

# GWC-1000 Global Wheel Chock

Safe and dependable communication system.

## Unique Chock Profile

Manually positioned extra-long footbed allows tires to maintain continuous downward force, helping to reduce potential hazardous movement during loading.

## Maintenance-Free Design

Simple design incorporates switches that do not require adjustment as climatic conditions change. Design complies with OSHA Standard 29 CFR 1910.178.

## Flexibility to Service Widest Variety of Trailers

Ability to service a wide variety of trailers from specialty to lift gates and intermodal, all while maintaining effective light communication.

## Constant Operational Communication

An ultra-sonic sensor in the chock integrates to the communication package via coil cord, providing audible and visual alarms to help clearly indicate safe chock engagement.

## Optimizable Dok-Lok Style Light Communication System

Optimizable controls support future upgrade to any other Rite-Hite Dok-Lok vehicle restraint. Upgradeable to Dok-Commander® Combined Control Package to integrate vehicle restraint, leveler and door controls.

## Rite-Vu™ Hazard Recognition and Communication System

Interior/exterior LED Rite-Vu™ light communication system, includes Approach-Vu™, Pedestrian-Vu™, Corner-Vu™, Leveler-Vu™ and Lok-Vu™. Each component can be ordered with the Lok® or added at any time to optimize loading dock safety.

## Protect Drive Approach to Increase Productivity

Further increase productivity with Lok-Vu™ an outside camera system which displays on an inside monitor, helping to confirm, when a trailer is present and secured, or when challenges arise.

## Security System Interface

Dok-Lok® vehicle restraints help physically enhance security when the control package is linked with an active building security system. If an engaged restraint is tampered with, the building security system is notified and facility protocol is followed.



Ultra-sonic sensor detects when chock is properly engaged



Junction box



Coil cord communicates between wheel chock and Dok-Lok Style Light Communication System



**Opti-Vu** By RITE-HITE An intuitive digital tool for data-driven decision making

More than just sensors and data, the Opti-Vu® IIoT platform monitors equipment, captures events, synchronizes vital information and facilitates data-driven behavioral and process change. *(subscription & additional hardware required)*

# Specifications

## General Description

The manually positioned Global Wheel Chock (GWC-1000) is designed to resist the forward movement of trailers by obstructing the trailer tire. The aluminum extruded 9.5" (241mm) high barrier acts as a wheel wedge between the trailer tire and approach. Dok-Lok® Style Light Communication System instructs the trailer driver and loading dock personnel when conditions are safe to perform loading/unloading operations.

## Operation

**Restraining the trailer:** **1.** After the truck has backed into the dock with green light, an attendant/driver removes the GWC from its storage bracket on the building wall and places it in front of the rear trailer tires. **2.** Once the GWC is placed in front of the tire, and the tire is sensed, the outside light will change to RED. The inside light will remain flashing red and the inside horn will pulse, notifying the inside operator to press the "LOCK" button.

**3.** Once pressed, the inside lights change to GREEN and the inside horn will stop pulsing. **4.** This signals a safe condition for the fork-lift driver. **5.** Outside the lights will remain RED warning the driver not to move.

**Loss of contact with the tire:** **1.** If the GWC is removed or does not sense the tire, an alarm will sound on the outside of the building and on the inside control box, and the inside light will change back to RED. **4.** Once the GWC is repositioned appropriately and "LOCK" is pressed, the lights will switch back to a safe loading state.

**Disengaging the trailer restraint:** **1.** After servicing is complete, the operator will press "UNLOCK". **2.** The inside lights will switch back to RED and the Outside Lights will switch between RED and GREEN. **3.** The attendant can then remove the GWC, using the "extracting method" and place it on the storage bracket. **4.** Once the GWC has been removed the outside light will change back to GREEN. Truck Driver safely pulls away.

## Construction

The GWC is made from a continuous Aluminum extrusion with a yield strength of 40KSI. The standard model includes internal steel insert contains the mounting for the ultra-sonic tire sensor, junction box for wire containment, 10' (3.1M) coil cord attachment and ergonomic positioning handle. There is a steel hanger bracket with electrical junction box for storage when the unit is not in use.

## Installation

The steel hanger bracket is mounted to the outside of the building for storage of the GWC when not in use. Standard driver's side orientation (right), existing units can be reassembled in the field to left or right hand mounting.

## Electrical/Controls

Mounted in an interlock capable, NEMA 4X, gasketed control panel and enclosure assembly. The control panel is fully operational at all times; contains solid-state components. The ultrasonic tire sensor is outdoor rated (IP67). Electrical component and wiring are UL listed or recognized. The GWC-1000 wheel chock requires a power source of:  110-120/1/60 or  208-240/1/50 (Int'l) **Ship Controls with Restraint:**  Yes  Dok-Commander®  Special CB  Ordered  CB Shipping Separately  Existing Rite-Hite Controls

## Warranty

Base Controls with 1 yr parts / 1 yr labor warranty\*  **Opti-Vu®** Extended Warranty included 2yr parts / 1yr labor warranty, coded horn override, self-diagnostics and security system interface\* (Warranties from date of shipment are subject to standard limitations and liability\*. Additional subscription required for **Opti-Vu®** data streaming platform. For extended warranty options, please consult local Rite-Hite® distributor.)

## Rite-Vu™ Hazard Recognition and Control

**Approach-Vu™** : Detects a backing trailer on the drive approach and presents a clear visual and audible warning to pedestrians.

Yes (Shelter proj. > 36")  Yes (Shelter proj. <= 36")

**Pedestrian-Vu™** : Detects and signals when there is activity inside of the trailer. An audible alarm sounds when an unsecured trailer is entered.

Drive-Through RHV Pedestrian-Vu™

**Corner-Vu™** : Provides clear immediate line-of-sight light communication system status to dock personnel before entering the trailer.

**Leveler-Vu™** : Confirms light communication system status to dock personnel while exiting the trailer.

Vertical Leveler Leveler-Vu™

## Interlock Options

**Inside Green Light to Operate Equipment:**

ITL (APB or Comp LVLR)  ITL (EOD)  ITL (OHD)

ITL (RHH/RHJ/H1-3/HV)  ITL (RHV4/HDVHL)

**Equipment Stored to Unlock Restraint:**

ITL (LVLR STRD/RHE) switch by Rite-Hite®

ITL (LVLR STRD/PIT) switch by Rite-Hite®

ITL (LVLR STRD/RHJ5/HJ22/HJ32) switch by RH®

ITL (OHD STRD) switch by Rite-Hite®

ITL (LVLR STRD/HDVHL) switch by Rite-Hite®

ITL (OHD OPRTR/UNLCK) switch by others

ITL (LVLR STRD/RHV41) switch by RH®/New Leveler

ITL (LVLR STRD/RHV4) Field/Existing Leveler

ITL (OHD STRD PHOTOEYE) switch by Rite-Hite®

**Dok-Guardian™** Stored to Operate Restraint

» **Outside Truck Driver Communication System:** Flashing red or green lights and signs indicate when it is safe to back in or pull out. Signs/decal languages:

French Canadian  English (Standard)

Portuguese  Spanish

» **Inside Dock Attendant Communication System:**

Flashing red or green lights indicate when it is safe to perform loading/unloading operations.

» **Audible Alarm:** An inside alarm provides a positive signal and red light when a tire has not been properly engaged.

» **Audible Alarm Override:** Push-button controls allow personnel to override the audible alarm, causing inside lights to flash red and green in alternating pattern.

## Client Info

Company Name

Date



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