

# Product datasheet

Dock equipment

ASSA ABLOY DE6290TL Truck Lock

**ASSA ABLOY**

Entrance Systems

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# Technical facts

## Features

Base plate	Galvanized steel
Cover back part	Painted blue RAL 5010
Cover front part and roller house	Painted grey RAL 9006
Edge Protection	Stainless steel
Usable length of the strap with hook	2.1m
Installation	On steel platform
Electronic feature	Interlocking of the dock leveler control box
Signal Red	Control box of the dock leveler is blocked Restraint function is not activated (the strap is in the roller house or is not tied up)
Signal Green	Control box of the dock leveler is released Restraint function is activated (the strap is tied up)

## Performance

Compliance	Declaration of Conformity according to Machinery Directive 2006/42/EC, RoHS 2011/65/EC with amendment 2015/863/EC
Breaking point	35 kN
Warning signal	Siren sounds and signal red flashes at 12 kN tensioning force
Siren	max. 105 db
Power supply	24 V DC, 100 mA

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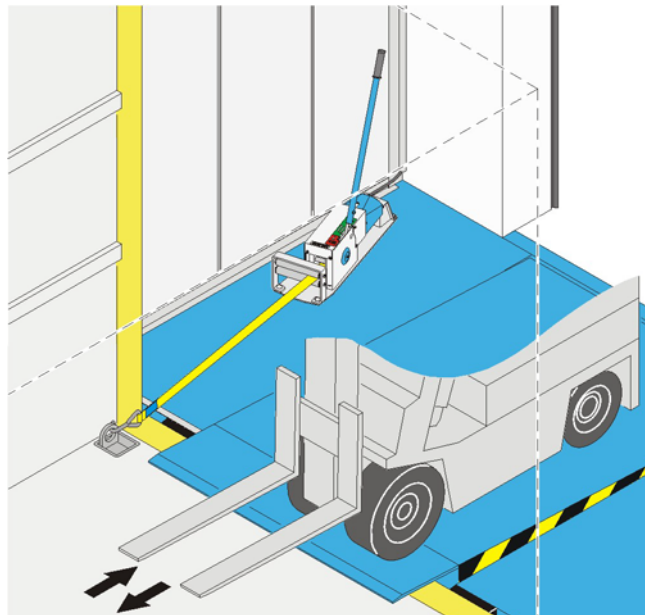
# 1. Application

The ASSA ABLOY DE6290TL truck lock is designed to improve the safety at the docking station. It is a restraint system connecting the trailer to the building. It is designed especially for use in the typical load house installation. The truck lock is operated from within the load house so there is no need to go out into the yard. It is a manual device to be operated by one person.

A strap with a hook is connected to the trailer. The tensioning device creates sufficient force to prevent the vehicle from rolling away, uncontrolled, during the loading operation. The restraining force created is such that excessive horsepower of the trailer would need to be applied to break the device, thereby reducing life endangering situations in the event of the trailer driving off. The system includes a control box interlocking function, programmed so that the dock leveler can only be operated when the truck lock restrains the trailer with sufficient tension. The truck lock must be activated before the loading process can begin.

Remark: The truck lock is not suitable for usage in industries where the dock leveler surfaces are frequently cleaned with chemicals or splashed with water, for example the food industry.

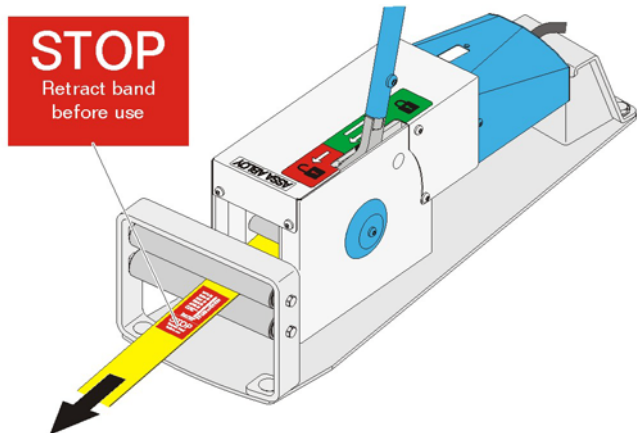
## 1.1 Truck Lock in use



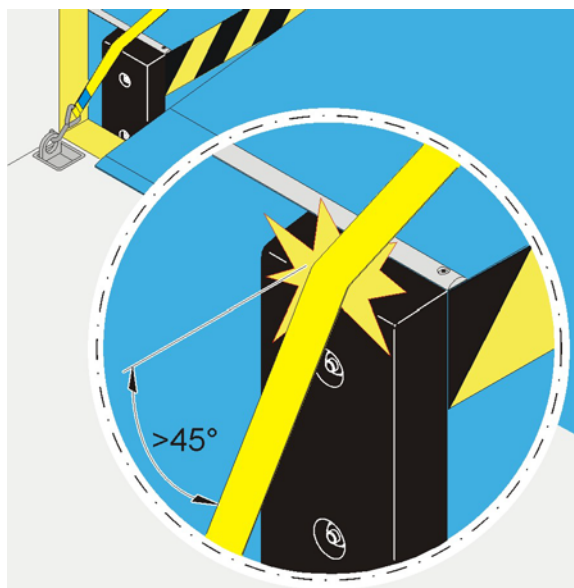
## 1.2 Mode of operation

- 1) Trailer is in position in front of the loading bay.
- 2) Open the sectional door and go out into the load house.
- 3) Grab the hook of the strap and attach it to the inside of the trailer.
- 4) Apply tension to the strap by moving the operating rod in push/pull mode.
- 5) The signal switches from red to green and the siren emits a short beep; the control box of the dock leveler is activated.
- 6) Operate the dock leveler to put the lip into the trailer.
- 7) Load / unload the goods.
- 8) Operate the dock leveler to return to the parking position.
- 9) Release the tension in the strap by one firm push forward of the operating rod.
- 10) Signal switch from green to red; the control box of the dock leveler is deactivated.
- 11) Unhook the trailer and let the strap with hook retract into the roller bracket.
- 12) Close the sectional door; trailer can leave the loading bay.

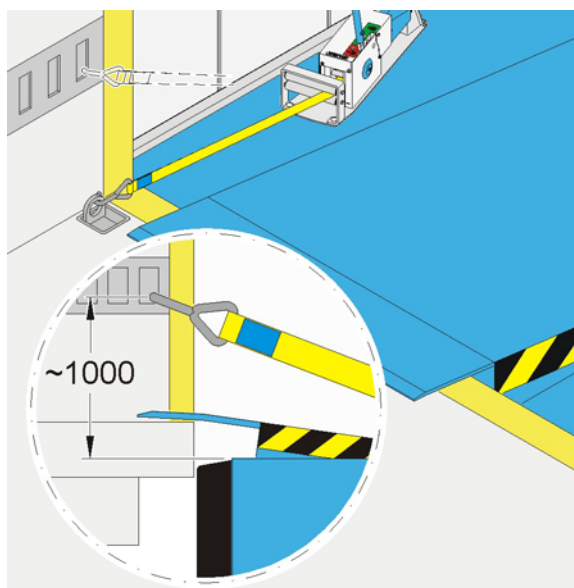
Remark: Never pull out the strap beyond the STOP sign! The maximum usable length is 2.1m.



Remark: The truck lock cannot be used in situations where the trailer is lower than the leveler and the strap hangs over the edge by more than a 45° angle.

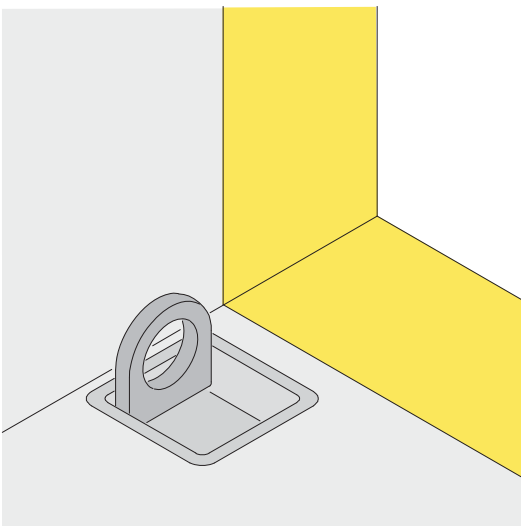
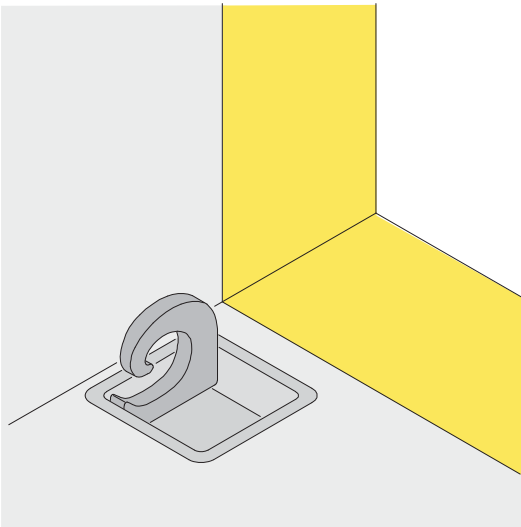


Remark: The truck lock can be attached to the trailer bed or to a connection point on the inside wall of the truck up to a height of approximately 1000 mm above the dock.

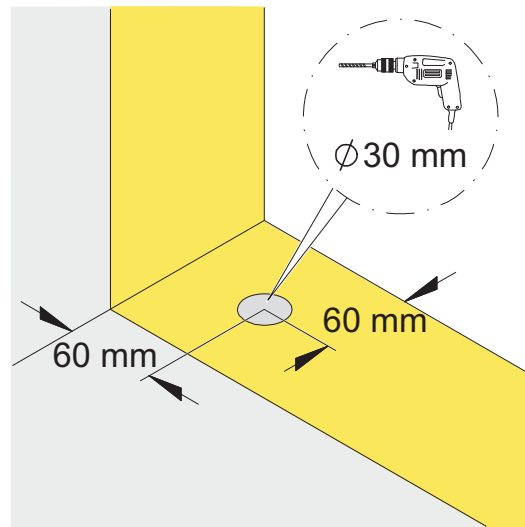


### 1.3 Suitable attachment points in the trailer

Hooks

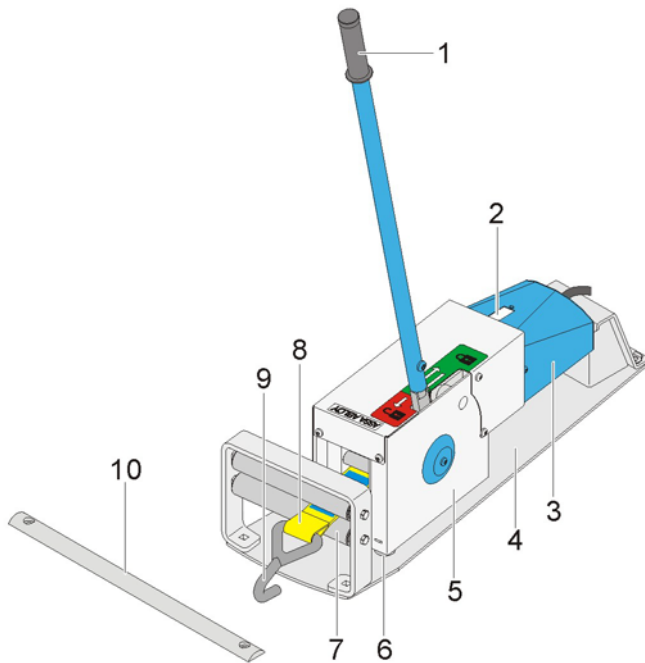


Hole in the rear bar of the truck body



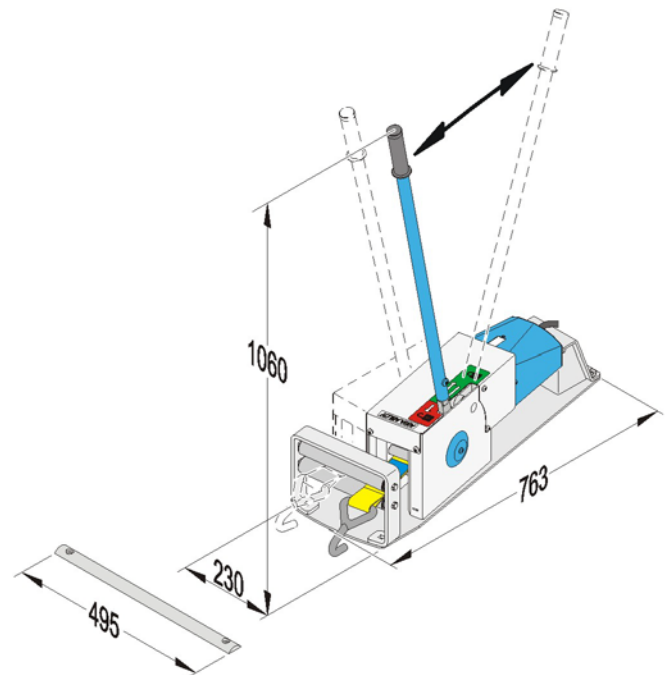
Note: Rear bar must be made of solid steel. It is not suitable for refrigerated vehicles with typical insulated rear bars. Load capacity for all attachment points is min. 40kN

## 1.4 Overview of the Truck Lock



- 1) Operating rod
- 2) Signal red/green
- 3) Tensioning / preload unit
- 4) Baseplate
- 5) Roller house
- 6) Rubber buffers
- 7) Roller bracket
- 8) Strap
- 9) Hook
- 10) Edge Protection

## 1.5 Overall Dimension





## 2. Safety features

### 2.1 Signals

Red	Control box of the dock leveler is blocked
Red	Restraint function is not activated (the strap is in the roller bracket or is not tight enough)
Green	Control box of the dock leveler is released
Green	Restraint function is activated (the strap is tightened)
Flashing red and siren sounds	Warning signal at 12kN restraining force if the trailer drives off

### 2.2 Safety functions

Warning signal at 12 kN restraining force:

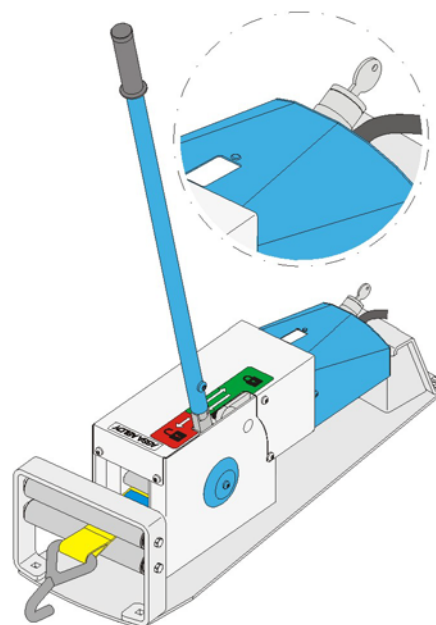
If the trailer drives off a siren sounds and the signal flashes red before the "breaking point" is reached. Standard setting from factory is 20 sec. (adjustable up to 120 sec in steps of 20 sec). This function helps prevent damages and injuries.

Breaking point at 35 kN restraining force :

If the trailer drives off, the strap will break at the front end about 150 mm behind the hook and the strap will roll back into the roller bracket. Damages to equipment including the complete load house installation and injuries to persons are avoided. In this event it is only the strap with hook that must be replaced.

Remark: Safety Equipment. Use only original strap with hook!  
Additional potential free contact is available for external use.

#### 2.2.1 Optional Key switch



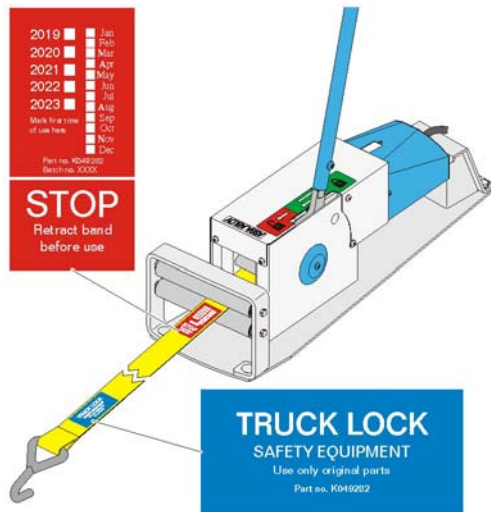
Key switch with two functions / two different switch positions

- 1) Turn off the warning signal.  
When the truck lock is equipped with the key switch, there is no time setting for the warning signal, the siren sounds permanently. With the key switch the siren is turned off.

Override the interlocking function.

In case the hook of the truck lock cannot be connected to the inside of the trailer this function allows the dock leveler to be used and the loading operation can be carried out. Either there is no suitable connection point inside the trailer or the connection point is covered by the goods.

## 2.3 Signs on the strap



## 3. Advantages

- The smooth release function makes it easy to operate for one person.
- The addition of the roller bracket and rubber buffers in the front part reduces the vibrations and hits in the whole system thereby prolonging the life time.
- Red/Green signal gives clear guidance to the operator.
- The loading personal is forced to activate the restraint system before the loading operation can be carried out; in this way a disciplined and controlled process is secured.
- Increases the awareness of safety and discipline around the loading operation.
- Helps to create safe working conditions; avoiding injuries, damages and interruptions in the flow.
- The truck lock fulfills the growing demands from Work Safety Bodies.
- With this safety device there is no obstacle on the yard; there is no collision risk and no problem with removal of snow.
- It is a reliable restraining function even during icy and snowy conditions.
- As the operation is inside the load house, life endangering situations with people outside, in the driving area of trailers, are avoided.
- The trailer is prevented from rolling away during the loading operation, life endangering situations for the forklift truck drivers are avoided.
- The warning signal before the breaking point contributes to preventing the occurrence of life endangering situations.
- Solid design with long lifetime at low operational cost (as well as low maintenance cost).
- Excessive usage of trailer horsepower is needed to break the strap.

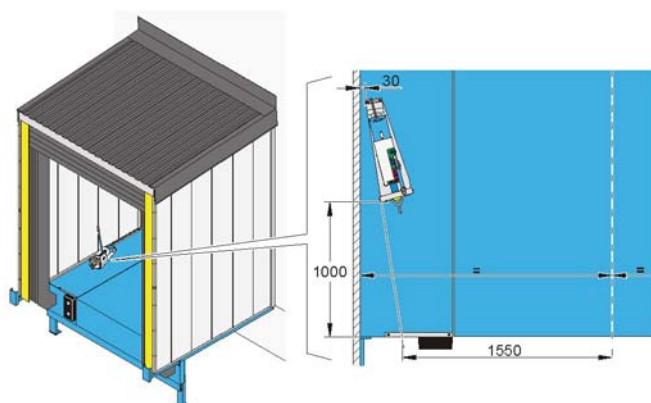
## 4. Installation

The ASSA ABLOY DE6290TL truck lock is designed to improve the safety at the docking station. It is a restraint system connecting the trailer to the building. It is designed especially for use in the typical load house installation. The truck lock is operated from within the load house so there is no need to go out into the yard. It is a manual device to be operated by one person.

A strap with a hook is connected to the trailer. The tensioning device creates sufficient force to prevent the vehicle from rolling away, uncontrolled, during the loading operation. The system includes a control box interlocking function, programmed so that the dock leveler can only be operated when the truck lock is connected to the trailer with the sufficient tension. The truck lock must be activated before the loading process can begin.

### 4.1 Installation of the Truck Lock

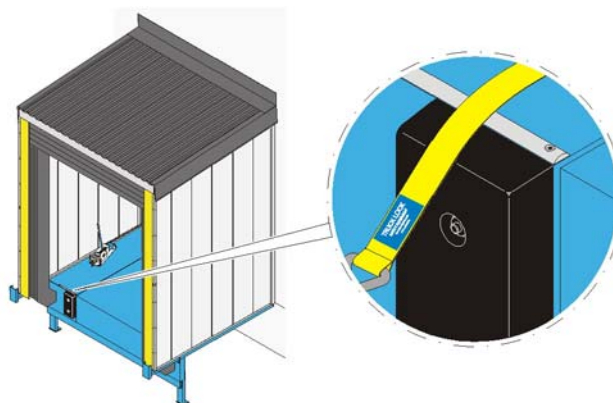
The truck lock is placed outside in the load house on the rigid side platform of the Autodock. The position is on the right side.



Remark: The truck lock is not designed for installation on an open ramp without any weather protection (like from a load house).

### 4.2 Edge protection

During the loading operation there will be vertical movements of the trailer; the forces from these movements are transferred to the strap. The edge protection at the front end of the Autodock platform prevents the strap from wearing out.



## 5. Service you can rely on



### Gold

#### The ultimate protection

With full coverage, Gold Service enables you to plan and budget your expenses annually.

- Spare parts for emergency calls
- Labor and travel costs for emergency calls
- Replacement of components according to preventive maintenance schedule and to fulfill legislative and safety requirements

### Silver

#### Added advantages

With cover for all service calls during business hours, Silver Service offers you peace of mind.

- Labor and travel costs for emergency calls
- Preventive maintenance

### Bronze

#### Scheduled Service

With scheduled on site visits, Bronze Service means you know that your doors and docking systems will be regularly serviced and inspected.

- Preventive maintenance

#### Included in all packages

1-4 scheduled maintenance visits per year

24/7 priority service hotline and fast response

Safety, compliance and quality control checks

Documentation reports provided on site

#### Expert service you can rely on

A healthy business enjoys a steady flow of goods, services and people through its entrances every day. But heavy traffic puts entrances under pressure as every component works to keep them running.

ASSA ABLOY Entrance Systems offer the industry's most complete, flexible service solutions. Because even something as robust and well-engineered as an ASSA ABLOY door or docking system needs to be serviced to stay in great working order.

#### Pro-active care packages

An ASSA ABLOY service agreement gives you service you can rely on. We have specialized local service technicians on call to take care of your service needs. Equipped with a wide range of spare parts and expertise, to keep your industrial doors and docking systems running.

With an ASSA ABLOY service agreement you can ensure reliable, safe and sustainable operations at every entrance under your agreement, including doors and docking systems, independent of brand.

#### ASSA ABLOY e-maintenance™ (optional add-on)

For an online overview of your entrance systems and history, add ASSA ABLOY e-maintenance™ to your service package for:

- Easy access to real-time data on all your doors
- Planning, order and service information
- Overview that helps you control lifecycle costs

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Every day, we help billions of people to experience a more open world.

**ASSA ABLOY**  
Entrance Systems

ASSA ABLOY Entrance Systems provides solutions for efficient and safe flow of goods and people. Our offering includes a wide range of automated pedestrian, industrial and residential doors, loading dock equipment, perimeter fencing and service.

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