

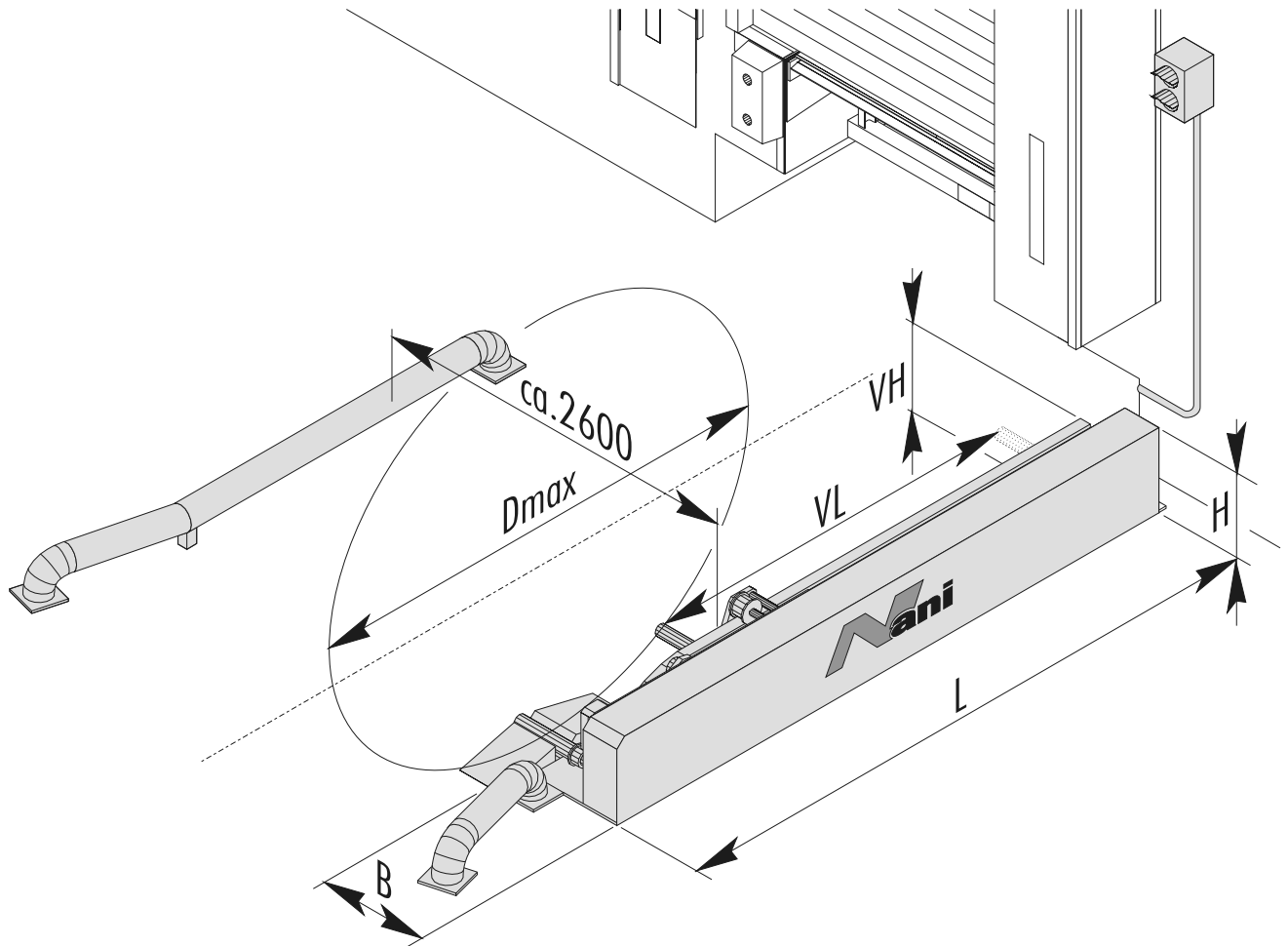
The automatic NANI-truck restraint is characterised by the fact, that it neither can be influenced by the truck-driver nor by the staff. That means that after the docking the truck can be moved neither intentional nor unintentional. When the truck is docking it drives with its rearmost wheel into the truck restraint and takes it in that way to the loading position. There comes it to an **automatic** locking of the truck restraint.

Now the control of the dockleveller gets activated and the loading procedure can take place. After the loading procedure is finished and the dockleveller is back in idle position the truck restraint gets unlocked and the truck is able to drive away. At this the truck brings the restraint back into its home position and the next truck is able to dock.

Changes to specification maybe made without prior notification.

WF1-9705-E

Nani - Automatic Truck-Restraint



| | |
|-----------------------------------|---------|
| Length L | 7000 mm |
| Width B | 600 mm |
| Height H | 530 mm |
| Locking length VL | 4100 mm |
| Locking height VH | 420 mm |
| min. Diameter of wheel D_{\min} | 800 mm |
| max. Diameter of wheel D_{\max} | 1200 mm |

WF2-9806-E

Changes to specification maybe made without prior notification.



...for optimal loading
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