

NOVA VEHICLE RESTRAINTS

SELECTION GUIDE

DECISION CRITERIA	NOVA TRUCK LOCK™	NOVA LOCK & LOAD™
Restraint requires little to no maintenance—can be performed by internal staff	✓	
Restrain trucks other than standard trailers (liftgate, pup, UPS)	✓ (Anchor Series Required for Liftgate)	
Avoid truck damage with a non contact restraint	✓	
Avoid building damage with a restraint that does not attach to the dock wall	✓	
Reduced energy consumption	✓	✓
Lowest total cost of ownership during lifetime of product*	✓	
Over 30,000 pounds of restraining force	✓	✓
Restrain standard trailers	✓	✓
Concrete drive/approach	✓	✓
Asphalt drive/approach		✓
Drain located by dock position		✓
Core drilling in a driveway/approach is prohibited		✓
Lower initial installation cost		✓

*Average annual maintenance cost for NOVA Truck Lock is \$150/year



NOVA TRUCK LOCK



PREVENT ACCIDENTAL TRAILER SEPARATION FROM THE LOADING DOCK

The NOVA Truck Lock™ vehicle restraint secures your vehicle and keeps dock operations safe and secure while effectively communicating with drivers and loading dock personnel during loading and unloading. Trucks and trailers are prevented from departing the dock by a high-visibility vertical barrier which can withstand a pull-away force of over 30,000 pounds to prevent accidental separation from the loading dock during the cargo handling process.



The NOVA Truck Lock combines simplicity of design with ease of operation, low maintenance and superior restraining capability to provide an effective solution at a budget friendly price. Wherever loading dock safety is a concern, the NOVA Truck Lock offers affordable protection for your employees and guests.

LOWEST TOTAL COST OF OWNERSHIP

- Extremely low maintenance, with very few moving parts
- Routine inspections easily performed by internal staff
- Economical manual or pneumatic operation
- May lower insurance costs by making loading docks safer

EXCEPTIONAL VERSATILITY

- Effective on more types of trucks (e.g. lift gates, intermodal shipping containers) than any other model of restraint
- Installs at more non-standard dock types (e.g. brick veneer, concrete curb, block, etc.)
- Available in Cast-In or Bolt-In (flange) models
- Choice of 7-1/2" (low profile series) or 10" (350 series) retracted height

ROBUST PERFORMANCE & DURABILITY

- Operates in the harshest conditions—all activation components are INSIDE the building, not exposed to weather
- Ram bar yield strength of 100,000 lbs
- Withstands 30,000 lbs. of pull-away force
- All exterior components are zinc-plated for corrosion resistance

LOW ENVIRONMENTAL IMPACT

- Driveway mounted—no destruction of dock walls
- Non-impact restraint inflicts no damage on trucks
- Small footprint is not obtrusive to loading dock operations
- Restraint lubricating fluid is nontoxic and biodegradable

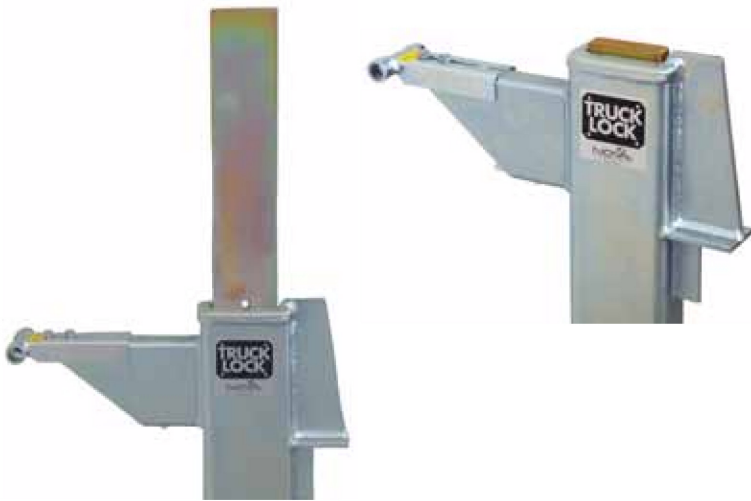
SAFETY

- Full communication package with signage and inside/outside red/green LED lights in opposing mode
- Audible alarm built into the control panel alerts the dock attendant to potentially unsafe conditions

NOVA TRUCK LOCK 350 SERIES

CAST-IN STYLE

The Cast-In style housing is designed to be embedded into the concrete drive—not attached to the dock wall. This will provide years of trouble free service without any damage to the building. The zinc-plated housing is completely self-contained and is designed to handle the harshest of loading dock environments.



BOLT-IN (FLANGE) STYLE

The Bolt-In (Flange) style housing is designed to be anchored to the concrete drive—not attached to the dock wall. This will provide years of trouble free service without any damage to the building. The zinc-plated housing is completely self-contained and is designed to handle the harshest of loading dock environments. This style allows for easier movement to other dock positions in the event of required location changes.



FEATURES

- 10" retracted height
- Non-impact design
- Manual or powered versions
- LED inside and outside light communication package
- Can withstand over 30,000 pounds of pull-away force
- Ram bar yield strength of 100,000 psi
- Zinc-plated finish provides exceptional corrosion resistance
- All activation components mounted inside the building
- Low maintenance design, very few moving parts
- Installs at more nontraditional dock types
- Small foot print

OPTIONS:

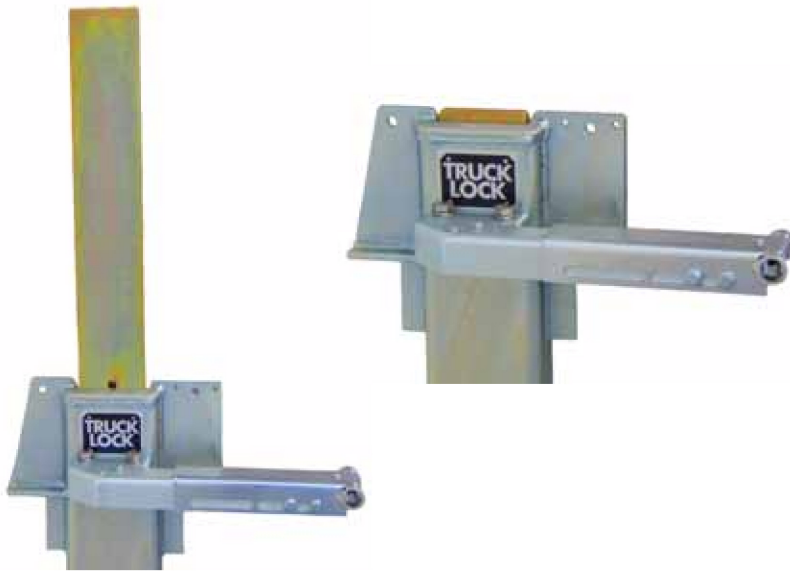
- Compressor/wall bracket
- Truck sensor
- Interconnect with leveler or door
- Interlock with leveler or door
- Open dock stanchion
- Metal building mount kit
- Asphalt kit for asphalt or non-concrete approach applications (Cast-In style housing only)
- Swivel brackets for unique applications

NOVA TRUCK LOCK LOW PROFILE SERIES



CAST-IN STYLE

The Cast-In style housing is designed to be embedded into the concrete drive—not attached to the dock wall. This will provide years of trouble free service without any damage to the building. The zinc-plated housing is completely self-contained and is designed to handle the harshest of loading dock environments.



BOLT-IN (FLANGE) STYLE

The "Bolt-In" (Flange) style housing is designed to be anchored to the concrete drive—not attached to the dock wall. This will provide years of trouble free service without any damage to the building. The zinc-plated housing is completely self-contained and is designed to handle the harshest of loading dock environments. This style allows for easier movement to other dock positions in the event of required location changes.



FEATURES

- 7 1/2" retracted height for use with lift gate and steep decline approach
- Non-impact design
- Manual or powered versions
- LED inside and outside light communication package
- Can withstand over 30,000 pounds of pull-away force
- Ram bar yield strength of 100,000 psi
- Zinc-plated finish provides exceptional corrosion resistance
- All activation components mounted inside the building
- Low maintenance design, very few moving parts
- Versatility in handling a larger variety of trucks
- Installs at more nontraditional dock types
- Small foot print

OPTIONS:

- Compressor/wall bracket
- Truck sensor
- Interconnect with leveler or door
- Interlock with leveler or door
- Open dock stanchion
- Metal building mount kit
- Asphalt kit for asphalt or non-concrete approach applications (Cast-In style housing only)
- Swivel brackets for unique applications

NOVA TRUCK LOCK ACCESSORIES

COMPRESSOR

Use as an alternative to plant air or where plant air is not available. Compressor can operate up to 15 locks within a 300 feet maximum distance. Oil-less and maintenance free.

CONCRETE HOLE FORM-NEW CONSTRUCTION

Place the hole form in correct position prior to pouring concrete for the approach. Form is 10" diameter and comes in 12" sections.

CONSOLE SUPPORT-METAL BUILDING

Use in a non-structural area of metal building wall. Anchors to floor for optimal placement.

CONSOLE SUPPORT-OPEN DOCK (STANCHION) KIT

Use where there are no walls to attach console. Mounts to edge of dock face.

INTERCONNECT-DOCK DOOR OR LEVELER

Restraint can be operated normally or interconnected to a dock leveler or door. Set the Truck Lock operating switch on the control box to "Auto". The ram bar will then automatically raise and lower when the door opens or closes or as soon as the lip on the dock leveler raises or lowers. Dealer must specify type required-dock door or leveler-switch plate and wiring is different for each.

INTERLOCK-DOCK DOOR OR LEVELER

Cuts power to an overhead door or powered leveler. Until ram bar is raised, the door or dock leveler cannot be operated. Once restraint is raised (ram bar up and inside green light is on), a relay inside the restraint control box is energized, restoring power to the dock door or leveler.

ASPHALT KIT

Use when installing lock in asphalt or other non-concrete approaches.

SENSOR SWITCH KIT

When the RIG activates the sensor wand, a flashing blue light on the control box indicates a truck is present. Once the truck is restrained, the blue indicator light and a green indicator light become steady, indicating that the truck is safe to load/unload.

SWIVEL BRACKETS

Use to guide truck lock cabling around corners or up curb on the dock wall. Multiple configurations can be used in a variety of combinations:

- Upper Pulley Swivel Bracket 41-3-912
- Lower Pulley Swivel Bracket 41-3-908
- 180° to 270° Swivel Bracket 41-3-903
- 90° to 180° Swivel Bracket 41-3-906

COMMUNICATION

Improve safety and efficiency at the loading dock by providing visual communication between the dock personnel and the truck driver.

Simple, reliable and cost-effective warning system that reduces the risk of accidents around the loading dock

Establishes a clear line of communication between drivers and dock personnel

Highly visible red/green LED lights with signage

Integral eyebrow-type sun visors for extended visibility

Outside Lights: Constant flashing red or green LED lights and signage instruct the truck driver when it is safe to back into or pull away from the loading dock.

Inside: Constant flashing red or steady green LED lights



Exterior LED light display for vehicle drivers



Interior LED light display for dock personnel



Caution signs for inside and outside the dock

