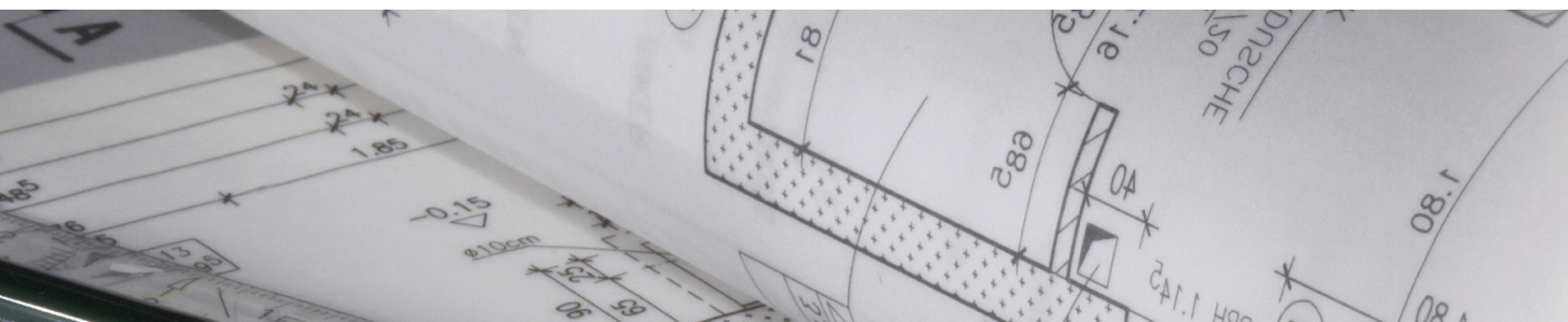




## Pentalift Model LPR35 Vehicle Restraint Safety System

Maximize safety and efficiency at the loading dock



Engineered for Safety!



## **Direct and indirect costs of an industrial accident at the loading dock can easily exceed \$1,000,000 and result in increased insurance costs. The Pentalift LPR35 vehicle restraint safety system reduces the potential for such an accident.**

The Pentalift model LPR35 vehicle restraint safety system offers rugged design, simple and reliable hydraulic operation, an extremely low height, a stepped hook arrangement to restrict trailer / vehicle movement, minimal maintenance and maximum product value. The loading dock has been rated as one of the most hazardous areas within most facilities. Serious loading dock accidents can result from such things as premature truck departure, trailer creep and collapsing landing gear on spotted trailers. The Pentalift model LPR35 vehicle restraint safety system is a proven solution to loading dock safety concerns. The reliable hydraulic operation promotes continued use by the dock attendant. The extremely low lowered height accommodates trailers with increasingly lower rear impact guards (R.I.G.) as well as addressing issues related to dock access problems for trucks due to inclined dock approaches.

### **Features:**

Proven hydraulic operation ensures that the vehicle restraint will function reliably in the toughest environments. This is very important based on the harsh environment that most restraints are subjected to. Hydraulic systems are proven to be extremely reliable and durable. Due to this, hydraulic systems are the activation method of choice in industries such as aircraft and heavy construction equipment. The use of hydraulics on a vehicle restraint eliminates problems associated with relying on external electric motors, linear activators and / or gas spring operation that are incorporated by other manufacturers.

35,000 lb restraining capacity.

Dual side-by-side hook arrangement effectively increases the rear impact guard holding strength and the restraining capacity of the restraint.

Signal bar requires approximately 30 lbs of pressure to activate, thereby eliminating false engagement signal.

8-3/4 inch lowered height and operating range of 8 3/4" to 26", facilitates "No impact" operation. Accommodates lower vehicle Rear Impact Guards and meets 1998 NHTSA rear impact guard bar regulations for trailers.

Hydraulic cylinder activation offers proven reliability.

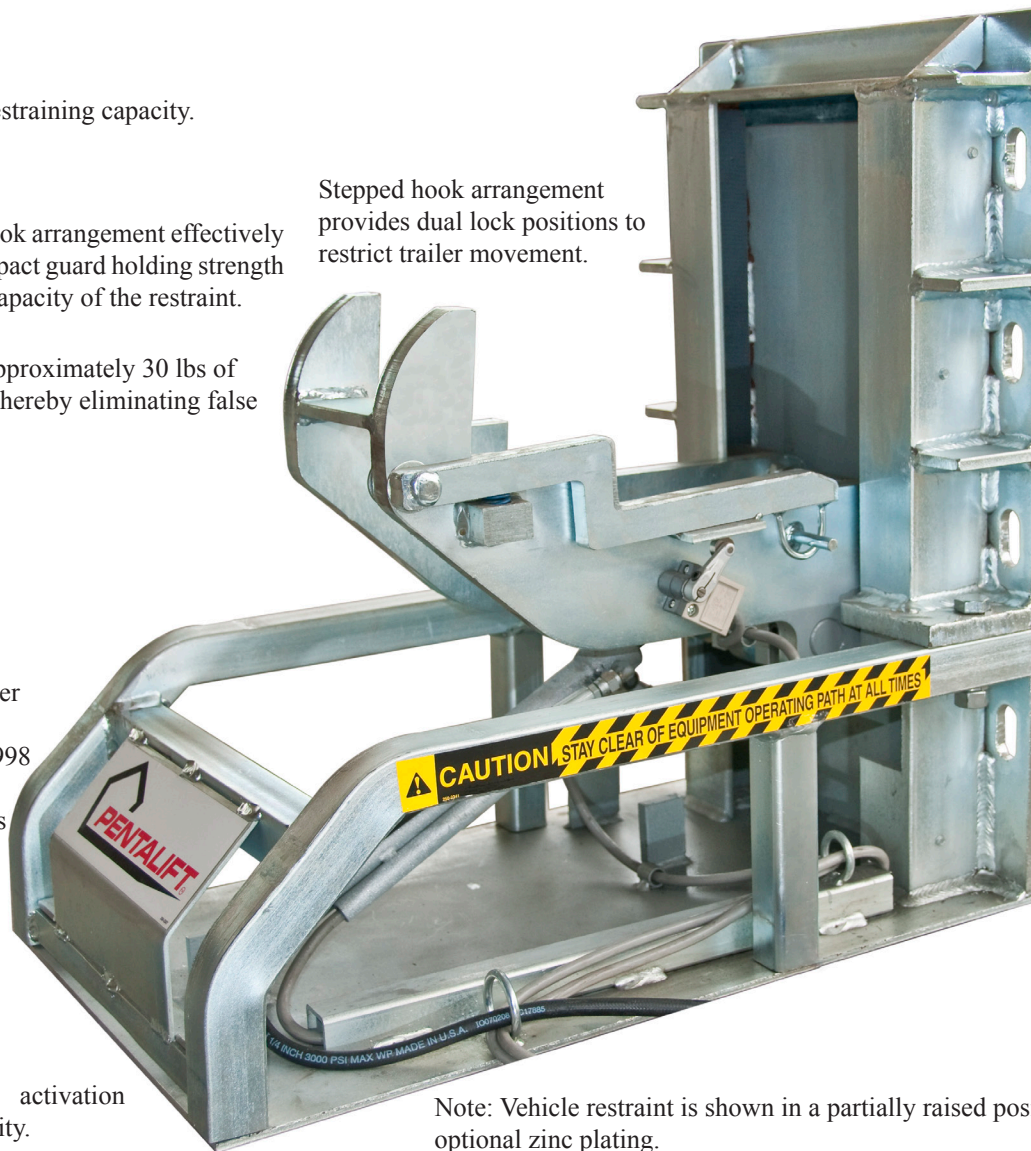
Stepped hook arrangement provides dual lock positions to restrict trailer movement.

Heavy - Duty mounting plate ensures simple yet secure installation.

Watertight and corrosive duty limit switches are suited for harsh applications.

Flood resistant, standard design and construction ensures reliable operation even if the unit has been submerged. Other manufacturers offer this feature as an option or not at all.

PTFE bushings in combination with hard chrome plated pins for reduced maintenance, on all pivot points.



Note: Vehicle restraint is shown in a partially raised position and with optional zinc plating.

Rugged structural guard protects the restraint components from impacts such as snow removal equipment and yard trucks. "Open" guard design allows dirt and debris to naturally move away from restraint components as opposed to competitive designs with boxed in housings that retain and hold dirt and debris that fall into the restraint. With other manufacturers restraints, the boxed in housing causes cleaning of the restraint to be more involved and more frequent.

# Communication System Components



Interior sign directs lift truck operator to load/unload on green light signal only.

Exterior high visibility, LED deluxe lights and dual image safety yellow instruction signs are provided as standard. Narrow width of light and signs facilitates easy installation between dock seal side pads. LED lights ensure long, reliable and energy efficient operation.

## Control Panels



NEMA 12 interior wall mount control station. High visibility interior signal lights are coordinated with exterior signal lights. Clear, concise and easy to follow instructions guide dock attendant on how to use the system. Selector switch and amber light accommodate "override" mode. CSA certified for the design and manufacturer of industrial control equipment.



Combination control panels combine the controls for loading dock equipment such as vehicle restraint system, hydraulic dock leveler, overhead door and inflatable dock shelter into a single common panel. This ensures proper use and sequencing of equipment for increased safety and ease of operation.

## Reliable Hydraulics



Hydraulic power unit is compact and easily installed on interior wall of loading dock or under the dock leveler. Internal wall mount installation safely positions motor and pump assembly away from the elements, condensation and the potential impact of an incoming vehicle. When purchased in conjunction with a Pentalift hydraulic dock leveler, the operation of the Pentalift model LPR35 vehicle restraint safety system and hydraulic dock leveler are combined into one single hydraulic power unit for decreased maintenance and increased reliability.

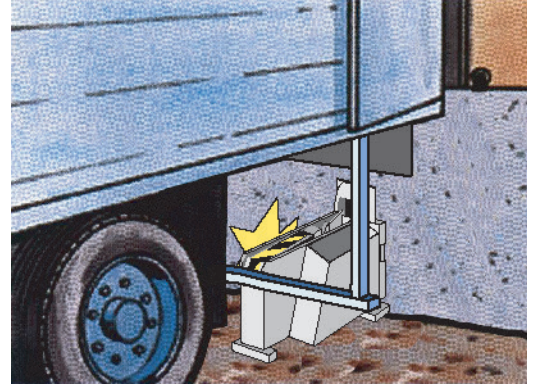


## The Pentalift LPR35's 35,000 lb pull rating offers protection against:

- Unscheduled truck / trailer departure
- Excessive trailer creep
- Landing gear collapse

### Why is the lowered height of the vehicle restraint so important?

In order for the trailer to back into the loading dock the rear impact guard of the trailer must pass over the top of the vehicle restraint. Once this has taken place the vehicle restraint is then activated to engage the rear impact guard of the trailer. Trailer manufacturers are producing trailers with lower and lower rear impact guards. If the restraint is too high to allow the rear impact guard to pass over the top of it, two significant problems occur: 1) The trailer is unable to back up to the loading dock and cannot be loaded or unloaded. 2) The restraint is unable to engage the truck. The extremely low lowered height of the Pentalift model LPR35 restraint addresses this concern. It is significantly lower than other manufacturers restraints. It addresses concerns related to the continuing trend for lower and lower rear impact guards being supplied on trailers for today and for the future.



Competitors higher designs result in impacts

### Increase Loading Dock Safety Further using Pentalift's Roll Off Stop Dock Leveler:

Pentalift's Series "HDRS" Roll-Off Stop Lip hydraulic dock levelers feature all of the design, structural and operational benefits of Pentalift Hydraulic dock levelers, with the added safety enhancement of a Roll-Off Stop Lip.

The Roll-Off Stop Lip is a formidable barrier. It prevents lift truck roll-off from the loading dock, whenever the dock leveler is in the parked positioned.

The Roll-Off Stop Lip also serves to protect roll-up doors on truck trailers positioned at the loading dock from impact and damage.

For more information visit our website at the page:  
<http://www.pentalift.com/prodinfoRSDL.htm>



*"Our Primary Goal is to engineer and build the best products to ensure the ultimate in user safety and product reliability"*

**Paul Pedersen**  
**President**  
**Pentalift Equipment Corporation**

Individual Product Catalogs are available and can also be found on our website.  
Pentalift also manufactures a complete line of Lift Tables for your in plant material handling needs.

Note: Some photos may reflect products with optional features. All Pentalift Equipment Corporation products are subject to design improvement through modification without notice.

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