

RHR-600

DOK-LOK[®] VEHICLE RESTRAINT

The original trailer restraint

More installations worldwide than any other restraint. Backed by Rite-Hite since 1980.

Helps control all types of trailer separation

Unique rotating hook design can help prevent aggressive early departure, trailer creep and dock walk, as well as trailer tipover from landing gear collapse or trailer up-ending.

Flexible and reliable

Hook reaches over 6" to help maintain engagement in below-dock endload situations. Powerful extension springs provide superior upward force against rear impact guard to keep trailer secure during loading, even with air-ride trailers.

Positioned automatically

Utilizes energy of backing trailer and adjusts easily to varying RIG heights.

Proven durability for long life

Stores above ground to keep clear of snow, ice, debris and standing water, ensuring reliability of communication signals. Will not be damaged by backing trailers.

Safe, clear communication system

Interior/exterior LED light communication system, including Corner-Vu, and Leveler-Vu.



ORIGINAL ROTATING-HOOK RESTRAINT PROVIDES MAXIMUM SAFETY AND DURABILITY.

System features simple design, low maintenance. Fewer moving parts means high reliability, high uptime for maximum productivity.



RITE-HITE[®]



E-Z-Lube™ axle design makes occasional lubrication quick and simple.



9" carriage option available.



Corner-Vu and Leveler-Vu, part of the Rite-Vu™ Light Communication System, enhance visual communication of the Dok-Lok control box.

- ▶ Corner-Vu provides clear, immediate Dok-Lok status to the forklift driver before entering the trailer.
- ▶ Leveler-Vu confirms Dok-Lok status to the forklift driver while inside the trailer.

General description:

The RHR-600 Dok-Lok® Vehicle Restraint is designed to secure a semi-trailer to a loading dock by engaging the trailer's rear impact guard (RIG) with a large, rotating hook. Engagement range extends from 12" to 30" above the ground. A spring-loaded, structural steel housing automatically positions the unit when contacted by a backing truck. The hook mechanism is controlled from a control panel mounted inside the building.

Operation:

As the trailer backs into position, the RIG contacts the spring-loaded structural steel housing. The housing rides down in its track, allowing the RIG to move over the top of the housing. The dock attendant pushes the lock button which activates the hook to secure the trailer to the dock. The hook provides a holding force in excess of 32,000 lbs (14,500 kg). Dok-Lok restraint maintains constant contact with the RIG and adjusts automatically with trailer float motion to ensure proper hooking at all times during loading/unloading operations. After servicing is completed, the dock attendant pushes the unlock button at the control panel. In the event a trailer is missing, or has a damaged RIG, the Dok-Lok restraint will communicate a fault condition. An audible alarm alerts the operator that the trailer has not been properly secured. At this time, the operator may override the fault condition and secure the trailer by other means. At all times, the light communication system automatically adjusts to the proper operational mode.

Construction:

The enclosed, welded structural steel housing is constructed of 5/16" (8 mm) steel and is designed to receive the impact of trailers backing into position. The housing protects all components from damage by weather, dirt and debris. The following components are zinc-plated: track, mounting plate, housing, hook mounting components, switch bracket, chain sprockets, chain, motor cover and track anchors. The large rotating steel hook has a yellow dichromate finish.

Installation:

Low-profile Dok-Lok restraint is mounted to a steel plate that is embedded in the dock face or secured by 15 anchor bolts plus 22" (559 mm) of weld to the pit curb angle. Installation does not require modification to the dock leveler.

Electrical/Controls:

Universal Restraint Controller provides flexibility for customizing sequence of operation to most requirements. All operator controls are mounted in a gasketed control panel. The control panel is fully operational at all times; does not require key activation; contains solid-state components. Hook mechanism, electric motor and limit switches are totally enclosed in structural steel housing. Electrical components and wiring are UL listed or recognized. RHR-600 Dok-Lok restraint requires a power source of 110/115 volt, single phase with a 15 Amp service circuit. Please note: Unless specifically noted on quotation, all electrical, including hook-up, is the responsibility of others.

Communication system:

- ▶ Outside Communication System: Full-time flashing red or green lights with signs instruct the truck driver when it is safe to back in or pull out. Low-profile light box design helps avoid damage from backing trailers.
- ▶ Inside Communication System: Full-time flashing red or green lights with signs help the dock attendant know when it is safe to perform loading/unloading operations. The inside lights are in the opposing mode to the outside light monitor.
- ▶ Corner-Vu and Leveler-Vu are standard. Corner-Vu provides clear, immediate Dok-Lok status to the forklift driver before entering the trailer. Leveler-Vu confirms Dok-Lok status to the forklift driver while inside the trailer.
- ▶ Audible Alarm: Inside alarm helps warn the dock attendant when a normal rear impact guard has not been properly engaged. Provides a positive signal in addition to the red light.
- ▶ Audible Alarm Override: A push-button control allows personnel to override the audible alarm. When the audible alarm is in override, the inside red and green lights continue to flash simultaneously.
- ▶ LED lights standard: LED lights provide long life. Colored bulbs help prevent miscommunication in the event a lens cover is missing or broken.

Warranty:

Two-year parts and labor from date of shipment. All warranties are subject to standard limitations on liability.

Options:

- ▶ 9" carriage (9" to 30" engagement range)
- ▶ Keyed alarm override
- ▶ Interconnect/interlock modules to optimize sequence of operation to specific needs.



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