



## Solidok<sup>®</sup> Safe-T-Load<sup>™</sup> STL35 Barrier-Style Vehicle Restraint

- High Visibility barrier-style restraint arm safeguards against unscheduled truck departures.
- Complies with ANSI MH30.3.
- IPS sensor is rated NEMA6 and is resistant to wet or flooded conditions.
- 24V control, NEMA4X/IP65 (wet and corrosion resistant) rated control station with touch buttons for engagement, disengagement or resetting of restraint.
- Motor available in all standard voltages, able to be remote-mounted within 20' (6,096mm). Includes necessary hydraulic hoses and brackets.

### STL35 Vehicle Restraint

The STL35 Vehicle Restraint is simply designed, easy to use, and has 35,000 lbs (15,875kgs) of restraining force to keep a truck or trailer stationed at the dock. This vehicle restraint safeguards against unscheduled departures, trailer creep, trailer walk, and requires minimal maintenance. It is a low-profile, non-impact design with a barrier arm that seeks a trailer's ICC bar via a switchless technology. Dual-acting hydraulic cylinders prevent lock-up and release problems. The Intelligent Positioning System (IPS) constantly communicates the location of the restraint arm via a network that enables the integrated lights communication system consisting of red/yellow/green control station lights and exterior red/green LED traffic lights to accurately display safety conditions at the loading dock.

## Features

- 1 Built to Last: Dual finish trivalent dichromate zinc-plated steel housing protects internal components from collision damage, corrosion, and rusting.
- 2 Low Profile: 8" (203mm) above grade to accommodate low ICC bars and complies with NHTSA guidelines.
- 3 High Visibility Barrier Arm: Hydraulic arm secures ICC bars from 8"-26" (203mm-660mm) above grade.
- 4 Wall or Ground Mounted Body Assembly: Strong anchor framed bracket with 13" (330mm) back plate.
- 5 Double-Acting Hydraulic Cylinders: Ensure uninterrupted performance even during wet or flooded conditions.



- 6 Securing Technology: Uses a mechanical locking system to keep ICC bars in place.
- 7 IPS Sensor: Switchless technology. No mechanical sensors to adjust.
- 8 Control Panel with advanced interior and exterior lighting communication package, audible alarm and driver warning signs enable safe and efficient operation of the STL35. (Master controls available for integrating additional equipment with one control panel).

## Light Communication System

Advanced communication package includes LED interior red/yellow/green lights mounted on controller and LED exterior red/green traffic lights mounted on the wall, along with mirror image driver warning signs. The lighting system alerts both dock attendant and truck driver to the status of the restraint. If vehicle has no restraining RIG bar, the interior communications lights will remain red while flashing yellow, and the exterior traffic lights will remain red.

## Control Station

The Control Panel features include a user-friendly function buttons (ENGAGE, RELEASE, STOP). Audible alarm alerts the dock attendant to potentially unsafe conditions, such as broken or missing ICC bars. Includes advanced interior and exterior lighting communication package and driver warning signs enable safe and efficient operation of the STL35. (Master controls available for integrating additional equipment with one control panel).

## Vehicle Restraint

A profile that is one of the lowest in the industry (8"/203mm), significantly reducing the risk of impact damage. This holds a vertical restraining range from 8" to 26" (203mm to 660mm) above grade with minimum 4" (102mm) contact space required, and horizontal restraining range up to 13" (330mm) from the face of the dock. A High Visibility barrier-style restraint arm is used as a passive engagement to keep an ICC bar secured, resulting in less wear and tear and a lower lifetime cost of ownership. This comes equipped with an Intelligent Positioning System (IPS) that does not use mechanical switches and sensors to detect the ICC bar, resulting in more dependable performance. There is a dual mechanical lock system that guards against accidental trailer separation and ensures safe, reliable performance during all stages of the engagement cycle.