

LOCK-UP™ VEHICLE RESTRAINT



Perfect for applications that demand a wall-mounted, vehicle-positioned restraint with the versatility to restrain a variety of vehicles

FEATURES AND BENEFITS

- The Lock-Up™ restraint maintains contact with the Rear Impact Guard (RIG) and adjusts automatically with trailer float motion to ensure proper engagement at all times during the loading and unloading process
- Exclusive vertical barrier lifting mechanism utilizes a patented over-center device that maintains engagement even in the event of a power failure
- Roller slope extension reduces/eliminates gouging/marking on the dock approach compared to “skid” style slope extensions
- Non-contact magnetic proximity sensors provide robust, high-durability, and long-lasting performance
- The gear motor operates on electrical current only when engaging or disengaging the vertical barrier with the RIG, resulting in more reliable operation and ultra-low energy cost
- PLC-based control box with integrated maintenance diagnostics; optional with CB-40/41
- Slim profile carriage design reduces the risk of collision damage to the Lock-Up™ or truck trailers
- CB-00 control box enables interlocking of the dock leveler, door, and gate
- Includes a 5-year warranty

The patented NOVA Lock-Up™ Vehicle Restraint secures intermodal chassis, standard trailers, and most rear impact guard styles, including those with cover plates or obstructions. Its vertical barrier secures the trailer’s rear impact guard, helping prevent premature departure and trailer creep during loading and unloading. Its spring-loaded housing lowers when the truck makes contact, the carriage adjusts for trailer float, and the roller slope extension with a wheel assembly helps prevent marks or gouges on the dock approach surface.

- Vertical barrier position ensures engagement with intermodal containers and trailer RIG configurations with cover plates or obstructions
- Patented activation system ensures RIG/barrier engagement when electrical power is lost
- Brakeless, direct drive gear motor specifically engineered for this application—no brake, clutch, sprockets, chain or adjustments required
- Designed to accommodate the widest variety of RIG configurations
- RIG sensor is standard and will notify dock attendant when trailer is present without opening the overhead door
- LED lights are standard for energy efficiency and longevity

EXCEPTIONAL VERSATILITY

Low profile 9-inch carriage works with all standard trailers. Engagement range extends from 9 to 31-inches above the ground.

ROBUST PERFORMANCE & DURABILITY

Exceeds ANSI MH30.3 requirements and features watertight connectors and corrosion-resistant zinc plating.

RELIABLE

Designed to withstand a pull-away force of over 32,000-pounds to prevent dock walk, premature departure and vertical trailer movement.

EASY TO USE

The spring-loaded carriage lowers with truck contact and the restraint is operated by a control panel mounted inside the building.

OPTIONAL FEATURES

- IntelliDock Combination control box
- CB-40/41
- Open dock stanchion for control box
- Articulated slope extension
- Projection brackets and reinforcing plates

COMMUNICATION SYSTEM

- **Outside Signal Lights and Control Box LED Lights:** Indicates the restraint status
- **Audible Alarm:** Alerts the dock attendant to potentially unsafe conditions
- **Horn Override:** Customizable keypad allows override sequence to be password protected



Vertical barrier secures intermodal container chassis and RIG configurations with obstructions or cover plates



Unlike skid-style slope extensions, the roller slope extension effortlessly moves over the pavement without damaging the dock approach



Sealed magnetic proximity sensors with direct drive gear motor

1-800-2397-6690
www.barroneq.com



WARNING: This product can expose you to chemicals including lead, which are known to the State of California to cause cancer or birth defects or other reproductive harm. For more information go to www.P65Warnings.ca.gov