINT SPECIFICATIONS

LOW PROFILE POWERED SAFETY-LOC[®] RESTRAINT

- 1. General:** PitBull[®] Safety-Loc[®] SL70 electromechanical restraint featuring patented dual locking positions, full push-button control and a rear impact guard safe engagement signaling system. Includes locking unit, interior & exterior communication light system, caution sign, push-button control panel and exterior infrared trailer sensor with wall mounting bracket. Unit conforms to OSHA standards.
- 2. Construction:** Mainframe structure to be stationary mounted, side and rear members to be ½" welded steel plate with hot dip galvanized finish. Unit to have a resistance to pull-out of 32,000 lbs. and feature high strength self-lubricating bushings to ensure maximum life and minimal maintenance.
- 3. Operation:** As a vehicle backs up against the dock bumpers, the exterior light is green and the interior control light red. As the vehicle passes under the vehicle sensor, the inside amber light in combination with the red light indicates the presence of a vehicle. With the vehicle in position, the operator presses the "ENGAGE" button. The exterior light instantly switches to red and dual gas springs raise the hook. The interior light changes to green when the restraint maintains positive contact with the rear impact guard and as the vehicle moves vertically during loading and unloading operations. Dual locking positions minimize the vehicle's horizontal movement. To release the rear impact guard, the operator presses the "RELEASE" button on the control panel, restoring the restraint, and the interior light immediately switches to red, indicating it is unsafe to load/unload. When the restraint is fully restored, the exterior light switches to green indicating it is safe for the vehicle to leave, and the inside light switches to red indicating it is unsafe to load/unload. The amber inside light remains lit until the vehicle leaves. If the restraint raises but does not make positive contact with the rear impact guard, it will automatically restore. If the restraint cannot engage the vehicle, the operator must chock the vehicle wheels and turn the control panel selector switch to the "RESTRAINT OVERRIDE (lights only)" mode of operation. The exterior light switches to red, the interior light switches to green and a constant amber light indicates that the vehicle is secured by alternate means. When stored, the restraint incorporates an integral cover to protect the activation mechanism from damage and minimize the collection of debris.
- 4. Control Panel:** Solid state control panel (14"W x 16"H x 8"D) features a programmable logic controller and "real time" diagnostic capability, industrial quality push-buttons, integral LED visual safety warning system and printed operational instructions.
- 5. Hooking Range:** The restraint will engage a rear impact guard positioned up to 11" horizontally from the face of a 4" bumper and is compatible with NHTSA regulation rear impact guards. Dual locking positions limit vehicle movement and engage rear impact guard at 7" and 11" from 4" bumper.
- 6. Exterior Lights:** Low profile flashing green and red LED signals (6-¾"W x 11-¾"H x 4"D) indicate safe or unsafe conditions for vehicle movement. Caution sign (9"W x 24"H) with standard and reversed lettering provided.
- 7. Electrical:** Lock unit and exterior lights operate on 24 volt circuit. NEMA 12 control panel requires 120 volt, single phase, 60 HZ supply. All components are UL listed.
- 8. Installation:** Requires mounting of restraint, control panel, exterior lights, and caution sign in strict accordance with Serco installation instructions. Restraint and exterior lights must be wired to control panel. Locking unit, control panel, exterior lights and exterior trailer presence sensor to be electrically installed by others. Installation is recommended to be performed only by authorized Serco Distributors. Installation is not included unless specifically contracted for with Serco Distributor.
- 9. Limited Warranty:** Serco warrants all components to be free of defects in material and workmanship, under normal use, for a 1-year base period from date of shipment in accordance with Serco's Standard Warranty Policy. The "Base Warranty Period" will begin on the completion of installation or the sixtieth (60th) day after shipment, whichever is earlier. Also included is a 5-year structural component warranty on locking unit.

