



Lock & Load

TRAILER RESTRAINT

1. Product Name

- NOVA Lock & Load™ Vehicle Restraint

2. Manufacturer

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3. Product Description

General Description

The NOVA Lock & Load™ Vehicle Restraint with Roller Slope Extension is designed to secure a trailer to a loading dock by engaging the trailer's RIG (Rear Impact Guard) with a large, rotating hook operated by a control panel mounted inside the building. The Roller Slope Extension is designed to decrease resistance of carriage travel while it is adjusting to the height of the RIG on the trailer thereby saving wear on the RIG, carriage and pavement. Engagement range extends from 9–30 inches (229 mm to 762 mm) above the ground. A spring-loaded, structural steel housing automatically positions the unit when contacted by a backing truck.

Mounts to dock above ground level to stay clear of accumulated precipitation and debris. Protected from the elements with watertight connectors and zinc plating, which provides exceptional corrosion resistance.

Operation

As the trailer backs into position, the RIG contacts the spring loaded structural steel housing which rides down in its track, allowing the RIG to move over the top of the housing. The dock attendant pushes the RESTRAIN button which activates the hook to secure the trailer to the dock that can withstand a pullout force in excess of 38,000 pounds. The Lock & Load™ restraint maintains contact with the RIG and adjusts automatically with trailer float motion to ensure proper engagement at all times. After servicing is complete, the dock attendant pushes the RELEASE button. In the event

a trailer's RIG is missing or damaged, the Lock & Load™ will communicate a fault condition. An audible alarm and flashing red light alerts the operator that the trailer has not been properly secured. The operator may then override the fault condition and secure the trailer by other means. The communication system automatically adjusts to reflect the current operational mode.

Structural

The rotating hook barrier is machined from 1¼ inches thick A514 Grade B steel plate and driven with a 1¼ inches diameter shaft made from cold rolled 1018 steel. The carriage side plates are constructed from abrasion resistant 400F steel for maximum wear resistance from the rubbing of Rear Impact Guards (RIG) on trailers. The carriage axles are made from 1¼ inches diameter cold rolled 1045 steel and the carriage rollers machined from 25/16 inches diameter cold rolled 1045 steel. The roller track is formed out of ASTM A572 Grade 50 steel into a 63/8 × 3 inches channel with 7/8-inch flanges. The roller track is attached to the dock face with fifteen (15) 5/8 × 4 inches long heavy duty sleeve anchors.

Electrical

All operator controls are mounted in a control panel which is fully operational at all times. Specially engineered electric motor and limit switches are enclosed in a structural steel housing. Electrical components and wiring are UL listed or recognized. Lock & Load™ requires a power source of 110/115 volt single-phase with a 15 amp service circuit. (NOTE: Unless specified on quotation, all electrical, including hookups is the responsibility of others).

Communication System Outside:

constant flashing red or green LED lights with signs instruct the truck driver when it is safe to back into or pull away from the loading dock.

Inside: constant flashing red or green LED lights with signs inform the dock attendant when it is safe to perform loading/unloading operations.



Lock & Load TRAILER RESTRAINT

Audible Alarm: in addition to the flashing red light, inside alarm warns the dock attendant when a RIG has not been properly engaged.

Horn Override: a key switch allows personnel to override the audible alarm. When the audible alarm is in override, the inside red and green lights continue to flash simultaneously while the outside light flashes red and the audible alarm is silenced.

LED Lights: standard LED lights provide long life and reduced electrical power consumption.

Standard Features

- The gear motor, specifically engineered for this application, utilizes a one way braking system which keeps the hook continuously engaged for added safety
- Roller slope extension that effortlessly rolls on pavement
- Control box features discrete components for ease of service
- Control box includes key switch for override as standard
- LED lights are standard for energy efficiency and long life

Optional Features

- Cantilever mounting bracket
- Open dock stanchion for control box
- Driveway plate for ground mounting
- Green light interlock

Benefits

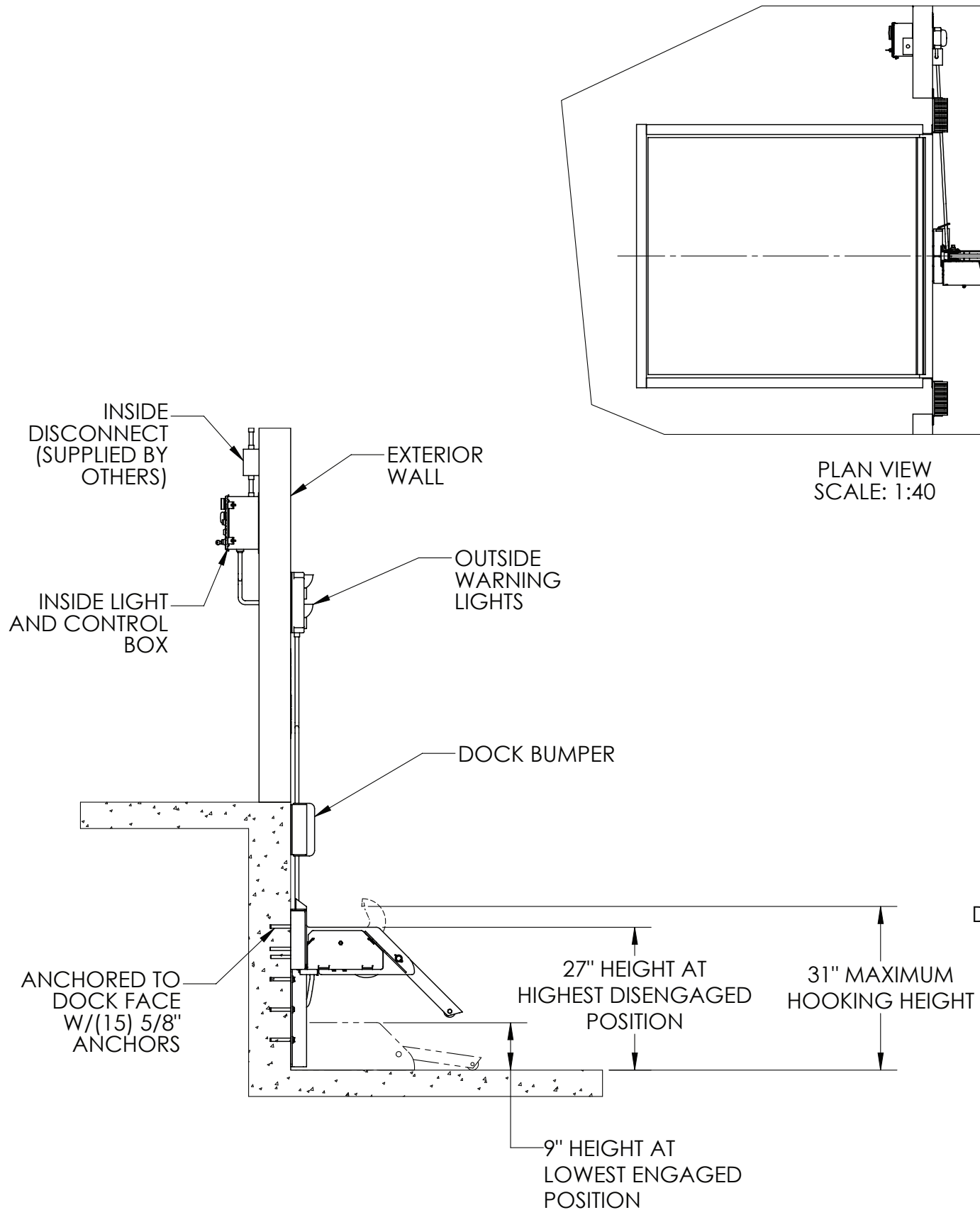
- The Lock & Load™ restraint maintains contact with the RIG and adjusts automatically with trailer float motion to ensure proper engagement at all times during the loading and unloading process
- The gear motor utilizes multiple power train components to distribute stress and optimize velocities, maximizing long-term durability
- Some competitive restraint motor systems rely upon a continuous power supply to keep the hook in position; in the event of a power failure, the hook in these systems will drop; the Lock & Load™ requires electrical current to the gear motor only when engaging or disengaging the rotating hook with the RIG, resulting in more reliable operation

- Our specially designed gear motor operates less than three seconds for the full cycle of restraining and releasing a vehicle—this equates to a fraction of a penny of electricity per vehicle, regardless of how long each is serviced at the loading dock; with competitive models featuring a continuously operating system, the longer each vehicle is serviced, the more electricity that is used by the restraint—ultimately driving up the total cost of operation
- Slim profile carriage design reduces the risk of collision damage to the Lock & Load™ or truck trailers
- Designed to withstand more than 38,000 pounds of pulling force
- The Roller Slope Extension reduces/eliminates gouging/marking on the dock approach compared to "skid" style slope extensions; it also effectively reduces friction of positioning the restraint on concrete approaches and even more effective on asphalt approaches

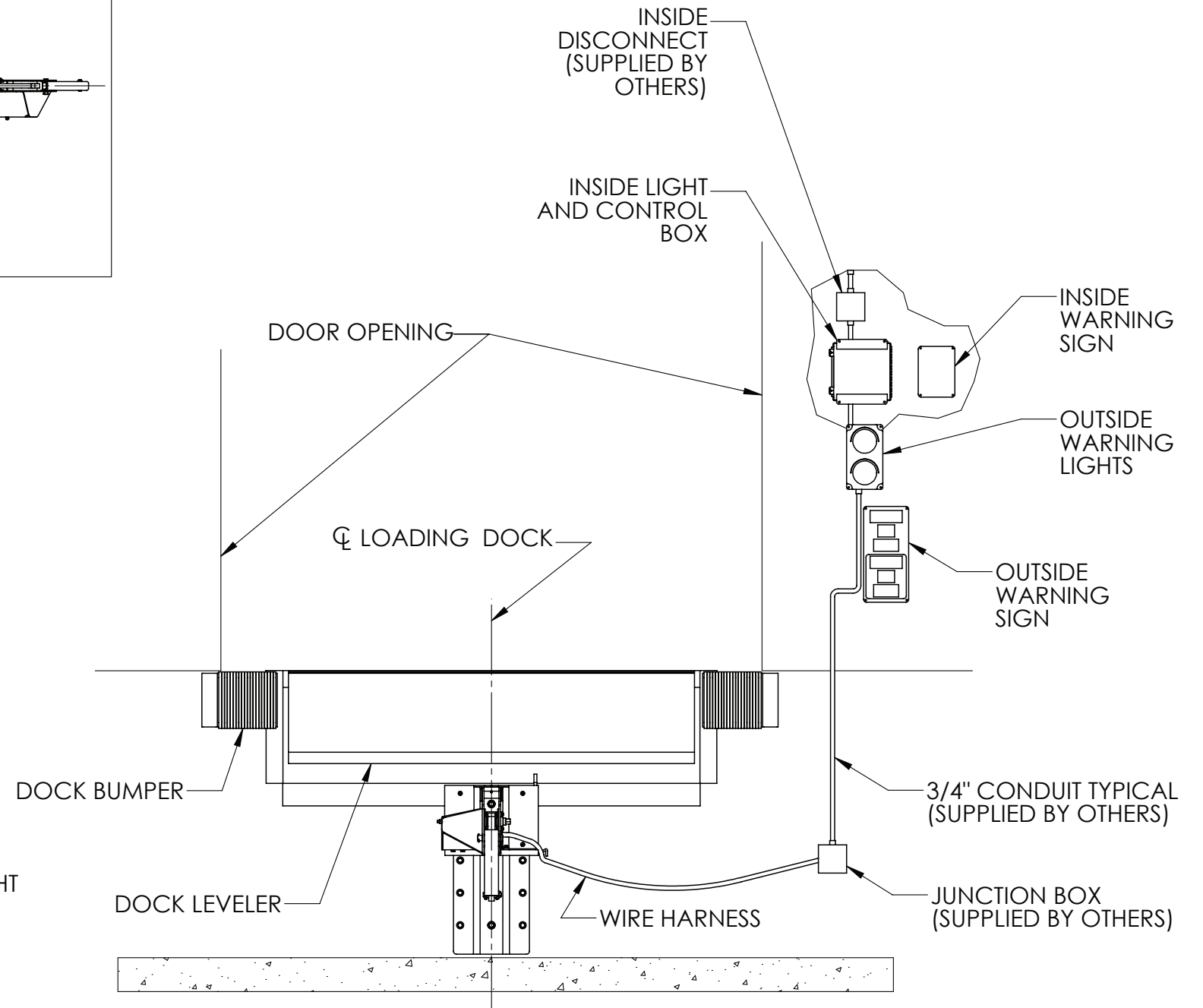
4. Technical Data

Applicable Standards American National Standards Institute (ANSI)

- ANSI MH30.3—Vehicle Restraining Devices Safety, Performance and Testing
- ANSI Z535.1—Safety Color Code
- ANSI Z535.3—Criteria for Safety Symbols
- ANSI Z535.4—Product Safety Signs and Labels
- American Society for Testing Materials (ASTM)
- ASTM A6 / A6M—Standard Specification for General Requirements for Rolled Structural Steel Bars, Plates, Shapes and Sheet Piling
- ASTM A36 / A36M—Standard Specification for Carbon Structural Steel
- ASTM A370—Standard Test Methods and Definitions for Mechanical Testing of Steel Products
- ASTM B117—Standard Practice for Operating Salt Spray (Fog) Apparatus
- ASTM D4950—Standard Classification and Specification of Automotive Service Greases



NOTE: STANDARD INSTALL SHOWN, SURVEY REQUIRED



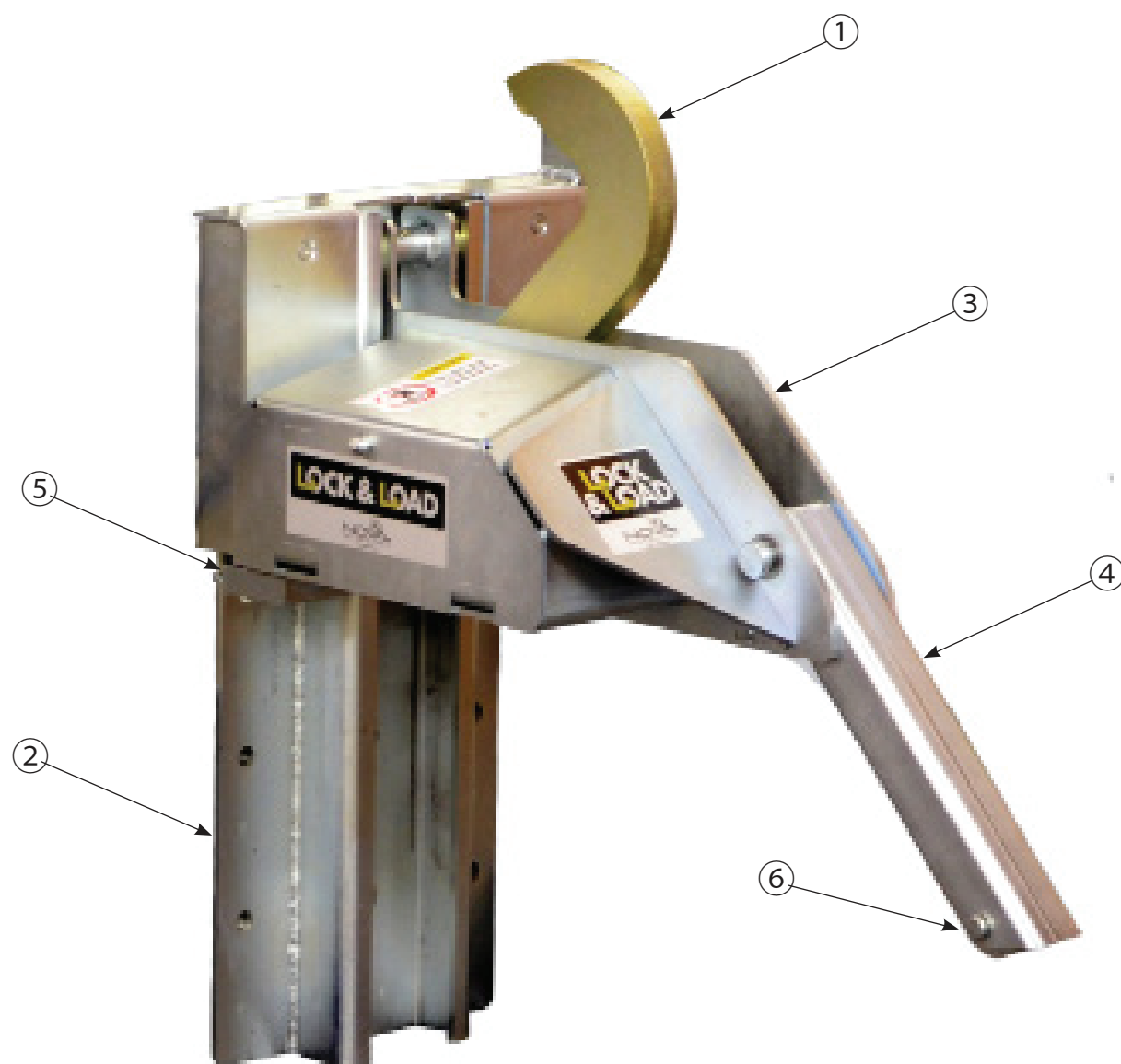
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FINISH

MATERIAL				
NAME LOCK & LOAD - ARCHITECTURAL LAYOUT				
PART NO. LOCK & LOAD			SCALE: 1:25	
SHEET 1 OF 1			3/7/2014	DBR



1 — HOOK
2 — ROLLER TRACK ASSEMBLY
3 — CARRIAGE ASSEMBLY

4 — SLOPE EXTENSION
5 — SPRING MOUNTING PLATE
6 — ROLLER ASSEMBLY

STANDARD FEATURES

- ☒ Exclusive designed gear motor keeps hook continuously engaged
- ☒ Roller Slope Extension that rolls on pavement
- ☒ Over 38,000 pounds of restraining force
- ☒ LED inside and outside light communication package
- ☒ Interior and exterior signage
- ☒ Low profile 9" carriage—service range 9" to 30" off grade
- ☒ Zinc-plated track and housing provides high corrosion resistance
- ☒ Standard keyed bypass/override switch

OPTIONAL FEATURES

Cantilever mounting bracket
Open dock stanchion for control box
Driveway plate for ground mounting
Green light interlock