

SMWC SERIES RESTRAINTS



THE SERCO MANUAL SAFETY-CHOCK™
SIMPLE, SAFE & EFFECTIVE.

Serco's Manual Safety-Chock provides loading docks with a cost-effective, versatile wheel restraint solution, capable of engaging and restraining the wide range of trailers that come to the dock. Easy installation, simple operation and minimal maintenance provide a lower lifetime cost of ownership than other wheel restraint systems, and its design enables easy maneuvering for accurate and safe operation.



DESIGN HIGHLIGHTS

- 1. **IMPACT-RESISTANT END CAP.** Rugged construction is able to withstand trailer weight, and acts as a guide for backing trailers.
- 2. **GUIDE RAIL.** Hot dip galvanized ¾" (19 mm) rail is easily installed with ¾" (19 mm) concrete wedge anchors. Standard guide rail 10' (3 m). Optional 13' (4 m) and 16' (5 m) lengths.
- 3. **RESTRAINING ARM.** 15" (381 mm) long, 4" (102 mm) high and ½" (13 mm) thick steel arm enables full contact with at least one wheel, even if trailer is not flush with restraint. Design avoids potential of "chock pinch."
- 4. **FOOT PEDAL.** Easily identifiable zinc-plated foot pedal allows for quick chock release.
- 5. **ELECTRIC COIL CORD.** Allows electrical feed and sensor connection throughout entire working range. Coil is fed along aircraft-quality steel rope.



Control Panel



Exterior Lights

USER-FRIENDLY OPERATION



The operator slides the restraint carriage on the guide rail, positions it in front of the wheel, and pivots the restraining arm to lock it in place and secure the wheel.



Once loading/unloading is complete, dock worker presses release button inside, alerting outside operator that it is safe to disengage wheel restraint. A simple press of the foot pedal disengages the restraining arm, rotating it back and away from the wheel.



TRAILER SENSOR: IP67-rated photo cell sensor confirms presence of wheel in safe engagement range, and alerts both dock worker and restraint operator of premature disengagement.

ADVANCED COMMUNICATIONS PACKAGE

For Improved Dock Safety. The programmable controls support clear dock-to-driver communications with interior and exterior stop and go light signals as well as an exterior caution sign.



ADVANTAGE

DESIGN HIGHLIGHTS

TRAILER COMPATIBILITY

Restraint secures the trailer's wheels instead of the Rear Impact Guard (RIG).

Standard 10' (3 m) long guide rail with 6' (1.8 m) engagement range can restrain trailers with lift gates, damaged RIGs, multiple axles and/or wheel covers and mud flaps.

RESTRAINING FORCE

Restraining arm engages wheel near the axle height, ensuring superior capture.

Provides 32,000 lbs. (142 kN) of restraining force confirmed using ANSYS analysis and live-load testing.

RUGGED CONSTRUCTION

Heavy-duty, hot dip galvanized steel components ensure long structural life.

Guide rail and end cap deflector designed to withstand the weight of off-center trailers.

POSITIVE COMMUNICATION

LED interior/exterior lights are standard, and provide superior performance versus incandescent bulbs.

Carriage and trailer presence sensors provide effective communication of restraining arm position.

105-decibel exterior audible alarm alerts personnel if restraint is prematurely disengaged.

Inside release button allows dock attendant to signal when loading/unloading is complete.

EASE OF OPERATION

User-friendly, 2-step engagement/disengagement only requires 35 lbs. (156 N) of operating force.

Ergonomic design of activation handle is 44 ½" (1,131 mm) long with molded grip.

INTEGRATED TECHNOLOGY (When Paired with the HMI Digital Master Control Panel)

Restraint controls can be interlocked and sequenced with dock leveler, overhead door or other equipment.

Restraint controls easily integrated with 4SIGHT dock/yard management system.

DESIGNED FOR EXTREME WEATHER

Galvanized finish and 10-degree angle of guide rail enable restraint to withstand snow, ice and debris.

Optional 17' (5.2 m), 120-volt heat tracer cable helps clear snow and ice.

Trailer presence sensor is IP67 rated and proximity switch is sealed and waterproof.



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