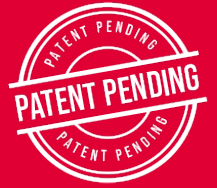
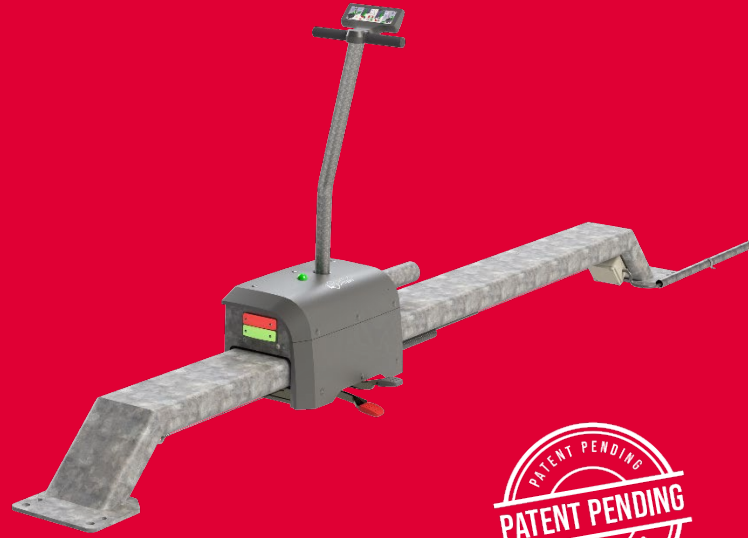


503NG

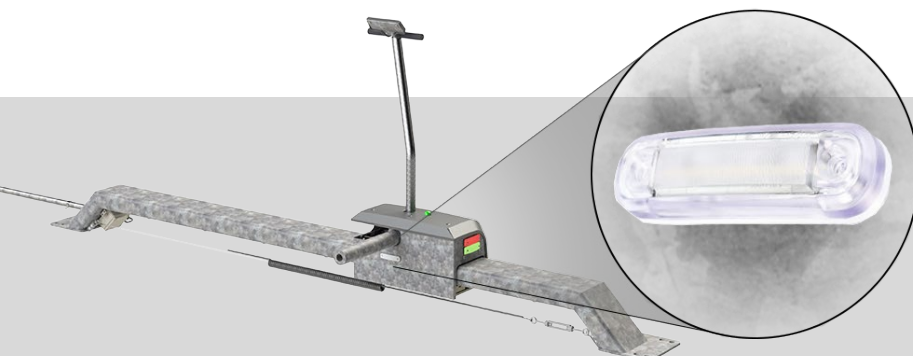
MANUAL VEHICLE RESTRAINT SYSTEM



503NG

The 503NG Manual vehicle restraint System is a manually operated system that provides maximum safety. It prevents a truck or trailer parked at a loading dock from pulling away prematurely and slipping.

- + Increases safety for users near and around the loading dock
- + Integral coupling with dock leveller and door possible
- + Integrated wheel detection system
- + Increased ease of operation due to direct work lighting (LED) on the wheel
- + Ergonomic design at standing height including emergency release
- + Locks a wide range of vehicles thanks to a broad operating range
- + Can be used in both new construction and existing construction
- + Low-maintenance due to few moving parts
- + Minimal investment for maximum safety



503NG Manual vehicle restraint

The system is made up of robust hot-dip galvanized parts and powder-coated parts. In addition, it's possible to have parts powder coated in color.

The operation of the 503NG Manual vehicle restraint system is mounted at an ergonomic height so that the system can be operated effortlessly.

A clear to follow operating instruction is posted on the handle.

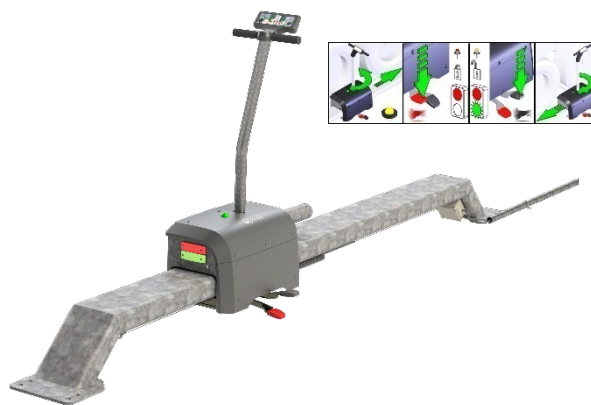
The housing is standard equipped with an led indicator (red/green) that indicates the status of the system and whether a truck is correctly blocked. The trolley is equipped with white LED lighting to easily find the wheels in the dark.

The system is equipped with a wheel detection that ensures that the locking arm is always in the correct locking position against the wheel. If this is not the case, the system will emit an acoustic signal.

Creeping of a truck or trailer during loading/unloading is prevented by a minimum gearing of only 15mm on the blocking system.

Locking of the system occurs by means of an easy to operate foot pedal.

Optionally, the 503NG Manual vehicle restraint is also available in an extended version with a working range of 3300mm (standard 1600mm) and in an English version for placement on the left side of the loading dock.



Wheel guides



The two hot-dip galvanized wheel guides ensure that the truck is always correctly positioned in front of the loading and unloading opening.

The wheel guides can be partially powder-coated in a desired colour.

Proper docking prevents damage to vehicles and buildings.

Operation of the outdoor system



Blocking the truck

Step 1 - Park the truck/trailer backwards against the loading dock

Step 2 - Move the locking system towards the rear wheel

Step 3 - Manoeuvre the wheel locking arm by simultaneously moving the locking system and rotating the control arm

Step 4 - Lock the system with the red foot pedal

Unblocking is only possible when the system is released from the inside!

Unblocking the truck

Step 5 - Unlock the system with the black foot pedal

Step 6 - Position blocking arm back in rest position

The truck can now safely leave the loading dock.

Traffic lights

A traffic light with a red and green light will be placed on the facade. In this way, those in the area can be informed about the status of the blocking system.



Operation of the internal system



The simple “look and feel” of the control box with display ensures that it can be operated intuitively by the user.

The system is also extremely suitable for linking with controls of your other dock equipment in order to jointly create the most optimal form of safety.

Technical specifications

Motor

Net working range	1600mm or 3300mm
Blocking Height	320mm
Construction Height	400mm
Truck Blocking Length	3320mm
Blocking length incl. wheel guides	5350mm
Required free space for loading dock	6850mm

Control Box

Grid Connection	1x230V/earth
Main fuse	1x16A
Master controller	24V DC
Protection rating	IP65

Additional information

The Manual vehicle restraint system 503NG

- Is suitable for vehicles with a fixed or lockable steerable rear axle
- For vehicles with a wheel diameter between 650 - 1200mm
- Acts as a theft-deterrent



21EN-503NG Rev. 4/18/2024