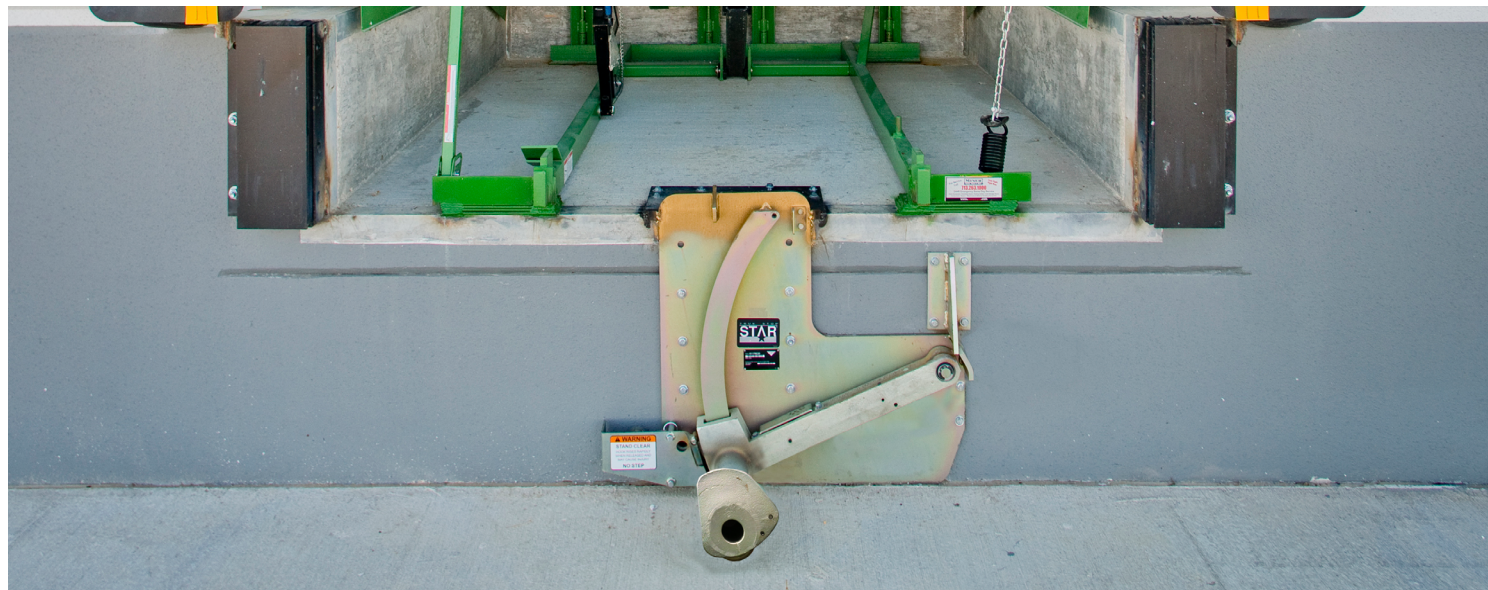




STAR® 1 Vehicle Restraint with Truk Alert®

Product Specifications



DESIGN HIGHLIGHTS

- Simple manual activation
- Non-impact design & operation
- Low profile
- Horizontal hooking range 0 - 10" from face of 4" bumper
- Compatible with NHTSA regulation rear impact guards
- Interior/exterior LED light communication system (manually activated)

AVAILABLE OPTIONS

- ☐ New construction mounting plate
- ☐ Back plate cut-down _____
- ☐ Stand-Off _____
- ☐ Other _____

AVAILABLE ACCESSORIES

- ☐ Dock seal/shelter
- ☐ Loading dock light
- ☐ Guard rail/rack protection
- ☐ HV air exchange fan
- ☐ Other _____

PROJECT INFORMATION

JOB NAME _____

ADDRESS _____

GENERAL CONTRACTOR _____

DISTRIBUTOR _____

MODEL _____ QUANTITY _____

VOLTAGE/PHASE _____

CERTIFIED FOR CONSTRUCTION

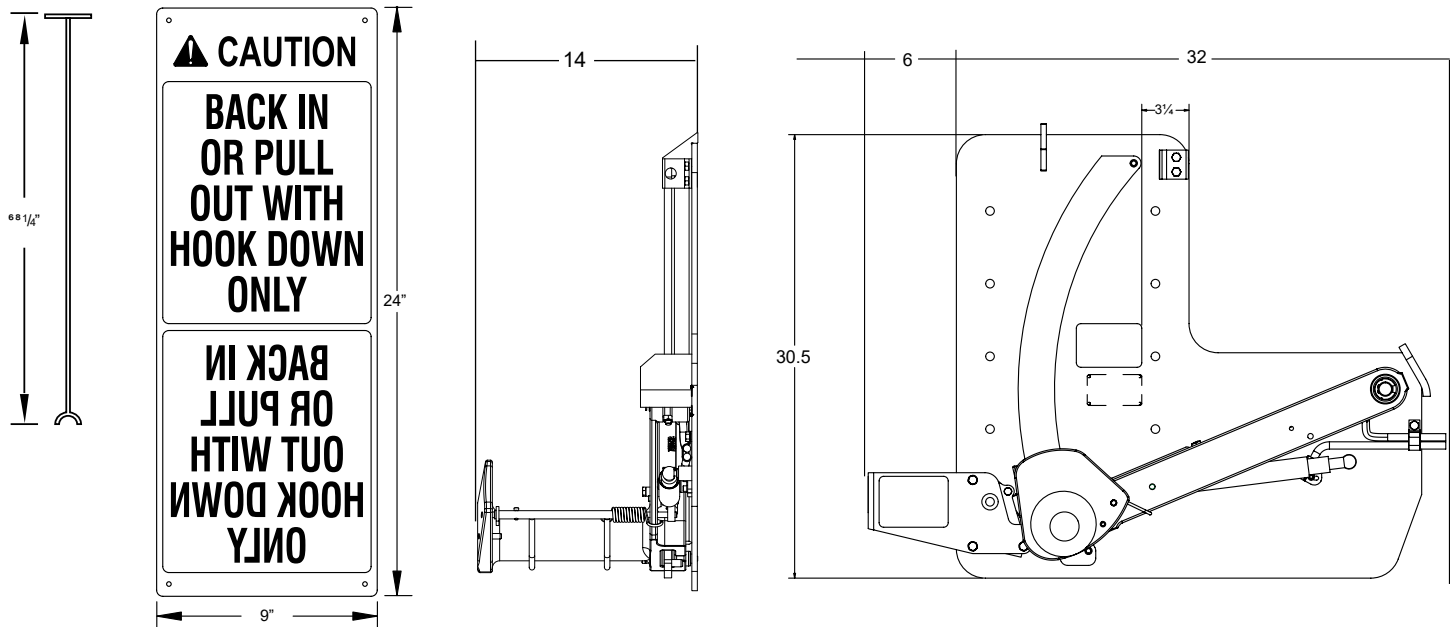
BY _____

COMPANY _____

ADDRESS _____

DATE _____

1. **General:** STAR® 1 with TRUK ALERT® vehicle restraint is designed to engage the rear impact guard of a trailer or vehicle and secure it in place at the loading dock during loading and unloading operations. Unit to include interior mounted operating instructions and exterior-mounted caution sign, locking unit, push bar, and push bar mounting bracket. Unit to provide 32,000 lbs. of restraining force and to operate in a range from 11 ½" - 28" above grade. Unit conforms to OSHA standards.
2. **Construction:** Mounting frame consists of ¾" thick heavy structural plate. A separate ¼" thick steel horizontal mounting plate provides shear strength against pullout loads. High quality products are manufactured in a Certified Welding Fabricator (CWF) facility. Cast ductile iron restraining arm with 45,000 PSI yield strength. Restraining arm moves over T-rail, which is welded to mounting plate with over 60" of continuous ¾" bevel weld. Heavy-duty gas spring provides "float" to assure constant contact with rear impact guard. Comes standard with zinc-plated finish. Push bar made from 1-½" x ½" x 66" zinc-plated tubular steel.
3. **Operation:** Once vehicle is backed into position and the brakes are set, the operator uses push bar to trigger the latching lever and activate the restraining arm, which will move vertically along the reinforced T-rail until it contacts the vehicle's rear impact guard. When loading/unloading is complete, the operator uses the push bar to return the restraining arm to its stored position.
4. **Hooking Range:** The restraint will engage a rear impact guard positioned up to 10" horizontally from the face of a 4" bumper, has a vertical hooking range of 11 ½" - 28".
5. **Communications:** Communication system consists of interior-mounted operating instructions for the operator and an exterior-mounted caution sign with standard and reversed lettering provided for the vehicle driver.
6. **Exterior Lights:** Low profile flashing green and red LED signals (6 ¾" W x 11 ¾" H x 4" D) indicate safe or unsafe conditions for vehicle movement. Caution sign (9" W x 24" H) with standard and reversed lettering provided.
7. **Installation:** STAR 1 vehicle restraint is anchored to the front wall of the loading dock using concrete anchors (provided). The horizontal mounting plate is anchored to the pit floor under the dock leveler and welded to the mounting frame of the STAR 1 vehicle restraint. Signs to be installed in accordance with provided instructions. Complete operating and installation instructions are included in the installation and owner's manual.
8. **Limited Warranty:** Kelley warrants all components to be free from defects in material and workmanship, under normal use, for a one year base period from the date of shipment in accordance with Kelley'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.



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