

Nova Technology International, LLC



1. Product Name

■ NOVA Lock-Up™ Vehicle Restraint

2. Manufacturer

Nova Technology International, LLC
W141N9240 Fountain Blvd
Menomonee Falls, WI 53051

Phone: (262) 502-1591
(800) 236-7325

Fax: (262) 502-1511

E-mail: sales@novalocks.com

Website: www.novalocks.com

3. Product Description

General Description

The patented NOVA Lock-Up™ Vehicle Restraint is designed to secure an intermodal container chassis, standard trailer and most RIG bar configurations, even styles that have cover plates or obstructions. Its spring-loaded housing lowers with truck contact, positions the unit with the RIG bar and automatically adjusts to trailer float. The roller slope extension decreases the resistance of carriage travel while it adjusts to the height of the RIG bar and features a wheel assembly that effortlessly rolls over the pavement to prevent marks/gouges on the dock approach pavement.

The Lock-Up™ has an engagement range of 9 to 31-inches (220 to 787-millimeters) and mounts to the dock wall above ground level to stay clear of accumulated precipitation and debris. Elevated installation protects it from the elements, along with watertight connectors and zinc plating for added corrosion resistance.

Operation

As the trailer backs into position, the RIG contacts the spring-loaded structural steel housing, which rides down in its track and allows the RIG to move over the top of the housing. The dock attendant pushes the **RESTRAIN** button, which activates the vertical barrier to secure the trailer to the dock. The Lock-Up™ restraint maintains contact with the RIG and adjusts automatically with trailer float motion to ensure proper engagement at all times. If there is a cover plate or obstruction above the rear impact guard, the vertical barrier adds an additional level of safety providing secure engagement. An



activation system ensures RIG/barrier engagement when electrical power source is lost. After service is complete, the dock attendant pushes the **RELEASE** button. If a trailer's RIG is missing or damaged, the Lock-Up™ will communicate a fault condition. An audible alarm and flashing red light alert 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 vertical barrier weldment can withstand a pull-away force of over 32,000-pounds and is a lamination of two 2 3/4 x 3/4-inch thick ASTM A572 Grade 50 steel plates with 1-inch ASTM A36 steel spacers in between. The vertical barrier weldment is located within the carriage between the two side plates. The carriage side plates are constructed from abrasion-resistant 200F steel for maximum defense against wear from contact and friction with the RIG. The 1 1/4-inch diameter carriage axles and 2 5/16-inch diameter rollers are both made from cold-rolled 1045 steel. The roller track is formed out of ASTM A572 Grade 50 steel into a 6 3/8 x 3-inch channel with 7/8-inch flanges. The roller track is attached to the dock face with 15 heavy-duty sleeve anchors that each measure 5/8 x 4-inch long.

Electrical

All operator controls are mounted in a control panel that remains fully operational at all times. Specially engineered electric motor and limit switches are enclosed in an abrasion-resistant structural steel housing. Electrical components and wiring are UL listed® or Recognized®. The Lock-Up™ restraint 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 Signal Lights: 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.

Control Box LED Signal Lights: Constant flashing red or green LED lights with signs inform the dock attendant when it is safe to perform loading/unloading operations.

Audible Alarm: In addition to the flashing red light, the interior 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 mode, 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 Lock-Up™ gear motor only uses electricity when engaging or disengaging the vertical barrier with the RIG, resulting in more reliable operation (will not disengage during power failures) and ultra-low energy costs
- The barrier lifting mechanism engages an over-center device which maintains the barrier in the engaged (raised) position in the event of power failure, shaking, or normal movements of a vertically oscillating trailer with a forklift entering and exiting
- Roller slope extension effortlessly rolls on pavement
- PLC-based control box with integrated maintenance diagnostics; optional with CB-40/41
- Control box includes key switch for override as standard
- LED lights are standard for energy efficiency and long life

Optional Features

- IntelliDock Combination control box
- CB-40/41
- Open dock stanchion for control box
- Articulated slope extension
- Projection brackets and reinforcing plates
- Green light interlock with leveler or door

Benefits

- Vertical barrier position ensures engagement with intermodal containers and trailer RIG configurations with cover plates or obstructions
- The Lock-Up™ 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
- Patented activation system ensures RIG/barrier



engagement is maintained even when electrical power source is lost

- ANSI MH30.3 tested and certified
- The gear motor utilizes multiple power train components to distribute stress and optimize velocities, maximizing long-term durability
- 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
- Slim profile carriage design reduces the risk of collision damage to the Lock-Up™ or truck trailers
- Designed and certified to withstand more than 32,000-pounds of pulling force
- The roller slope extension reduces/eliminates gouging and marking on the dock approach by simply rolling on the pavement; it also effectively reduces friction when positioning the restraint on concrete approaches and is even more effective on asphalt surfaces

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

American Welding Society (AWS)

- AWS D1.1—Structural Welding Code, Steel

Federal Motor Vehicle Safety Standards and Regulations (FMVSS)

- FMVSS 223—Laboratory Test Procedure for FMVSS 223 Rear Impact Guards
- FMVSS 224—Rear Impact Protection

National Electrical Manufacturers Association (NEMA)

- NEMA 250—Enclosures for Electrical Equipment (1000 Volts Maximum)

National Fire Protection Association (NFPA)

- NFPA 70—National Electric Code (NEC)
- NFPA 79—Electrical Standard for Industrial Machinery

Underwriters Laboratories, Inc. (UL)

- UL 508 A—Standard for Industrial Control Panel

Environmental Considerations

NOVA Technology uses environmentally-friendly material in its packaging where available.

5. Installation

Product installation instructions are available online at www.novalocks.com.

6. Availability & Cost

Availability

NOVA Technology products and services are sold entirely through the NOVA nationwide dealer network.

For a dealer in your area, routine service, preventative maintenance, product questions, or to request a quote, contact NOVA Technology.

Cost

Pricing information may be obtained from an authorized NOVA dealer.

7. Warranty

In addition to the Standard Product Warranty provided with all NOVA Products, NOVA Technology guarantees materials, components and workmanship to be free of defects for the following extended periods, provided the purchaser maintains and operates the Lock-Up™ in accordance with the Owner's Manual:

- **Extended Two Year General Warranty**—for a period of two (2) years from date of shipment, this warranty only applies to the roller track assembly, carriage assembly, RIG sensor assembly and control box
- **Extended Five Year Structural Warranty**—for a period of five (5) years from date of shipment, this product will carry a prorated structural warranty. This warranty only applies to the roller track, carriage weldment, motor cover, barrier assembly and lower spring bar.

8. Maintenance

Product maintenance and operation are specific to product types and are available online at www.novalocks.com.

9. Technical Services

Technical assistance, including more detailed information, product literature, test results, project lists, or assistance in preparing project specifications, is available by contacting NOVA Technology.

10. Filing Systems

- Additional product information is available upon request.

NOVA Technology engages in ongoing product development and reserves the right to make changes and improvements to any of the products described in this document without prior notice.