

McGUIRE
A Division of Systems, LLC

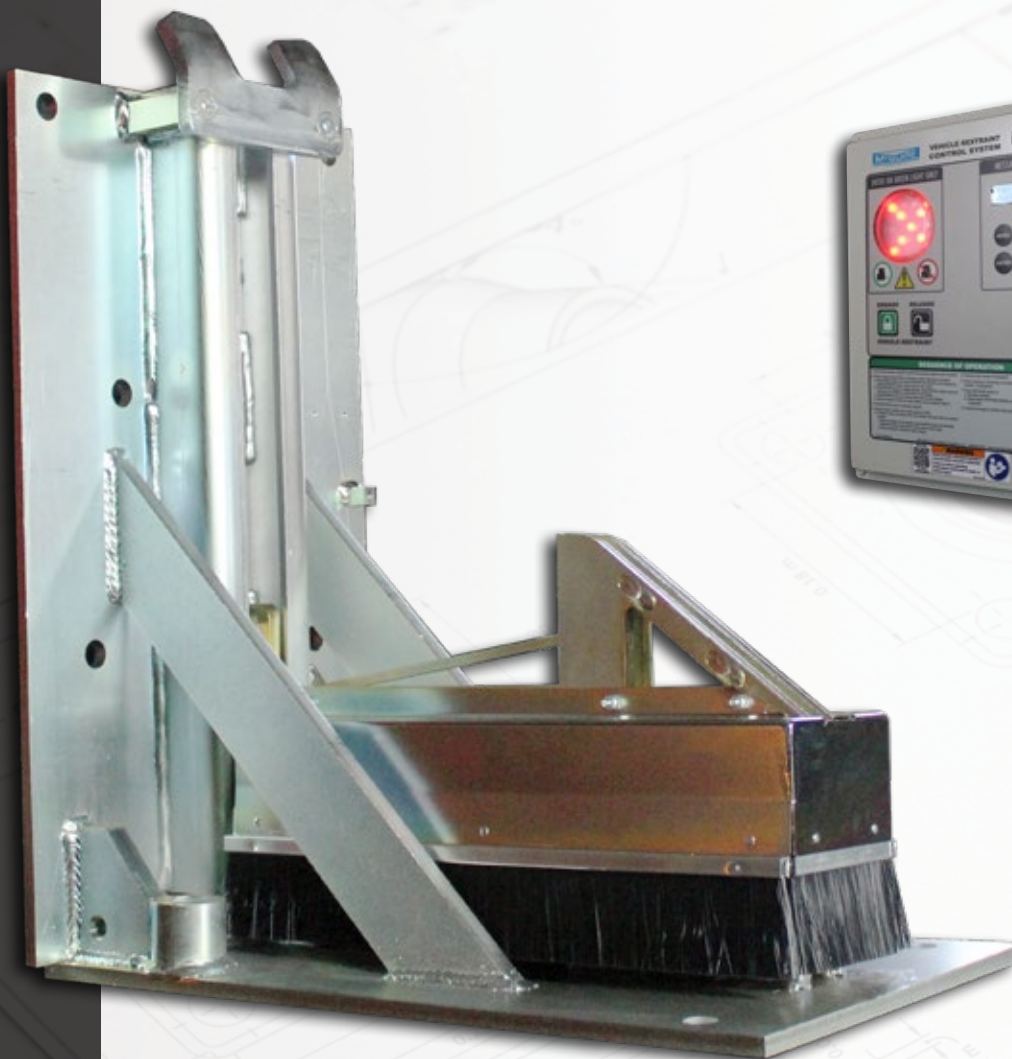
W.W. Cannon, LLC

Design. Layout. Build. Install.

1-800-442-3061

www.wwcannon.com

Stop-Tite® Series Automatic Vehicle Restraint



FEATURES

- Push-button activation (115v, single-phase operation)
- iDock® Controls with interactive message display
- Advanced 3-color light communication
- Low profile, non-impact design (wall or driveway mount)
- Remote power pack with translucent reservoir
- Restraining force in excess of 32,000 lbs.
- RIG sensor bar notifies the operator if the restraint is not securely engaged to the trailer's Rear Impact Guard
- Zinc-plated for maximum corrosion resistance
- Automatically ensures safe capture or auto-stores
- Automatically re-engages if the restraint is forced down
- iDock Controls connected online with optional myQ® Enterprise
- Design and manufactured in the USA

Connect online
with

myQ®
Enterprise

* Stop-Tite shown with
standard controls.

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Stop-Tite®

Automatic Vehicle Restraint

VEHICLE RESTRAINT SYSTEM

The Stop-Tite® is a non-impact, hydraulic vehicle restraint, available as a standalone unit or integrated with other loading dock equipment through an optional integrated control panel. The unit helps prevent unexpected trailer departure from the loading dock during the loading/unloading process.

OPERATION

Once a trailer is backed into position against the dock bumpers, the operator presses the "Engage" button, activating the Stop-Tite to rise vertically to the trailer's Rear Impact Guard (RIG), placing a stop behind the RIG and preventing the trailer from being able to pull away. The restraint maintains contact with the RIG and adjusts automatically with the trailer float motion to ensure proper engagement at all times. After loading is complete, the operator presses the "Release" button, lowering the Stop-Tite unit to a safely stored position, releasing the trailer.

SAFETY FEATURES

- Automatic light sequencing with interior/exterior red/green lights always in opposition
- Full communication package with lights, signs and control panel with universal signage pictures for additional communication safety
- Integrated iDock® Controls for safe leveler interlock
- Restraining force in excess of 32,000 lbs.



Hydraulic operation to raise the restraint and engage the Rear Impact Guard.

LIGHT COMMUNICATION

The Stop-Tite restraint uses iDock® Controls with an LED 3-color light communication system. As a truck approaches, the exterior light is green and the interior light is red. Once the trailer is restrained, the interior light changes to green and exterior light to red, warning the driver not to pull away from the dock. When the trailer is released and the restraint hook is safely stored, the lights revert back to a green exterior and red interior. An interior amber "caution" light is used if needed for bypass mode or faults.

CONSTRUCTION

The durable zinc-plated, steel housing unit is designed to protect the self-contained motor and all internal components from any weather conditions.

The PowerStop vehicle restraint is engaged electrically. The IP67-rated motor is 1/10 HP TENV 115v single phase, with a NEMA 4X control panel.



CONNECTIVITY

iDock Controls come standard and ready to connect online.



STOP-TITE® COMMON OPTIONS

- Audible alarm
- Cantilever bracket with a requested projection
- Custom interlock sequence with leveler and door
- Integrated control panel
- Remote power pack inside pit or inside building
- Limit switches for door interlock
- Optional mounting hardware for wall or ground

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TPR® Series Automatic Vehicle Restraint



FEATURES

- Push-button activation (115v single-phase operation)
- iDock® Controls with interactive message display
- Advanced 3-color light communication system
- Low profile 9" carriage - service range 9" to 30" off grade
- Restraining force in excess of 32,000 lbs.
- Zinc-plated track and housing provides high-corrosion resistance
- On-demand, IP67 rated motor, submersion proof up to 1 meter
- Exclusive designed gear motor keeps hook continuously engaged
- Automatically ensures safe capture or auto-stores
- Automatically re-engages if the restraint is forced down
- iDock Controls connected online with optional myQ® Enterprise
- Design and manufactured in the USA

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Enterprise

** TPR shown with advanced
iDock Controls.*

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TPR® Series

Automatic Vehicle Restraint

VEHICLE RESTRAINT SYSTEM

The TPR® is a truck positioned vehicle restraint, available as a standalone unit or integrated with other loading dock equipment. The unit incorporates a self-contained motor assembly and helps prevent unexpected trailer departure from the loading dock during the loading/unloading process.

OPERATION

As the truck backs into position, the Rear Impact Guard (RIG) contacts the TPR spring loaded structural steel housing, which rides down its track, allowing the RIG to position itself on top of the housing. Once the trailer is positioned against the dock bumpers, the operator presses the "Engage" button, activating the hook to rotate up and secure the trailer to the loading dock. The TPR restraint maintains contact with the RIG and adjusts automatically with the trailer float motion to ensure proper engagement at all times during the loading/unloading operation. After loading is complete, the operator presses the "Release" button, lowering the hook to a safely stored position, releasing the trailer.

SAFETY FEATURES

- Amber caution light when the restraint is in the process of engaging the RIG, or in override conditions for added communication safety
- Integrated iDock® Controls for safe leveler interlock
- Full communication package with signage and interior/exterior, red/green LED lights in opposing mode
- Restraining force in excess of 32,000 lbs.



The TPR hook rotates up to engage the even the toughest pentagonal shaped RIG and secure the trailer to the loading dock.

ADVANCED COMMUNICATION

The TPR restraint uses advanced iDock® Controls with an LED 3-color light communication system. As a truck approaches, the exterior light is green and the interior light is red. Once the trailer is restrained, the interior light changes to green and exterior light to red, warning the driver not to pull away from the dock. When the trailer is released and the restraint hook is safely stored, the lights revert back to a green exterior and red interior. An interior amber "caution" light is used if needed for bypass mode or faults.

CONSTRUCTION

The durable zinc-plated, steel housing unit is designed to withstand impact from trailers and protect all internal components from any weather conditions.

The TPR vehicle restraint is engaged electrically. The IP67-rated motor (waterproof up to 1 meter for up to 30 minutes), is 1/10 HP TENV 115v single phase, with a NEMA 4X control panel.



CONNECTIVITY

iDock Controls come standard and ready to connect online.



TPR

COMMON OPTIONS

- Audible alarm
- Configured back plate for custom hooking range
- Custom interlock sequence with leveler and/or door
- Integrated control panel
- Variety of cantilever brackets and installation hardware



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Stop-Tite® Series Manual Vehicle Restraint



FEATURES

- Manually-activated restraint
- Low profile, non-impact design (wall or driveway mount)
- Restraining force in excess of 32,000 lbs.
- Zinc-plated unit provides high corrosion resistance
- Optional Dock Alert light communication
- Optional upgraded iDock® Controls with interactive message display
- Optional iDock Controls connected online with optional myQ® Enterprise
- Design and manufactured in the USA

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** Stop-Tite shown with optional
Dock Alert.*

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Stop-Tite®

Manual Vehicle Restraint

VEHICLE RESTRAINT SYSTEM

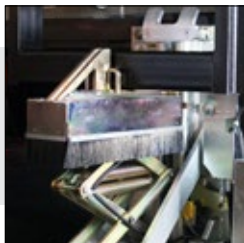
The Stop-Tite® manually operated vehicle restraint is an economical solution to help prevent unexpected trailer departure from the loading dock during the loading/unloading process.

OPERATION

Once a trailer is backed into position against the dock bumpers, the operating handle is used under the release lever to lift up, manually activating the restraint. A visual inspection should confirm the restraint has moved vertically and engaged the horizontal RIG. When complete and the dock leveler is stored, the operating handle is used to push down the restraint arm until the release lever locks the restraint arm.

SAFETY FEATURES

- RIG sensor bar notifies the operator if the restraint is not securely engaged to the trailer's Rear Impact Guard
- Caution signs are included as a secondary visual reminder
- Includes bypass position for flashing light changes in communication for trailers without RIG or with badly damaged RIG
- Optional integrated iDock® Controls for safe leveler interlock
- Restraining force in excess of 32,000 lbs



Stop-Tite manually operated unit can be set and released easily from the dock with included activation handle.

LIGHT COMMUNICATION

As a truck approaches, the exterior light is green and the interior light is red. Once the trailer is in position and the Stop-Tite is engaged, the indicator lights automatically change. The exterior light to red, warning the driver not to pull away, and interior light to green, allowing the dock attendant to safely enter the trailer. When loading/unloading is complete and the restraint is safely stored, the lights automatically revert the interior light back to red and exterior light to green. The Stop-Tite also includes "Bypass" mode in the event that the restraint is unable to secure the RIG.

CONSTRUCTION

The durable zinc-plated, steel housing unit is designed to protect all internal components from any weather conditions.

ELECTRICAL

The electrical requirements are 115V single phase. The control panel is NEMA 12 for Dock Alert and optional NEMA 4X for iDock® Alert with all components, connections and wiring UL listed and/or recognized.



CONNECTIVITY

Optional iDock Controls with online connection to myQ® Enterprise.



STOP-TITE®

COMMON OPTIONS

- Automatic iDock light communication
- Cantilever bracket with a requested projection
- Dock Alert light communication
- Integrated control panel
- Interlock terminals for leveler or door switch
- Limit switches for door interlock
- Manual iDock Alert light communication
- Optional mounting hardware for wall or ground

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TPR UniLock® Series Automatic Vehicle Restraint



FEATURES

- Advanced cam design rotates hook away from Rear Impact Guard to release "RIG Wedge" pressure
- Universally effective on any obstructed RIG, including intermodal trailers with cover plates
- Locking mechanism maintains engagement on the trailer's Rear Impact Guard (RIG)
- iDock® Controls with interactive message display
- Low profile 9" carriage - service range 9" to 30" off grade
- Restraining force in excess of 32,000 lbs.
- Advanced 3-color light communication system
- On-demand, IP-67 rated motor, submersion proof up to 1 meter
- Automatically ensures safe capture or auto-stores
- Automatically re-engages if the restraint is forced down
- Exclusive designed gear motor keeps hook continuously engaged
- iDock Controls connected online with optional myQ® Enterprise
- Design and manufactured in the USA

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** UniLock shown with advanced iDock Controls. Patent Pending.*

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TPR UniLock® Series

Automatic Vehicle Restraint

VEHICLE RESTRAINT SYSTEM

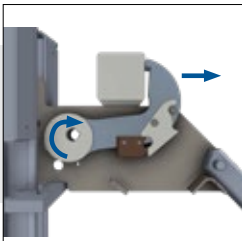
The TPR UniLock® is a trailer positioned vehicle restraint with a locking mechanism to maintain engagement on a trailer's Rear Impact Guard (RIG), and a unique cam design to release the RIG even when pressure is applied. The unit incorporates a self-contained motor assembly and helps prevent unexpected trailer departure from the loading dock during the loading/unloading process.

OPERATION

The trailer's Rear Impact Guard (RIG) contacts the structural steel housing, lowering the UniLock in its track and positioning itself for engagement. The operator then presses "Engage," activating the hook to rotate up and secure the trailer to the loading dock. The UniLock maintains contact with the RIG and adjusts automatically with the trailer float motion to ensure proper engagement at all times. After loading is complete, the operator presses "Release," rotating the hook away from the RIG first to remove "RIG wedge" pressure, and then lowering the hook to a stored position, releasing the trailer.

SAFETY FEATURES

- Universally effective on any obstructed Rear Impact Guard, including intermodal trailers with cover plates
- Locking mechanism to prevent the restraint from disengaging the trailer's RIG when pressure is applied
- Full communication package with signage and interior/exterior, red/green LED lights in opposing mode
- Restraining force in excess of 32,000 lbs.



Advanced cam design rotates hook away from RIG first to release pressure from "RIG Wedge."

ADVANCED COMMUNICATION

The UniLock restraint uses advanced iDock® Controls with an LED 3-color light communication system. As a truck approaches, the exterior light is green and the interior light is red. Once the trailer is restrained, the interior light changes to green and exterior light to red, warning the driver not to pull away from the dock. When the trailer is released and the restraint hook is safely stored, the lights revert back to a green exterior and red interior. An interior amber "caution" light is used if needed for bypass mode or faults.

CONSTRUCTION & ELECTRICAL

The durable zinc-plated, steel housing unit is designed to withstand impact from trailers and protect all internal components from any weather conditions.

The UniLock vehicle restraint is engaged electrically. The IP67-rated motor (waterproof up to 1 meter for up to 30 minutes), is 1/10 HP TENV 115v single phase, with a NEMA 4X control panel.



CONNECTIVITY

iDock Controls come standard and ready to connect online.



TPR UNILOCK®

COMMON OPTIONS

- Audible alarm
- Configured back plate for custom hooking range
- Custom interlock sequence with leveler and/or door
- Integrated control panel
- Variety of cantilever brackets and installation hardware

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Wheel-Based Vehicle Restraint

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FEATURES

- Universal wheel chock with light communication system
- Audible alerts to ensure safe use and storage
- Interior messages for the position of the chock
- iDock® Alert with interactive message display
- Strong grip to limit sliding
- Aluminum for strength and lightweight
- Zinc-plated steel teeth and storage bracket
- Replaceable teeth for overall longevity
- iDock Controls connected online with optional myQ® Enterprise
- Design and manufactured in the USA

Connect online
with

myQ®
Enterprise

** UniChock sample installation. Product subject to change. iDock Controls shown with optional dock light push button.*

UniChock™

Wheel-Based Vehicle Restraint

VEHICLE RESTRAINT SYSTEM

The UniChock™ is a wheel-based trailer restraint with advanced light communication and available as a standalone unit or integrated with other dock equipment. Universally effective in most conditions, the unit helps prevent unexpected trailer departure or movement from the loading dock during the loading process.

OPERATION

Once a trailer is fully backed and parked in position against the dock bumpers, the yellow UniChock is removed from the storage bracket and placed under the front of one of the trailer's back tires. A message will display on the iDock® Controller that the unit is in a safe position. The dock attendant can then proceed to open the door and deploy the leveler.

After loading is complete, the dock attendant stores the leveler and closes the overhead door, either of which must have an installed switch interlocked with the restraint. This will then sound and display indications to return the UniChock™ to the storage bracket.

SAFETY FEATURES

- Damaged traction teeth can be replaced as necessary to maintain a stronger grip
- Automatic light sequencing with interior/exterior red/green lights always in opposition
- Exterior and interior audible alarms if the UniChock is not in a safe position during loading
- Full communication package with lights, signs and control panel with universal signage pictures for additional communication safety
- Optional integrated iDock Controls for safe leveler interlock



Secure grip to the ground with audible indicators if in unsafe position during loading.

LIGHT COMMUNICATION

The UniChock uses advanced iDock Controls with an LED 3-color light communication system. As a truck approaches, the exterior light is green and the interior light is red. Once a trailer is parked at the dock and the UniChock is correctly positioned under the trailer's tire, the exterior light automatically changes to red and interior light to green. If the chock is moved to an unsafe position during loading, an audible alarm will sound and the interior light will change to alternating red and amber until the restraint is back in the correct position.

CONSTRUCTION & ELECTRICAL

The restraint unit is durable and light weight aluminum with a powder coat finish. The traction teeth and storage bracket are zinc-plated steel. Wired sensors are installed in the restraint unit and the storage bracket. The control panel is NEMA 4X with all components, connections and wiring UL listed and/or recognized. Panels are built in-house in a UL-approved control panel shop.



CONNECTIVITY

iDock Controls come standard and ready to connect online.



UNICHOCK™ COMMON OPTIONS

Bracket extension for alternative storage positions
Connect online with myQ Enterprise
Custom interlock sequence with leveler and/or door
Integrated control panel



Wheel-Based Vehicle Restraint



FEATURES

- Universal wheel chock with light communication system
- Audible alerts to ensure safe use and storage
- Interior messages for the position of the chock
- iDock® Alert with interactive message display
- Steel teeth engage plate to prevent pullout
- Articulating arm provides an effortless placement of chock
- Operational range from dock: minimum 48" and maximum 14'
- Galvanized ground plate provides advanced corrosion protection
- iDock Controls connected online with optional myQ® Enterprise
- Design and manufactured in the USA

Connect online
with

myQ®
Enterprise

** UXL sample installation shown with optional snow removal ground plate. iDock Controls shown with optional dock light push button. Product subject to change.*

UXL

Wheel-Based Vehicle Restraint

VEHICLE RESTRAINT SYSTEMEW

The UXL is a wheel-based trailer restraint with advanced light communication and available as a standalone unit or integrated with other dock equipment. Universally effective in most conditions, the unit helps prevent unexpected trailer departure or movement from the loading dock during the loading process.

OPERATION

Once a trailer is fully backed and parked in position against the dock bumpers, the yellow UXL is removed from the storage position and placed under the front of one of the trailer's back tires, locking into the ground plate. A message will display on the iDock® Controller that the unit is in a safe position. The dock attendant can then proceed to open the door and deploy the leveler.

After loading is complete, the dock attendant stores the leveler and closes the overhead door, either of which must have an installed switch interlocked with the restraint. This will then display indications to return the UXL to the stored position.

SAFETY FEATURES

- Steel teeth engage ground plate to prevent pullout
- Automatic light sequencing with interior/exterior red/green lights always in opposition
- Exterior and interior audible alarms if the UXL is not in a safe position during loading
- Full communication package with lights, safety signs and control panel for additional safety communication
- Optional integrated iDock Controls for safe leveler interlock



The chock system is installed with an articulated arm and ground plate to lock the chock in position.

LIGHT COMMUNICATION

The UXL uses advanced iDock Controls with an LED 3-color light communication system. As a truck approaches, the exterior light is green and the interior light is red. Once a trailer is parked at the dock and the UXL is correctly positioned under the trailer's tire, the exterior light automatically changes to red and interior light to green. If the chock is moved to an unsafe position during loading, an audible alarm will sound and the interior light will change to alternating red and amber until the restraint is back in the correct position.

When loading is complete, the dock attendant stores the leveler and closes the door, either of which automatically changes the interior light to amber and the exterior light to alternating red and green until the unit is placed back in the stored position, which changes the exterior light to green and interior light to red.

CONSTRUCTION & ELECTRICAL

The restraint unit is durable steel construction with a powder coat finish. The ground plate is galvanized providing advanced corrosion protection. The retracting arm and storage bracket are zinc-plated steel. Wired sensors are installed in the restraint unit and the storage bracket. The control panel is NEMA 4X with all components, connections and wiring UL listed and/or recognized. Panels are built in-house in a UL-approved control panel shop.



CONNECTIVITY

iDock Controls come standard and ready to connect online.



UXL

COMMON OPTIONS

- Connect online with myQ Enterprise
- Custom interlock sequence with leveler and/or door
- Embedded snow ground plate
- Integrated control panel
- Post mount

