



## Architectural Specification

### Nordock PIT-HOOK™ Series – Model PH-3000 Automatic Vehicle Restraint

#### SECTION 11161 VEHICLE RESTRAINTS

##### PART 1 - GENERAL

##### 1.01 WORK INCLUDED

- A. Factory assembled vehicle restraint
- B. Control panel and communication system.
- C. Installation and Owner's Manual.

##### 1.02 RELATED WORK

- A. Section 11160 – Dock Levelers
- B. Section 11164 - Seals and Shelters.
- D. Section 11165 - Dock Bumpers.

##### 1.03 SYSTEM DESCRIPTION

- A. Vehicle restraint provided to the following requirements:
  - 1. Restraint shall engage and restrain variable height rear impact guards.
  - 2. Standard service range of 9" to 30" from ground and 14" from dock face.
  - 3. Communication system shall have red and green lights and instruction signs inside and outside.
  - 4. Restraint shall maintain engagement during loading.
  - 5. Activation shall be with push button controls for engage and disengage functions.
  - 6. Restraint shall be stored behind building wall below dock leveler for unobstructed positioning of trailer and away from weather and debris.
  - 7. Restraint shall monitor an abnormal condition and sound an alarm if the rear impact guard is not detected. An override shall silence alarm with red lights inside and outside until disengagement resets the system.

## 1.05 SUBMITTALS

- A. Submit Manufacturer's installation instructions.
- B. Submit shop drawings showing layout, conduit positions and wiring schematics.

## PART 2 PRODUCTS

### 2.01 ACCEPTABLE MANUFACTURERS

- A. PIT-HOOK™ Series - Model PH-3000 as manufactured by Nordock Inc.

### 2.02 EQUIPMENT

#### A. Vehicle Restraint:

1. Mounting Frame: Welded housing suitable for anchoring or pouring in to the pit floor providing over 100,000 pounds of mounting force.
2. Barrier Hook: Large solid steel hook style barrier with full range restraining capability with minimum 32,000 pounds of force.
3. Actuator: Hydraulic cylinder to be double acting with spring loaded hydra-float system to secure and maintain contact with rear impact guard during all loading and unloading operations.
4. Inside Communication System: Either a Green light to indicate when vehicle is restrained or a Red light to indicate that vehicle is not restrained or when restraint is stored. Audible alarm indicates a fault condition where a rear impact guard may not be present or a malfunction has occurred. Bypass selection by attendant silences alarm and illuminates alternating Red and Green lights indicating that the vehicle is not restrained and in manual bypass mode. Include label to instruct dock attendant.
5. Outside Communication System: Red light to indicate when vehicle is restrained or in bypass mode. Green light to indicate restraint is stored within pit enclosure leave an unobstructed dock face. Include sign to instruct Truck Driver.
6. Controls: All controls to be in a NEMA 12 Dust Tight Enclosure. Power source requirement is 115 volt, single phase with a 15 amp service circuit.
7. Finish: All surfaces to be degreased and painted with high solid machinery enamel. Paint barrier hook a high visibility safety yellow, the remainder of the restraint to be standard manufacturer's color.

#### B. Options:

1. LED light system for improved visual communication
2. Dock leveler stored interlock to disallow restraint storage until leveler is removed from truck bed.

## PART 3 EXECUTION

### 3.01 PREPARATION

- A. Provide mounting frame for cast in to pit floor.

### 3.02 INSTALLATION

- A. Inspect site conditions and report anything detrimental to the proper installation and performance of vehicle restraint. Do not proceed until unsatisfactory conditions have been corrected.
- B. Manufacturers representative shall install vehicle restraint in accordance with manufacturer's instructions and recommendations.
- C. Adjust installed unit for operation as specified by manufacturer.
- D. Manufacturers representative to examine finished installation to ensure proper operation and demonstrate proper use of the restraint to the owner.