



## HFR Series Vehicle Restraint Safety System



The HFR Series Vehicle Restraint Safety System is a face-mounted, non-impact safety system. The dual side by side hook arrangement, manufactured with 100,000 PSI steel helps to spread out the forces over the Rear Impact Guard (R.I.G.), improving the strength relationship between the two. A 10 1/2 " low height facilitates lower R.I.G



## Features:

- electro-hydraulic activation
- high visibility, two-way communication system
- signal bar design reduces potential or "false signals"
- flood resistant
- low profile height of 10 1/2 "
- operating range of 10 1/2 " to 28 1/2 "
- restraining capacity of 32,000 lb
- audible alarm

## Description:

The HFR Series Vehicle Restraint Safety System is a face-mounted, non-impact safety system. The dual side by side hook arrangement, manufactured with 100,000 PSI steel helps to spread out the forces over the Rear Impact Guard (R.I.G.), improving the strength relationship between the two. A 10 1/2 " low height facilitates lower R.I.G's. As an option, the operation of the HFR Series Vehicle Restraint Safety System can be interlocked to that of other dock equipment, i.e. dock leveler, overhead door, inflatable dock seal, etc. A rugged structural steel guard protects the Vehicle Restraint from impact damage caused by truck/trailers or yard cleaning equipment. A drawbar rating of 32,000 lb provides the strength to restrain virtually any R.I.G. on a truck/trailer. A high-visibility, two-way communication system provides communication between the operator and the driver. All Vehicle Restraints are factory tested before shipping.

## Single Bar

Another feature of the HFR Series Vehicle Restraint System is its signal bar. A force of approximately 30 lb is required to activate the signal bar. This reduces the chances of foreign objects and debris causing a false signal.

## Operation:

When the hook arrangement is in the stored position, the exterior light shows green (ready to receive a truck/trailer), while the interior light on the control station shows red (unsafe to load/unload). Once the truck/trailer is in position, the operator turns the switch on the control station to Engage. The exterior light changes to red (no truck/trailer departure). The hook arrangement rises until contact is made with the truck/trailer's R.I.G. When no contact is made, an audible alarm sounds and the switch on the control station must be turned to Override (alternate chocking methods will need to be used). When loading/unloading is complete, the operator turns the switch to Disengage. When the hook arrangement is in the stored position, the exterior light changes to green; the interior light on the control station changes to red. The truck/trailer can depart.

## Options:

- cast in concrete weld plate
- zinc plated
- manual power failure release valve
- interlocked to other loading dock equipment