

# Pentalock FM35 Vehicle Restraint Safety System





**Direct and indirect costs of an industrial accident at the loading dock can easily exceed \$1,000,000 and result in increased insurance costs.**

**The Pentalock FM35 Safety System reduces the potential for such an accident.**

For a loading dock safety system to be effective, certain important factors must be taken into consideration. There must be clear and accurate communication between the truck operator and the dock personnel. The safety system must be easy to operate and it must perform reliably regardless of the environmental conditions or the generally abusive nature of a loading dock area. The safety system must be designed, engineered and constructed to prevent a potentially serious accident at the loading dock. The Pentalock FM35 successfully addresses these issues and we confidently invite you to compare it with any and all other vehicle restraints.

## The Pentalock FM35 Safety System Features

- Ease of operation
- Understandable, high visibility communication system
- Signal bar design reduces potential of false signals
- Heavy-duty structural components
- Reliable, low-maintenance hydraulic operation
- Low profile height of 12"
- Operating range of 12" to 30"
- Warning buzzer
- Interlocking capabilities with other dock equipment

**The Pentalock's 35,000 lb. pull rating offers protection against:**

- Unscheduled departure
- Excessive trailer creep
- Landing gear collapse



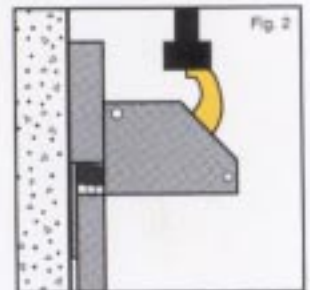
The restraining block of the Pentalock FM35 is shown in position on the truck's ICC bumper.

### The Pentalock Minimizes the Potential of Dangerous False Engaged Signals

The primary concept of a vehicle restraint system is to engage and hold a truck/trailer while communicating the loading/unloading status to the truck driver and the lift truck operator. The design of many competitive vehicle restraints can cause them to communicate that a truck/trailer is restrained when in fact, it is not. An incorrect signal is far more dangerous than no signal at all since it defeats



the primary purpose for installing a vehicle restraint system. A major advantage of the Pentalock FM35 is its signal bar, which minimizes the potential for a false signal. The Pentalock's signal bar is positioned directly under the area where the ICC bumper should be when it is to be restrained. The Pentalock signal bar ensures the ICC bumper is properly engaged (Fig.1) before it activates the green light on the inside control panel. With other restraint designs, if the locking member tip contacts something under the truck (Fig. 2), or if the locking member doesn't fully rise or rotate, the restraint can falsely signal that the truck/trailer is engaged. Pentalock's signal bar ensures that this can't happen.



### Pentalock Operation is Operator Controlled

The non-impact operation of the Pentalock FM35 ensures continuing trouble free performance and eliminates damage to the restraint system or to an incoming vehicle's ICC bumper. Other non-impact models are available, but only the Pentalock Model FM35 vehicle restraint provides a structural protective guard as standard equipment. The structural guard withstands accidental impact to the operating components caused by unusually low incoming vehicles and snowplows. The compact design reduces the projection from the dock face, thereby minimizing the risk of accidental impact from incoming vehicles, exterior cross traffic or snow removal equipment.



Competitor's impact operation can cause damage

# Features and Components: Pentalock FM35 Safety System

- Signal Bar requires approximately 30 lb. of pressure to activate, thereby eliminating false engagement signal.

- 35,000 lb. drawbar rating

- Heavy mounting plate ensures secure installation.

- Return spring ensures positive retraction of locking assembly



- Flood resistant. Standard design and construction ensures reliable operation even after unit has been submerged. Other manufacturers offer this feature as an option or not at all.

- Rugged structural guard protects Pentalock from impacts such as snow removal yard trucks etc.

- Hydraulic cylinder offers the ultimate in reliability (proven in industries such as aircraft and heavy construction equipment), eliminating problems associated with external electric motors, or gas spring operation.



## Communication

Exterior high visibility, "traffic-style" lights and dual image safety yellow instruction signs provided as standard. Narrow width of light and signs facilitates easy installation between dock seal side pads. Interior sign directs lift truck operator to load/unload on green light signal only.

## Reliable Hydraulics

- Internal wall mount installation safely positions motor and pump assembly away from the elements, condensation and the potential impact of an incoming vehicle.
- Proven reliability. Same style of hydraulic power unit used in hydraulic dock levelers for over forty years.



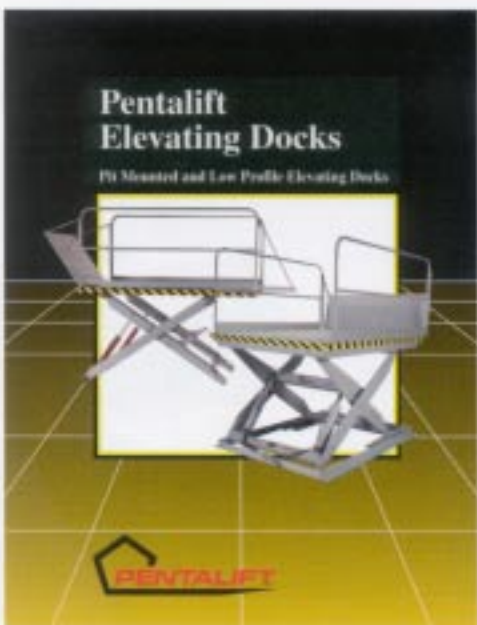
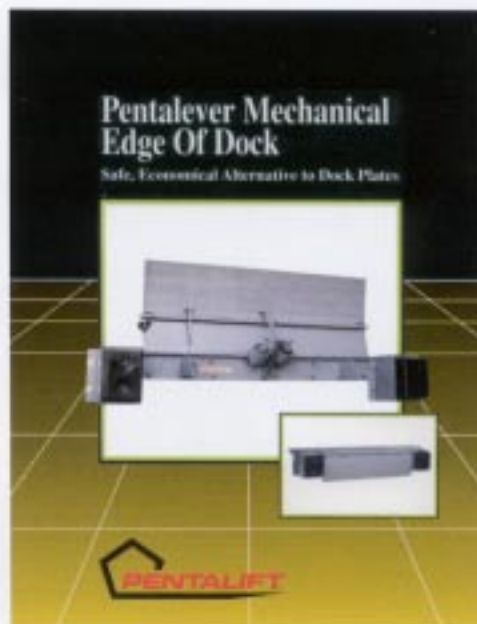
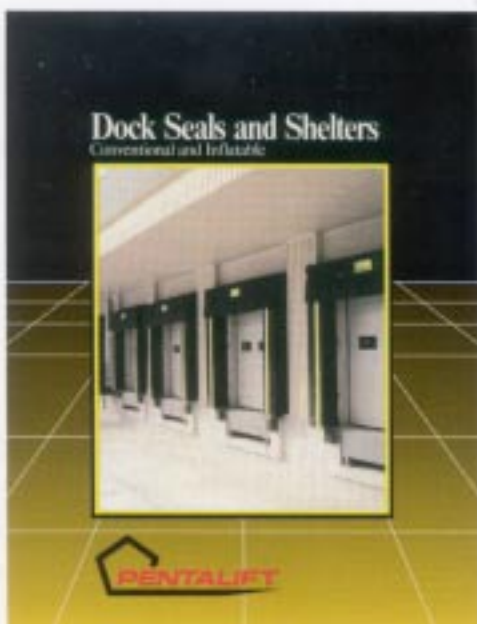
## Control Panel

- NEMA 12 gasketed wall mount control station.
- High visibility interior signal lights co-ordinated with exterior signal lights.
- Other manufacturers provide a switch to turn off the power to the safety system, the Pentalock FM35 safety system is always activated.
- Comes with selector position and amber light to accommodate "Override" mode.
- Clear, concise operating instructions.





Pentalift Equipment Corporation manufactures the most complete line of loading dock products available from a single source supplier. In addition to the products presented in this brochure, Pentalift manufactures Dock Levelers, Elevating Docks, Dock Seals and - Truck Shelters and other loading dock equipment.



*Consult a Pentalift Sales Representative for additional information or equipment recommendations.*

**NOTE:** Some photos may reflect products with optional features. All Pentalift Equipment Corporation products are subject to design improvement through modification without notice.

## **PENTALIFT EQUIPMENT CORPORATION**

PO Box 1510 Buffalo NY U.S.A. 14240-1510  
PO Box 1060 Guelph ON Canada N1H 6N1  
CP 1219 Pointe-Claire QC Canada H9S 5K7  
Website: [www.pentalift.com](http://www.pentalift.com)

Phone: (519) 763-3625 Fax: (519) 763-2894  
Phone: (519) 763-3625 Fax: (519) 763-2894  
Phone: (514) 426-0219 Fax: (519) 763-2894  
email: [dock@pentalift.com](mailto:dock@pentalift.com)

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