

ARCHITECTURAL SPECIFICATIONS - SYSTEM 201FP

GENERAL

Loading dock to be equipped with rising ram non-impact type restraining device. Unit to be pneumatically operated with entire air system located inside the building. Overall closed height not to exceed 7'-11/2" above driveway surface. Device must be designed to be embedded in the driveway (not attached to

dock face). Restraint to be able to operate submerged in water and be designed to facilitate locking unit in the restrained position. Device must include a 12 volt restraint activated lighting system that communicates the mode of operation to truck driver and dock attendant at all times.

STRUCTURAL

Restraint to be fabricated from high tensile strength steel with housing embedded in 30" of concrete. Steel restraining ram to be 1" by 4" 100,000 PSI yield material. Housing and all operating

mechanism to be zinc plated. Unit to utilize high strength nylon coated stainless steel aircraft cable to move the restraining ram.

ELECTRICAL

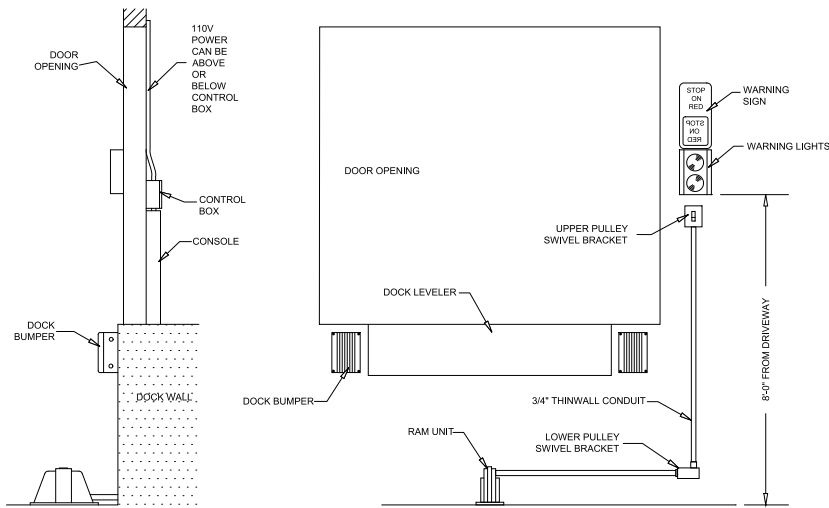
All electrical components are UL listed or recognised. Control box requires 115V .15 amp max. service. Lighting system incor-

porates a self-contained thermal fused step-down transformer for the 12V Inside/outside lighting circuit.

WARRANTY

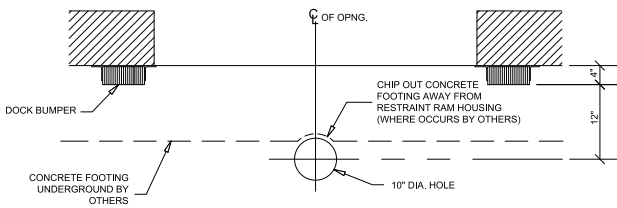
NOVA TECHNOLOGY, INC. warrants the NOVA TRUCK LOCK to be free of defects in material or workmanship for a period of 1 year from the date of shipment. All warranties are subject to standard

limitations on liability. Nova Technology reserves the right to change specifications or make product improvements without notice or obligation.

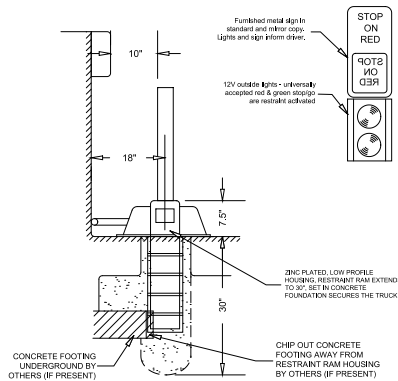


SECTION

ELEVATION



PLAN VIEW



SECTION @ RESTRAINT



() REQD.
MODEL 201FP TRUCK RESTRAINT

DATE: FOR: APPROVAL

JOB:

LOCATION:

CONTRACTOR:

ARCHITECT:

DRAWN BY: MODEL: 201FP JOB No.

CHECKED BY: SCALE: NTS SHEET No. OF