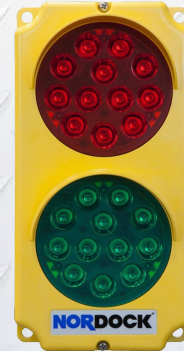
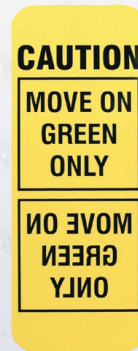


## MODEL MTL-300 LOW PROFILE MECHANICAL VEHICLE RESTRAINT



### HIGH-VISIBILITY SAFETY COMMUNICATION

High-visibility LED lights and large outside sign with forward and reverse lettering provide safe two-way communication for truck drivers and dock attendants.



CONTROL PANEL

### CONTROL BAR



### LOW PROFILE STORED POSITION

#### FEATURES & BENEFITS

- Non-Impact Design
- Barrier Stores 9" High to Escape Impact From Low Rear Impact Guards
- Barrier Sensor With Alarm Communicates Positive Lock Position
- Barrier Automatically Adjusts to Truck Movement During Loading
- Vertical Locking Hook Secures Virtually All Rear Impact Guards With in Excess of 32,000 lbs. of Restraining Force
- Easy to Install & Simple to Operate
- Solid State Controls
- NEMA 12 Panel Enclosure
- All Weather Zinc Plated Components for Superior Durability
- Vertical Operating Range From 9" to 30"
- Inside and Outside LED Communication Lights & Signs
- 5-Year Structural Warranty
- Virtually No Required Maintenance
- Housing Encloses Working Parts From Inclement Weather and Debris
- Self Cleaning Guide Track
- Mounting Force in Excess of 100,000 lbs.

## SPECIFICATIONS VEHICLE RESTRAINT SYSTEM

### DESCRIPTION

The TRUCK-LOCK® Series of vehicle restraints improves safety with strength, convenience and reliability. The MTL-300 is a premium manually operated unit designed to secure a truck at the loading dock by engaging the rear impact guard with a large barrier.

The housing/barrier combination is stored down and clear of incoming trucks while protecting working parts from weather and debris.

A barrier mounted sensor provides positive communication that the rear impact guard is engaged. The spring-loaded barrier automatically adjusts to various truck heights and maintains position during loading. The operator easily activates and stores the barrier manually with a control bar. The low profile barrier stores at only 9" high and raises to 30" to restrain all types of rear impact guards.

### OPERATION

The trailer is backed into position at the loading dock until contact is made with the dock bumpers. The driver then sets the brakes and chocks the wheels. The dock attendant uses the control bar to activate the restraint barrier that rises until contacting the rear impact guard to secure the trailer. The outside light then changes to red signaling the truck driver to not leave the dock area and the inside light changes to green signaling the attendant that the trailer is properly secured.

The barrier provides a restraining force of 32,000 lbs. and will automatically adjust to up and down trailer movement during loading.

The restraint monitors for abnormal conditions and will sound an alarm if the rear impact guard is not detected. Pushing the override button will silence the alarm and provide a caution signal inside. When loading or unloading is complete the attendant uses the control bar to store the restraint that changes the inside light to red and the outside light to green, signaling the truck driver they are now allowed to leave the dock area.

### COMMUNICATION

Safety equipment includes flashing red or green inside and outside LED lights with operating instructions for the dock attendant, and an outside mounted sign with forward and reverse instructions for drivers. The control panel can be interlocked so power to the dock leveler is supplied only after the vehicle restraint is properly engaged.

### CONSTRUCTION

Enclosed barrier and housing design is a structural welded assembly constructed with dual reinforced 1/2" steel restraining arms and a 1/4" steel enclosure panel. The housing protects components from the affects of weather, dirt and debris.

Dual 1/2" steel reinforced vertical tracks are welded securely to a 3/8" thick wall mounting plate.

All structural components including the mounting plate, track, barrier, and lift arms are two-part zinc dichromate plated for high corrosion resistance.

The control panel includes solid state controls in a NEMA 12 enclosure with fault alarm, dock leveler interlock, operating instructions and LED communication lights on the cover. Power requirement is 120 VAC, 1/2 amp.

### INSTALLATION

All NORDOCK® TRUCK-LOCK® MTL-300 vehicle restraints are factory assembled and tested. The restraint is mounted to the dock face by means of concrete wedge anchors and welding to the pit curb angle.

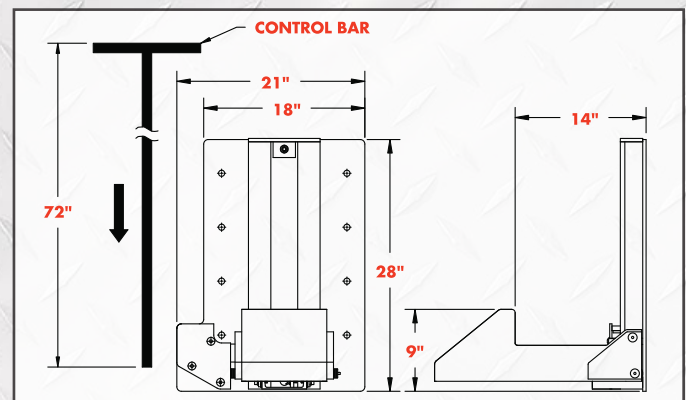
An alternate method is to weld the restraint to a dock face embedded steel plate.

Total mounting force is in excess of 100,000 lbs. All components are to be installed in accordance with instructions provided in the owner's manual.

### WARRANTY

One-Year parts and labor warranty & Five-Year structural warranty from date of shipment. Warranties subject to limitations on liability.

### DIMENSIONS



### ADDITIONAL OPTIONS & ACCESSORIES

- Cantilever Extension Mounting Bracket
- Cast-In Wall Mounting Plate
- Integrated Control Systems
- Keyed Override Switch

