ARNOLD Verladesysteme

ARS Anti-Roll-System
Dock Truck Restraint

Better with System.

ARS Anti-Roll-System

Two trucks with one and three axles are moving into the loading position.

Better with

Truck restraint in neutral position.

An ARS unit consists of a concrete frame, 8 ARS folding chocks as well as variable inserts for length compensation. The hot-dip galvanised steel parts, installed on road level, have no sharp edges. Each steel chock is locked in such a position in the prefabricated concrete frame that no shearing edges result during the swinging movements of the folding chocks.

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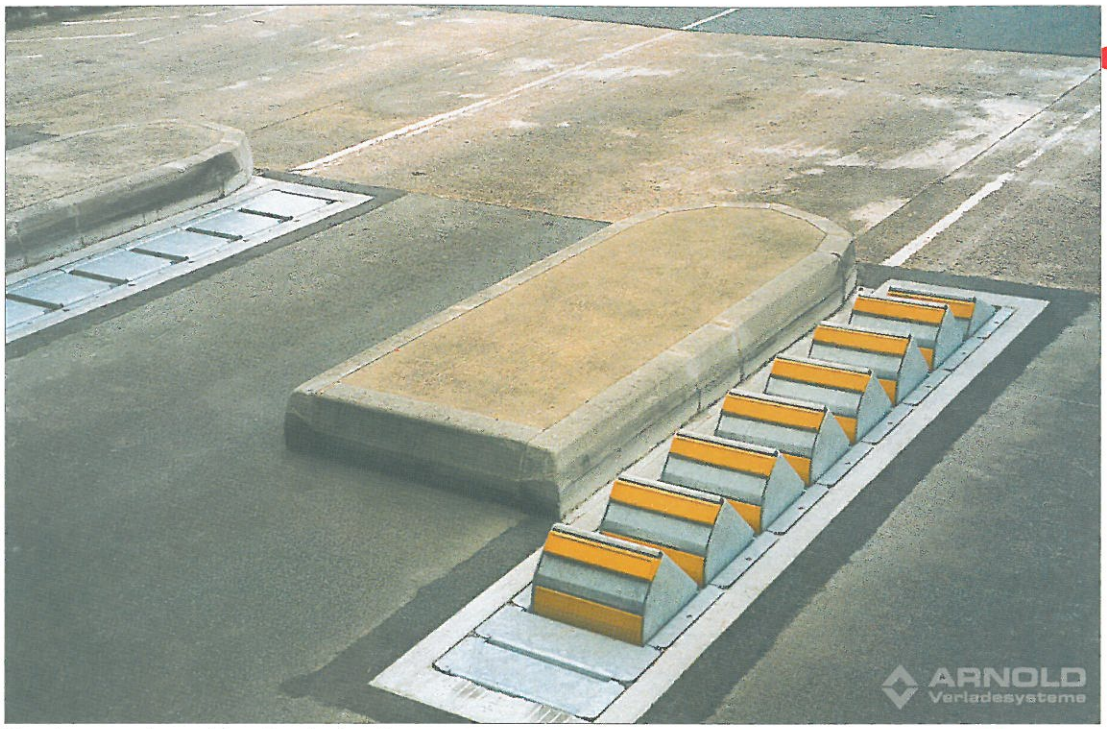
Dock Truck Restraint

System.



Truck restraint with raised chocks.

Truck restraint in neutral position.

This active, pneumatic truck restraint prevents the truck from leaving the loading position too early. The vehicle drives over the truck restraint in neutral position. After the docking procedure and blocking the vehicle, the loading personnel put the truck restraint/ARS chocks into action. The wheel chocks are raised by compressed air (6 bar). That's why the truck is actively prevented from leaving the loading position until the loading or unloading procedure has been completed.

Truck restraint in neutral position. The traffic light signal shows green.

The control of the ARS Anti-Roll-System can be connected with an information traffic light, in order to give optical warning signals. The ramp or gate locking can also be integrated into this electric circuit.

Better with System.

The truck restraint actively blocks the vehicle. ARS chocks are pneumatically raised. Solid, galvanised steel plate construction.

Each chock of the truck restraint folds up until the truck wheel offers resistance.

Truck with two axles stopped by ARS.

Better with System.