



Ulti Dock Safety Restraint System

Worker and equipment safety for your dock and loading sites



Ulti Dock Safety Restraint System

Simple and Effective



The most efficient way to load cargo through a trailer's opening, without any ramps or other obstructions that can complicate things. However, the truck must remain absolutely stable while docking. A forklift's braking and start-up motions can cause the trailer to shift and move out of alignment with the loading dock during loading and unloading. The resulting misalignment can cause the loading bridge to slide, giving way and cause serious accidents. A simple wheel wedge may offer minimal protection but isn't always reliable. The Ulti Dock Safety Restraint System, on the other hand has the muscle to effectively prevent the trailer from movement or misalignment, increasing safety for your product and workers.



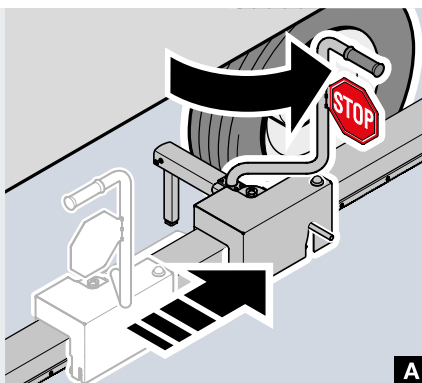
Watch the video here:
ultigroup.co.nz/ulti-product/global-wheel-lock/



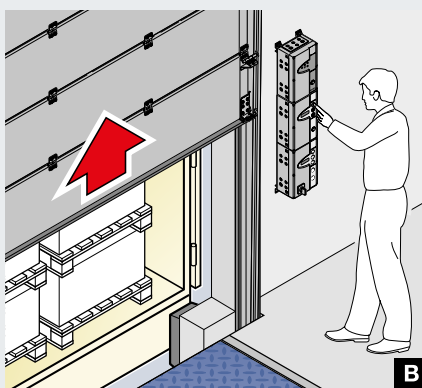


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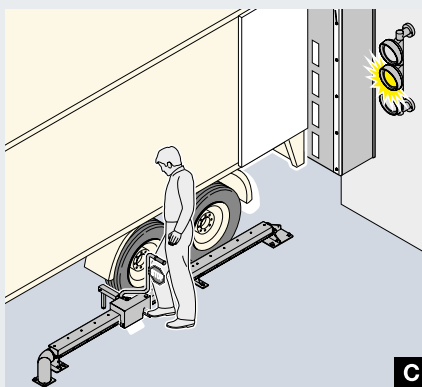
The wheel guide is approx. 5 m long, with a carriage made of galvanized steel, **1** a rotating locking arm, **2** and an simple foot lever. **3** Only with the foot lever in it's proper place can the locking arm be released. The currently docked trailer must not be released until all the unlocking procedeures have been completed. Once all safety procedeures are completed, the truck can then be driven out of the loading bay. With the arms folded, the lock is completely open and simply repositioned when the next vehicle is in place. The system is suitable for all common truck sizes.



A



B



C

Operating Sequence with the Ulti Dock Safety System Remote Control

When equipped with the remote control all the system's processes are optimized for maximum productivity.

- The drive-in aid guides the truck down the center of the holding bay. The trailer subsequently aligns with the trailer lock's direction wheel. As soon as the lock is enabled and secures the truck from rolling away the traffic light outside turns red.
- Only after the truck is secured will the gate be allowed to opened. Once open, the loading bridge can then be positioned.
- While the gate is open, it is impossible to use the unlocking pedal of the device. Only when the gate is closed and the loading process is complete, will the pedal lock be operational again. The locking arm can then be folded back and the truck may then leave the loading station.

Status Messages

Data concerning the trailer's condition, it's position while being locked in the device, as well as any possible disturbances are sent to the control unit. Outside, a signal light to the driver informs him when it is safe to dock, remove the lock, or safely leave the loading station. When an error occurs the optional warning horn will go off, allowing any potential mistakes to be corrected in time. The leveller's changing jacks can be fitted with a key switch to bridge it with the rest of the system. Thanks to standardized housing sizes and cable sets, the control panel with leveller control is quite compact.



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Equipment

Suspension

On opposite sides of each loading dock can be equipped with an optional wheel guide that acts as a drive-in aid. This ensures that the truck docks precisely in the right spot.

This is important:

- to correctly position the device
- to safely place the dock leveller
- to seal the door opening as best as possible
- to avoid damage due to sudden truck movement

LED Strip

By request the wheel guidance rails of the Ulti Dock Safety Restraint System can be equipped with LED strips. They serve the same function as the mounted wall traffic light, but being more visible to the truck's driver at night.

Horn

In the case of emergency or danger, such as the locking system being too far from the wheel when it is attached or removed, an optional warning horn will trigger inside the dock station.

