

Manual Safety-Chock Wheel Restraint

Product 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 dipped galvanized finish
- Advanced safe engagement signaling
- Exterior sign package
- Exterior audible alarm

AVAILABLE OPTIONS

- ☐ Electric de-icing system (heater kit)
- ☐ Passenger side mount
- ☐ Extended guide rail
 - ☐ 13' (4m) length - 9' (2.7m) engagement range
 - ☐ 16' (4.9m) length - 12' (3.7m) engagement range
- ☐ Interlock switched (specify door open/closed or leveler stored) _____
- ☐ Other _____

ACCESSORIES

- ☐ Master or combo control panel
- ☐ Control panel stanchion
- ☐ Other _____

PROJECT INFORMATION

JOB NAME _____

ADDRESS _____

GENERAL CONTRACTOR _____

DISTRIBUTOR _____

MODEL _____ QUANTITY _____

VOLTAGE/PHASE _____

CERTIFIED FOR CONSTRUCTION

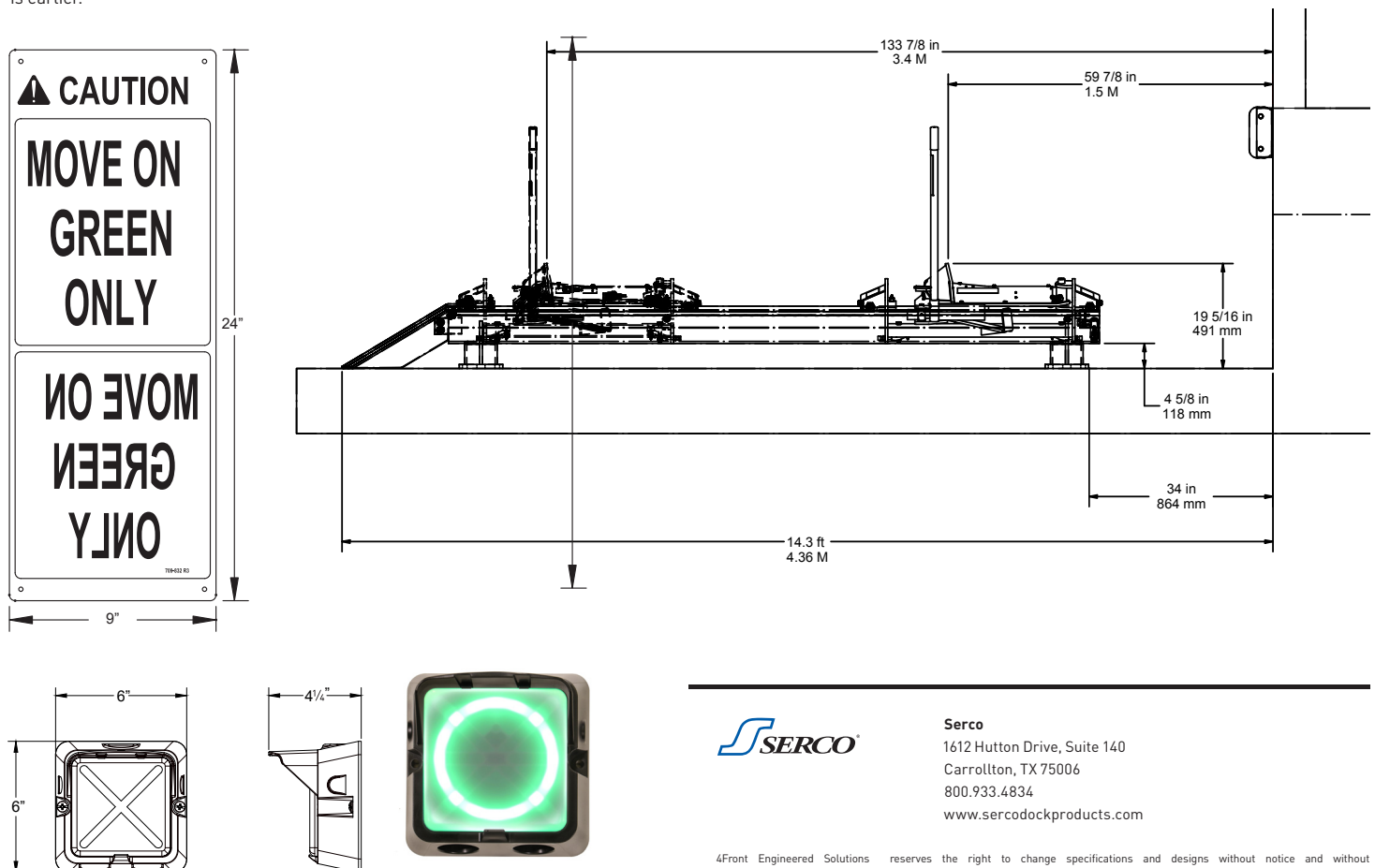
BY _____

COMPANY _____

ADDRESS _____

DATE _____

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 mounted within 4" (100mm) 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. High quality products are manufactured in a Certified Welding Fabricator (CWF) facility. Entire unit hot dip galvanized finish. Unit to have a pull-out resistance up to 32,000 lbs. (142kN) and feature high strength, sealed bushing 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) (203mm x 254mm x 140mm) features real-time diagnostic capability, integral LED red/green/amber visual light communication system and printed operational instructions. All field wiring terminations are made removable modular terminal connectors.
5. **Capture Range:** Standard 10' (3m) guide rail with the engagement range of 6' (1.8m). Captures rear wheel of transport vehicle for any axle position from 59 7/8" (1.5m) to 133 7/8" (3.4m) 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) (162mm x 289mm x 100mm) indicated safe or unsafe conditions for vehicle movement. Caution sign (9"W x 24"H) (229mm x 610mm) with standard and reverse lettering provided.
8. **Exterior Audible Alarm:** (4"W x 2 1/2"H x 1 1/2"D) (102mm x 64mm x 38mm) 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 volts, single phase, 60 Hz supply. All components are UL listed. Galvanized 28" long conduct guard (2" x 2" x 1/4") (50mm x 50mm x 6mm) thick angle iron included.
10. **Installation:** Required 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. Installations 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.



Serco
 1612 Hutton Drive, Suite 140
 Carrollton, TX 75006
 800.933.4834
www.sercodockproducts.com

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