

## PICK THE VEHICLE RESTRAINT THAT FITS.

SERCO PROVIDES A COMPLETE LINE of non-impact, low-profile restraints to fit virtually any application and budget.

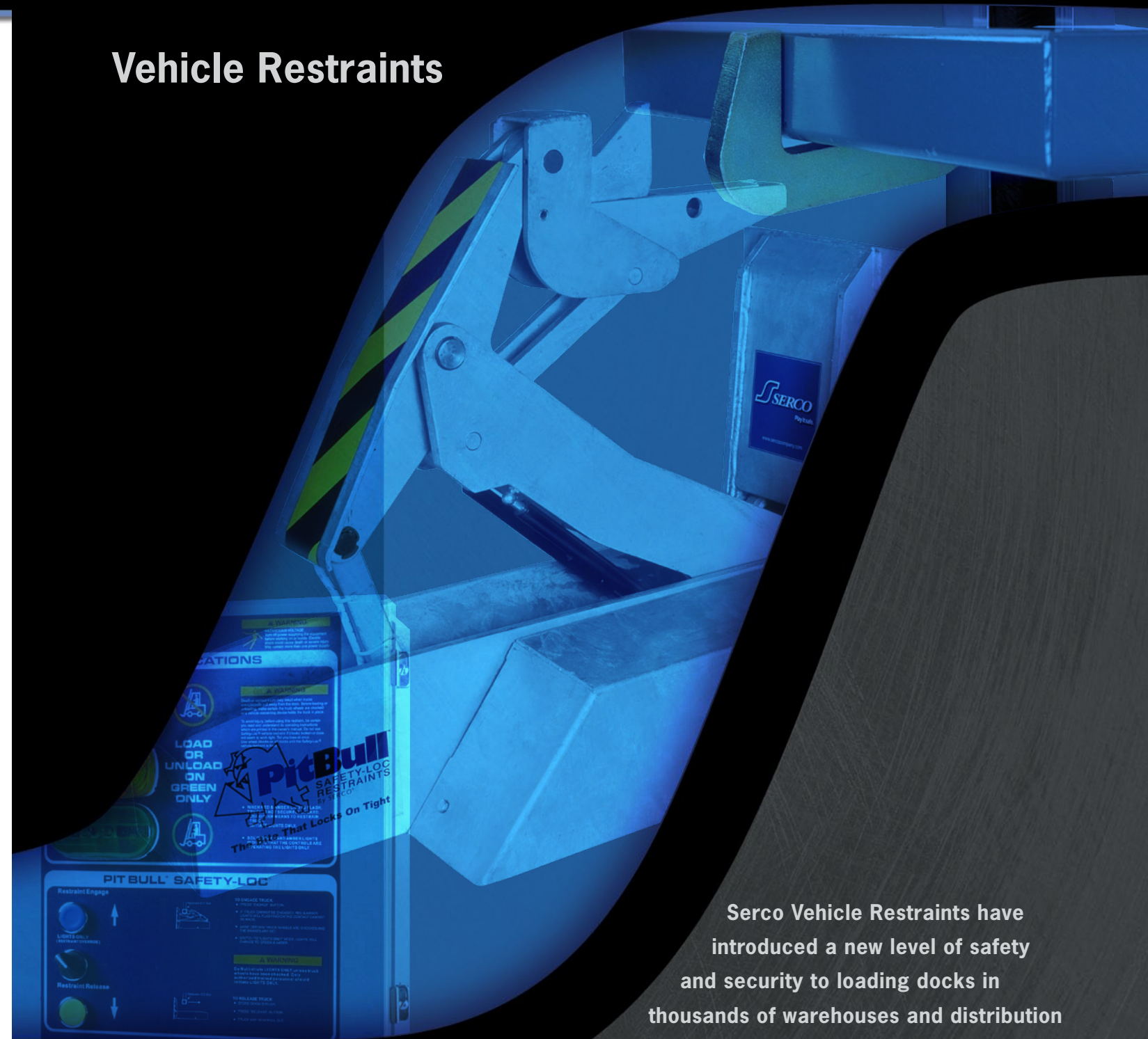
STANDARD FEATURES	SL10	SL20	SL40	SL60	SL70	SL80	SL90	SLP
Low Profile, Non-Impact Design	•	•	•	•	•	•	•	•
Dual Locking Positions at 7" and 11"	•	•	•	•	•	•	•	•
Driveway Mount Capability	•	•	•	•	•	•	•	•
Compatible with 1998 NHTSA ICC Bar Regulations	•	•	•	•	•	•	•	•
Manual Light Communication	•							
Advanced Safe Engagement Signaling			•	•	•	•	•	•
Automatic Light Communication Package			•					
Advanced Communication Package				•	•	•	•	•
LED Interior & Exterior Communication Lights	•	•	•	•	•	•	•	•
Auto-Reverse (if no RIG)				•	•	•	•	•
Auxiliary Power Down				•	•	•	•	•
Programmable Controller (PLC)				•	•	•	•	•
Trailer Presence Sensor					•	•		
Automatic Engagement						•		
Digital Monitor							•	
Key Pad Lockout Override							•	
Recessed, Non-Impact Design								•

### SERCO INTEGRATED CONTROLS: THE ULTIMATE IN PERFORMANCE AND SAFETY.



◀ When integrated with Serco vehicle restraints, dock levelers, doors and other dock devices are prevented from operating until the trailer is firmly locked in place, providing an added level of safety and efficiency to your dock.

## Vehicle Restraints



Serco Vehicle Restraints have introduced a new level of safety and security to loading docks in thousands of warehouses and distribution centers by integrating powerful and effective restraints with instantaneous, clear, non-verbal communications systems.

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A continuing research program is in effect at Serco. We reserve the right to incorporate product improvement at any time without prior notice.



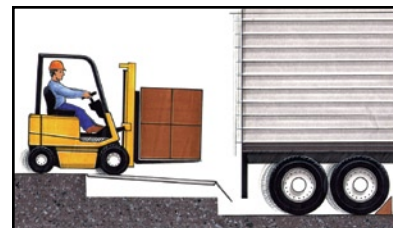
# Get A Lock On Safety With Serco.



▲ **Premature Departure:** A common accident at the loading dock. Sometimes truck drivers think loading is complete, or simply connect the wrong trailer and pull away while the dock attendant is still loading.



▲ **Trailer Creep:** Constant impact of start/stop action of a fully loaded forklift can cause the trailer to creep forward inch by inch, beyond the reach of the leveler lip, causing the leveler to slip off the back of the trailer and drop suddenly.



▲ **Trailer Walk:** During loading, air-ride trailer suspensions have a tendency to move in an elliptical fashion as forklifts drive in and out of the trailer, causing it to "walk" away from the dock.

**THE LOADING DOCK IS A HIGH-RISK AREA FOR ON-THE-JOB ACCIDENTS.** Leading causes: premature departure, trailer creep and trailer walk. That's why the Occupational Safety & Health Administration (OSHA) regulation 29CFR 1910.178(k)(1) stipulates that all trucks must be restrained throughout loading and unloading operations.

## THE TRADITIONAL SOLUTION (And Why It Doesn't Work).

**THE TRADITIONAL SOLUTION,** conventional rubber wheel chocks, offer little protection against the common causes of loading dock accidents. Trucks can drive right over them, in wet and icy conditions they can slip and, most often, dock attendants don't position them properly or fail to use them altogether.



▼ Trucks can drive right over conventional rubber wheel chocks.

## PROGRAMMABLE ELECTRONIC CONTROL SYSTEM: Unmatched Safety & Flexibility At Your Fingertips.

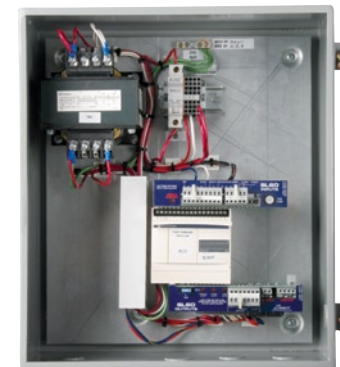
### Digital Cycle Counter

A factory or field-installed digital cycle counter module is available that monitors cycles and safe engagements to provide clear and accurate diagnostics of restraint operations.



### ▲ Advanced Communications Package For Improved Dock Safety

The programmable controls support clear dock-to-driver communications with interior and exterior stop and go light signals as well as an exterior caution sign.



▲ **Advance wiring board technology** significantly saves interior panel space making room for additional options and integration of other dock equipment controls into the same panel.



**SERCO**



RED



AMBER



GREEN



**LOAD OR UNLOAD ON GREEN ONLY**



#### ▲ DANGER

Are Flash and Shock Hazard  
Appropriate PPE Required  
Deenergize equipment before working on or inside. Do not open cover without appropriate PPE. Failure to comply will result in death or serious injury. Refer to NFPA 70E for PPE requirements.

#### ▲ WARNING

Death or serious injury may result when vehicles unexpectedly pull away from the dock. Before loading or unloading, make certain the vehicle wheels are chocked or a vehicle restraining device is engaged.  
To avoid injury, before using this restraint, be certain to read and understand the operating instructions which are printed in the User's Manual. Do not use the vehicle restraint if it looks damaged or does not seem to function properly. Inform your supervisor immediately. Use wheel chocks on all vehicles until the vehicle restraint is repaired.

• When RED and AMBER LIGHTS FLASH, vehicle is not securely locked.  
• Use other means to restrain vehicle.  
• Initiate RESTRAINT OVERRIDE.

• SOLID GREEN and AMBER LIGHTS indicate that the controls are operating in RESTRAINT OVERRIDE mode.

### PITBULL® SAFETY-LOC®

#### Restraint Engage



RESTRAINT OVERRIDE (LIGHTS ONLY)



Restraint Release



#### TO ENGAGE VEHICLE

1. Press "ENGAGE" button.
2. If vehicle cannot be engaged, RED & AMBER lights will flash indicating contact can not be made.
  - A. Make certain vehicle wheels are chocked and the brakes are set.
  - B. Switch to "RESTRAINT OVERRIDE" mode, lights will change to GREEN & AMBER.

#### ▲ WARNING

Do not initiate RESTRAINT OVERRIDE unless vehicle wheels have been chocked. Only authorized personnel should initiate RESTRAINT OVERRIDE.

#### TO RELEASE VEHICLE

1. Store dock leveler.
2. Press "RELEASE" button.
3. Vehicle may now pull out.

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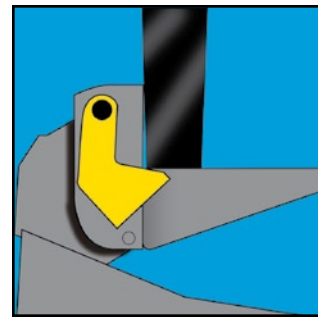
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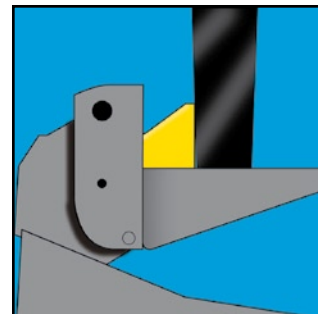
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## PATENTED DUAL-LOCKING POSITIONS: Minimized Running Room. Maximum Safety.

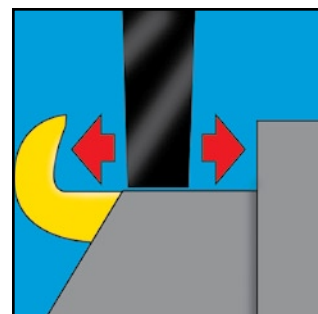
**SERCO PITBULL® SAFETY-LOC® RESTRAINTS** feature dual locking positions at 7" and 11" from the face of the dock bumpers. The unique dual locking design restricts trailer movement while providing additional horizontal range for recessed, wider and bent rear impact guards. PitBull Safety-Loc restraints can effectively engage virtually any rear impact guard configuration.



◀ **The Serco system's primary locking position** provides a captive reach up to 11" to engage wide, recessed or bent rear impact guards and limits trailer movement.



◀ **The Serco system's secondary locking position** limits trailer movement or creep away from the dock as much as 50% more effectively than competitive systems.



◀ **Rotating Hook systems** feature a single-position lock that rotates to a horizontal position. Typical engagement can allow up to 7" of trailer movement with a standard rear impact guard.

### Advanced Safe Engagement Signaling

PitBull Safety-Loc restraints are available with advanced safe engagement signaling to detect positive engagement of the locking arm. If contact is not made or is lost during the loading process, the restraint automatically returns to the stored position and signals the operator by flashing amber and red LED warning lights on the control panel. ▶



### ▲ Security Keypad Lockout/Override

A numeric keypad option is available on powered PitBull Safety-Loc restraints to provide security lockout/override, which restricts disengagement of the restraint to authorized users with security code access only.



### ▲ Auxiliary Power-Down Release

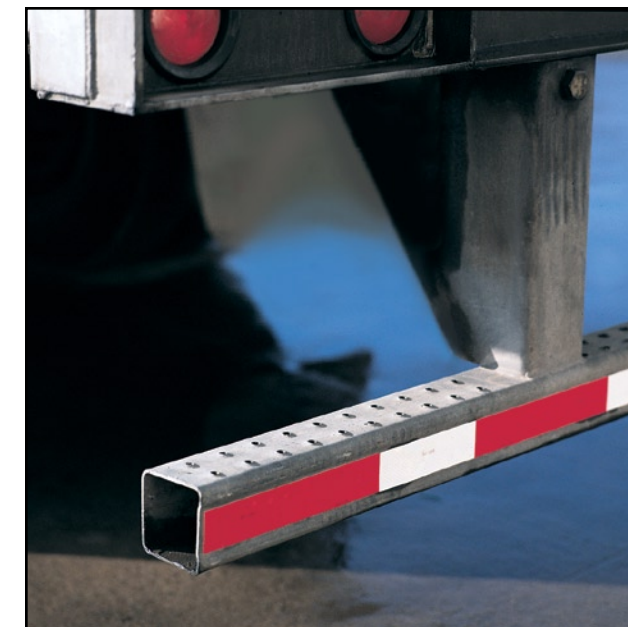
In the event of a power failure, powered PitBull Safety-Loc restraints are available with an auxiliary power-down to allow speedy, safe release of the trailer.

### Interlocking Capability

All powered restraint functions are controlled from the standard push-button control panel or as a component of a Combo or Master Control Panel. Restraint controls can be interlocked with other dock functions such as building security, door operators and dock levelers to prevent operation unless the vehicle is secured safely.

## THE SERCO SOLUTION. PITBULL® SAFETY-LOC® RESTRAINTS.

**THE SOLUTION IS THE SERCO PITBULL SAFETY-LOC.** The PitBull has a bite that locks on tight, engaging a trailer's rear impact guard and securing it more effectively than rubber wheel chocks. This provides forklift operators with a solid and secure platform for moving goods.



### The Bite That Locks On Tight

As of January 1, 1998, the National Highway Transportation Safety Administration requires that all semi-trailers be equipped with rear impact guards following these guidelines:

- Maximum 22" off of grade
- Minimum 4" x 4"
- Must be capable of 5" inward flex for energy absorption

Serco PitBull Safety-Loc restraints are most compatible with the new rear impact guards because of their non-impact, low-profile design.





## SERCO PITBULL® SAFETY-LOC® VEHICLE RESTRAINTS: Safe. Secure. Smart.

**THE RUGGED, LOW PROFILE,** non-impact design of the Serco PitBull Safety-Loc provides predictable performance capable of engaging virtually any rear impact guard configuration to ensure the highest level of safety, versatility and reliability at the loading dock. With its 9" stored height, the PitBull is an ideal solution for truly low-profile applications such as decline approaches and special trailer configurations.

- Non-impact design
- Dual locking positions at 7" and 11" from bumper face
- Wall or ground mount
- Low profile, 9" stored height
- Minimal maintenance requirements
- Superior communication; advanced safe engagement signaling
- Solid State/PLC Controls
- Standard LED interior & exterior communication lights (SL20-90 models only)

## A VEHICLE RESTRAINT FOR EVERY APPLICATION.

**SERCO PITBULL® SAFETY-LOC® RESTRAINTS** are available in a variety of models to suit virtually any loading dock operation or configuration in the industry.

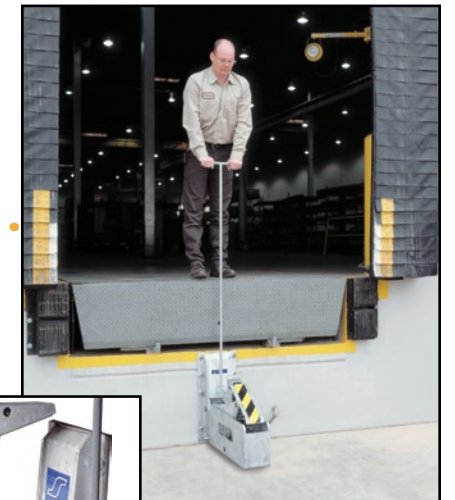


### PITBULL SAFETY-LOC POWERED RESTRAINTS

PitBull Safety-Loc Powered Restraints provide automatic push-button activation with advanced electronics and communication systems for increased dock safety and security. Driveway- or wall-mounted units available.

### PITBULL SAFETY-LOC MECHANICAL RESTRAINTS

PitBull Safety-Loc Mechanical Restraints are manually activated and offer lower day-to-day operating costs, higher up-time performance and operational simplicity. Most units can be combined with a light communication package for clear communication.



### SAFETY-LOC® SLP RECESSED RESTRAINTS

A hydraulically actuated, retractable, non-impact restraint ideal for new construction or remodeling applications. The SLP is installed in a pit under the leveler and, when retracted, offers a clean dock face allowing unobstructed access to smaller delivery vehicles, trailers with hydraulic lift gates and an open drive for unimpeded snow plowing or drive cleanup.