PICK THE VEHICLE RESTRAINT THAT FITS.

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

<table>
<thead>
<tr>
<th>Feature</th>
<th>SL10</th>
<th>SL20</th>
<th>SL40</th>
<th>SL60</th>
<th>SL70</th>
<th>SL90</th>
<th>SL90 SLP</th>
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<tr>
<td>Low Profile, Non-Impact Design</td>
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<td>Dual Locking Positions at 7” and 11”</td>
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<td>Key Pad Lockout Override</td>
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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.

SERCO INTEGRATED CONTROLS: THE ULTIMATE IN PERFORMANCE AND SAFETY.

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.
Get A Lock On Safety With Serco.

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.

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 Packages 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.

Programmable Logic Controller (PLC)
Serco PitBull Safety-Loc restraints are available with a solid-state programmable logic controller (PLC) with advanced “real-time” diagnostic capabilities. A coded display system provides the operator with information on the restraint’s status.

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.
VEHICLE RESTRAINTS

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 travel movement 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 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 away from the dock. Wide, bent or recessed rear impact guards can be engaged with a standard rear impact guard or control panel.

Advanced Dock Equipment Signaling PitBull Safety-Loc restraints are annealed with advanced side equipment signaling and locking systems. The Serco system's primary locking position provides secure engagement of the restraint against sudden loading or shifting. The secondary locking position limits trailer movement or creep away from the dock as much as 50% more effectively than competitive systems.

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.

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.

Advanced Safe Engagement Signaling PitBull Safety-Loc restraints are available with advanced safe engagement signaling and locking systems. The Serco system's primary locking position provides secure engagement of the restraint against sudden loading or shifting. The secondary locking position limits trailer movement or creep away from the dock as much as 50% more effectively than competitive systems.

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, is the solution to the new rear impact guards. The PitBull has a bite that locks on tight, engaging a trailer's rear impact guard and securing more effectively than rubber wheel chocks. This provides forklift operators with a solid and secure platform for moving goods.

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

- Maximum 22" off of grade
- Minimum 4" x 4"
- Must be capable of 15' inward flex for every 4' rise above grade

The Bite That Locks On Tight

Advanced Safe Engagement Signaling PitBull Safety-Loc restraints are annealed with advanced side equipment signaling and locking systems. The Serco system's primary locking position provides secure engagement of the restraint against sudden loading or shifting. The secondary locking position limits trailer movement or creep away from the dock as much as 50% more effectively than competitive systems.

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VEHICLE RESTRAINTS

SERCO PITBULL® SAFETY-LOC® RESTRAINTS

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

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.

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.