

Since introducing the “freight industry’s” first Edge-of-Dock leveler in 1962, DLM has continued to improve productivity and safety at the loading dock. The DLM fully automatic TPR vehicle restraint is value engineered to meet both application and budget constraints while maximizing productivity, optimizing efficiency and improving safety. The TPR Series restraint is designed to comply with NHTSA Rear Impact Guard (RIG) standard.

DLM Overview

- Industry Experience Since 1962
- Privately Held - “Customer Focused” Enterprise
- Extensive Application Experience
- Fully Integrated Manufacturing Facilities
- On-Site Engineering & Customer Support
- National Network of Knowledgeable Sales and Service Representatives
- Superior Structural Construction
- Accepted Nationally by Fortune 500 Companies

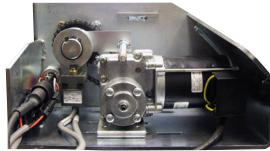


Automatic TPR® Vehicle Restraint



Integral Motor

The motor, gear and brake assembly is specifically designed for the TPR application and utilizes a single direction mechanical disc brake system to snug tight and hold the RIG for optimal safety. The 1/10 HP motor is driven off 115 volt single phase and consumes minimal power. With an IP67 rating, the motor is submersion proof up to 1 meter of water for 30 minutes.



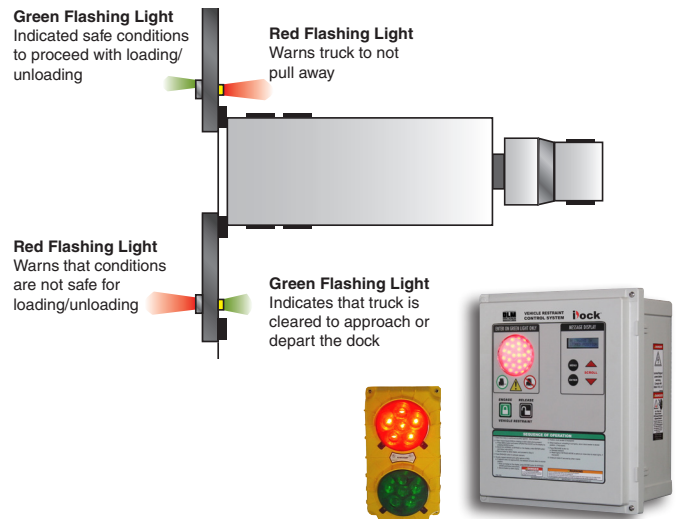
TPR® Vehicle Restraint Design Features ...

- iDock Controls with Interactive Message Display
- Industry Proven Truck Positioned Restraint Mechanism
- Advanced Three-Color Light Communication System
- LED Internal and External Lights
- Interior and Exterior Signage
- Bypass/Override Passcode
- Low Profile 9" Carriage - Service Range 9"-30" Off Grade
- Restraining Force in Excess of 32,000 lbs.
- Zinc Plated Track and Housing Provides High Corrosion Resistance
- Zerk Grease Fitting on Roller Shaft for Ease of Maintenance
- Exclusive Designed Gear Motor Keeps Hook Continuously Engaged
- IP67 Rated Motor

Effective Communication

iDock Controls, standard with the TPR Series restraint, fosters an extremely safe and efficient loading dock environment by establishing a clear line of communication between truck drivers and dock personnel.

The three-color LED light system has an amber "caution" light that works in conjunction with a red and green light system to identify a fault and clearly convey it. In normal operation the TPR restraint promotes a safe and efficient loading dock environment by establishing a clear line of communication between truck driver and dock attendant. The inside control panel and exterior compact light package incorporates a universal red and green signal which work in opposing modes. A green light outside guides a backing truck into position while a red light inside warns the dock attendant that loading/unloading conditions are not safe. Once the TPR has secured the RIG, the lights switch to green inside and red outside, informing the truck driver not to move and indicating a safe condition for the dock attendant.



**Designed, Engineered
& Manufactured
in the U.S.A.**

Now installed with

iDock