

SL10 Vehicle Restraint

Product Specifications

DESIGN HIGHLIGHTS

- Non-impact design & operation
- Patented dual locking positions at 7" & 11" from face of 4" bumper
- Horizontal hooking range 0 - 11" from face of 4" bumper
- Low-profile - stores at 9" off grade
- Hot dip galvanized finish
- Compatible with NHTSA regulation rear impact guards
- Standard wall mount configuration
- Manual control bar with mounting bracket

AVAILABLE OPTIONS

- ☐ Ground mount
- ☐ Stand-off bracket _____ projection
- ☐ Embed mounting plate (new construction)
- ☐ Pit floor mounting bracket
- ☐ Back plate cut-down (wall or ground mount) _____
- ☐ Other _____

PROJECT INFORMATION

JOB NAME _____

ADDRESS _____

GENERAL CONTRACTOR _____

DISTRIBUTOR _____

MODEL _____ QUANTITY _____

CERTIFIED FOR CONSTRUCTION

BY _____

COMPANY _____

ADDRESS _____

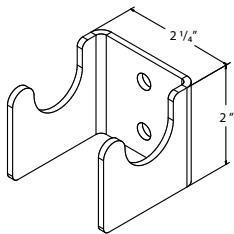
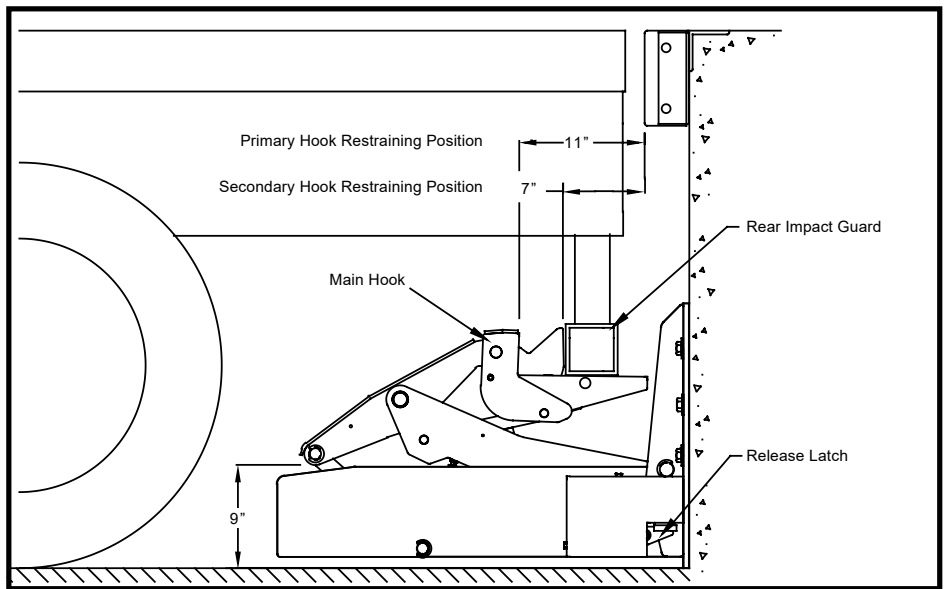
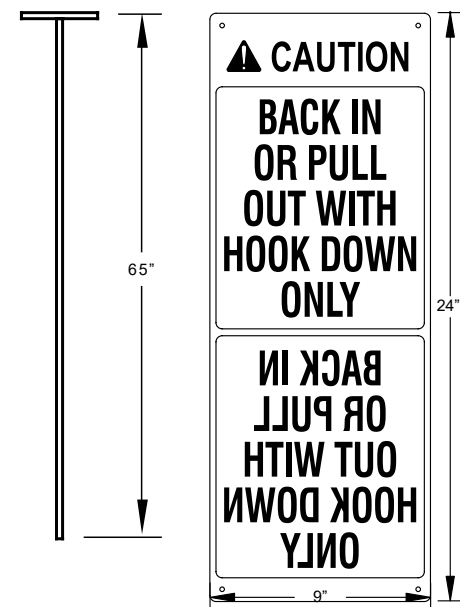
DATE _____



Representative image only

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1. **General:** SL10 upward biased, mechanically actuated restraint featuring patented dual locking positions. Includes locking unit, caution sign, control bar and control bar mounting bracket. Unit conforms to OSHA standards.
2. **Construction:** Mainframe structure to be stationary mounted, side and rear members to be ½" welded steel plate with hot dip galvanized finish. High quality products are manufactured in a Certified Welding Fabricator (CWF) facility. Unit to have a resistance to pull-out of 32,000 lbs. and feature high strength self-lubricating bushings to ensure maximum life and minimal maintenance.
3. **Operation:** After the vehicle backs up against the dock bumpers, the operator easily positions a control bar between the rear of the vehicle and the dock face to activate the release latch and engage the restraint. Dual gas springs raise the locking unit, engaging the rear impact guard. The restraint maintains positive contact with the rear impact guard as the vehicle moves vertically during loading and unloading operations. Dual locking positions minimize the vehicle's horizontal movement. To release the restraint, the operator applies a downward force on the restraint with the control bar until the storage latch is engaged. If the restraint cannot engage the vehicle, the operator must chock the vehicle wheels. When stored, the restraint incorporates an integral cover to protect the activation mechanism from damage and minimize the collection of debris.
4. **Hooking Range:** The restraint will engage a rear impact guard positioned up to 11" horizontally from the face of a 4" bumper and is compatible with NHTSA regulation rear impact guards. Dual locking positions limit vehicle movement and engage rear impact guard at 7" and 11" from 4" bumper.
5. **Communications:** Communication system consists of an interior-mounted sign with operating instructions for the operator and an exterior-mounted caution sign (9"W x 24"H) with standard and reversed lettering for the vehicle driver.
6. **Installation:** Requires mounting of restraint, caution sign and control bar mounting bracket in strict accordance with Serco installation instructions. Installation is recommended to be performed only by authorized Serco Distributors. Installation is not included unless specifically contracted with Serco Distributor.
7. **Limited Warranty:** Serco warrants all components to be free of defects in material and workmanship, under normal use, for a 1-year base period from date of shipment in accordance with Serco's Standard Warranty Policy. The "Base Warranty Period" will begin on the completion of installation or the sixtieth (60th) day after shipment, whichever is earlier.



Serco
 1612 Hutton Drive, Suite 140
 Carrollton, TX 75006
 800.933.4834
www.sercodockproducts.com

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