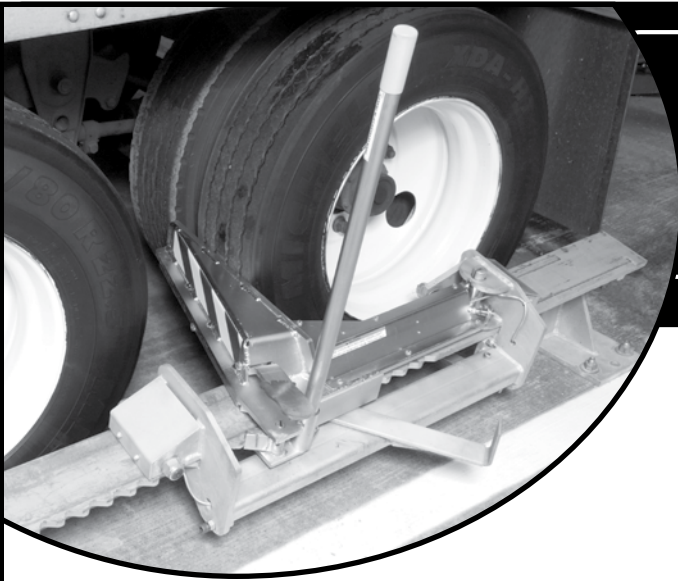


# MANUAL SAFETY-CHOCK

## WHEEL RESTRAINT SPECIFICATIONS



### Design Highlights

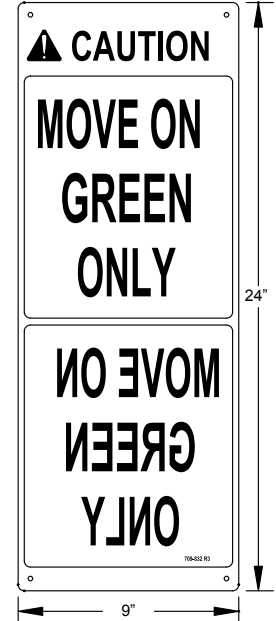
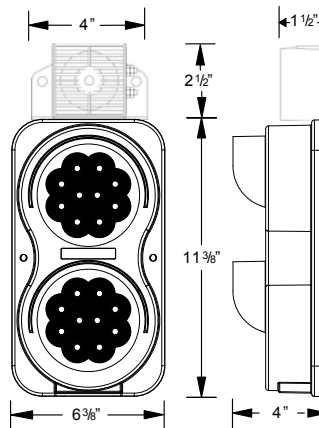
- Surface Mounted (driver's side)
- Non-Impact Design
- Ergonomic Manual Operation - Minimal Activation Force Required
- Compatible with "Pup" & "Lift Gate" Trailers
- Interior/Exterior LED Light Communication System
- UL Listed Interlock Capable Control Panel
- Integral Truck Positioning Guide Rail
- Hot Dip Galvanized Finish
- Advanced Safe Engagement Signaling
- Exterior Sign Package
- Exterior Audible Alarm

### Project Information

Job Name \_\_\_\_\_  
Address \_\_\_\_\_  
General Contractor \_\_\_\_\_  
Distributor \_\_\_\_\_  
Quantity \_\_\_\_\_

### Certified For Construction

By \_\_\_\_\_  
Company \_\_\_\_\_  
Address \_\_\_\_\_  
Date \_\_\_\_\_



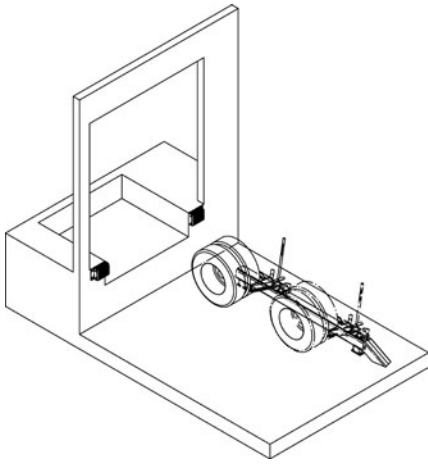
### Available Options

- Electric De-icing system (heater kit)
- Passenger Side Mount
- Extended Guide Rail
  - 13' (4 m) Length - 9' (2.7 m) Engagement Range
  - 16' (4.9 m) Length - 12' (3.7 m) Engagement Range
- Interlock Switches (specify door open/closed or leveler stored) \_\_\_\_\_
- Other \_\_\_\_\_

### Available Accessories

- Master or Combo Control Panel
- Control Panel Stanchion
- Other \_\_\_\_\_





# MANUAL SAFETY-CHOCK

## WHEEL RESTRAINT SPECIFICATIONS

**1. General:** MANUAL SAFETY-CHOCK is a surface mounted wheel chocking device designed to chock the wheel of a truck or trailer and restrain it at the loading dock. To be manually activated. Unit to be drive mounted with 4" (100 mm) ground clearance and operate in extreme weather conditions including snow and flooded driveways. The MANUAL SAFETY-CHOCK includes an interior and exterior visual communication system and exterior audible alarm.

**2. Construction:** Strong welded steel construction with tubular steel guide rail mounted to driveway. Entire unit hot dip galvanized finish. Unit to have a pull-out resistance up to 32,000 lbs. (142 kN) and feature high strength, sealed bushings to ensure maximum life and minimal maintenance.

**3. Operation:** The truck is backed into position against the dock bumpers and the brakes are set. Outside light should be green and inside light should be red with the selector switch in the AUTOMATIC position. Operator moves the restraint carriage along the guide rail using activation handle to position the chock in front of the trailer wheel. Operator then extends restraining arm out by pushing the handle toward the trailer until it locks into position on the guide rail. As restraining arm begins to extend toward the trailer, the outside light will change from green to red. Operator then moves the restraining arm backward to make contact with the trailer wheel. When the restraint has fully engaged the wheel, the inside lights will change from red to green. When loading/unloading is complete, the dock worker presses the RESTRAINT RELEASE BUTTON on the inside control panel. The inside light will change from green to red. The outside light will change from flashing red to flashing red & green. The operator then pushes the foot pedal, allowing the restraining arm to retract to its stored position. The inside light will remain red and the outside light will turn from red & green flashing to green. It is now safe for the vehicle to leave.

**4. Control Panel:** Solid state interlock capable control panel (8" W x 10" H x 5 1/2"D) (203 mm x 254 mm x 140 mm) features real-time diagnostic capability, integral LED red/green/amber visual light communication system and printed operational instructions and machinery gray baked on enamel finish. All field wiring terminations are made to removable modular terminal connectors.

**5. Capture Range:** Standard 10' length (3 m) guide rail with engagement range of 6' (1.8 m). Captures rear wheel of transport vehicle for any axle position from 59 7/8" (1.5 m) to 133 7/8" (3.4 m) from dock face. Extended engagement range available.

**6. Communications:** The communication system consists of printed operating instructions on the control panel, an outside mounted instruction sign for the truck driver, and internal and external visual communication lights and external audible alarm.

**7. Exterior Lights:** Low profile flashing green and red LED signals (6-3/8"W x 11-3/8"H x 4"D) (162 mm x 289 mm x 100 mm) indicate safe or unsafe conditions for vehicle movement. Caution sign (9" W x 24" H) (229 mm x 610 mm) with standard and reversed lettering provided.

**8. Exterior Audible Alarm:** (4"W x 2 1/2"H x 1 1/2"D) (102 mm x 64 mm x 38 mm) 102 dB(A) solid state alarm with 180 degree sound dispersion at 10 pulses per second. Encapsulated to protect against dust.

**9. Electrical:** Exterior Lights operate on 24 volt circuit. NEMA 12 control panel requires 120 volt, single phase, 60 Hz supply. All components are UL listed. Galvanized 28" long conduit guard (2" x 2" x 1/4") (50 mm x 50 mm x 6 mm) thick angle iron included.

**10. Installation:** Requires mounting restraint, control panel, exterior lights, and sign in strict accordance with Serco installation instructions. Restraint, exterior lights and exterior audible alarm must be wired to control panel. Restraint, control panel, and exterior lights 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. Exterior audible alarm must also be electrically installed by installer

**11. 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.

