



* TPR® UniLock shown with advanced communication controls.



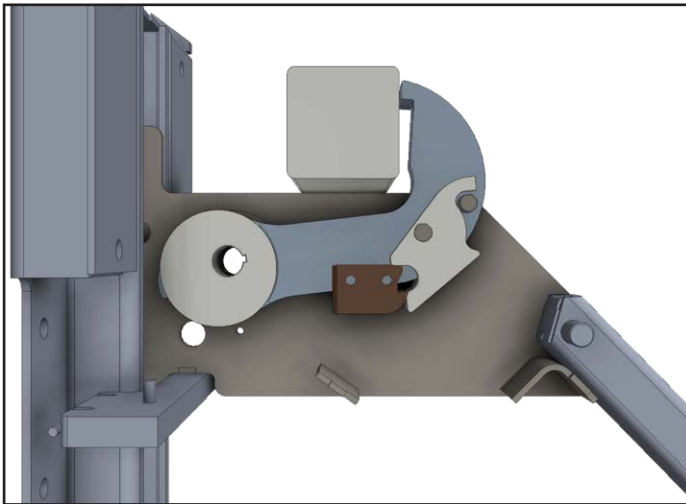
DLM Overview...

- Industry Experience Since 1962
- Extensive Application Experience
- Fully Integrated Manufacturing Facilities
- On-Site Engineering & Customer Support
- National Network of Knowledgeable Sales and Service Representatives
- Superior Structural Construction
- Accepted Nationally by Fortune 500 Companies

Since introducing the “freight industry’s” first Edge-of-Dock leveler in 1962, DLM has continued to improve productivity and safety at the loading dock. As an upgrade to the TPR Series, the DLM fully automatic UniLock Vehicle Restraint provides advanced features that make it universally effective on any obstructed Rear Impact Guard (RIG), including intermodal trailers with cover plates. The UniLock is the only trailer-positioned restraint to release “RIG Wedge.”

Advanced Cam Design

When the dock attendant is ready to release the trailer from the restraint, often times on other restraints the pressure applied to the restraint's hook from the trailer's Rear Impact Guard (RIG) during loading/unloading creates what's known as a "RIG wedge," which prevents the restraint from storing. But the UniLock's advanced cam design makes it the only restraint that first rotates the hook away from the rear impact guard to remove the pressure, and then continues down into the stored position. This eliminates the need for the driver to reverse the truck to remove "RIG wedge" pressure from the restraint before storing.



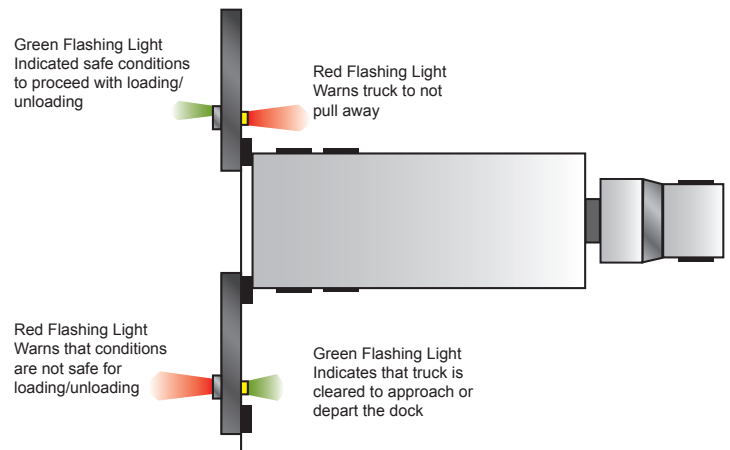
UniLock Vehicle Restraint Design Features...

- iDock® Controls with Interactive Message Display
- Locking Mechanism Maintains Engagement on the Trailer's Rear Impact Guard (RIG)
- Advanced Cam Design Rotates Hook Away from Rear Impact Guard to Release "RIG Wedge" Pressure
- Universally Effective on Any Obstructed RIG, Including Intermodal Trailers with Cover Plates
- Advanced Three-Color Light Communication System
- Automatically Ensures Safe Capture or Auto-Stores
- Automatically Re-engages if the Restraint is Forced Down
- Low Profile 9" Carriage - Service Range 9"-30" Off Grade
- Restraining Force in Excess of 32,000 lbs.
- Exclusive Designed Gear Motor Keeps Hook Continuously Engaged
- IP67 Rated Motor, Submersion Proof up to 1 Meter of Water for 30 Minutes

Effective Communication

The UniLock restraint uses advanced iDock Controls with a 3-color LED light system. As a truck approaches, the exterior communication light is green and the interior light is red. Once the trailer is restrained, the interior light changes to green, allowing the dock attendant to safely enter the trailer while the exterior light turns to red, warning the driver not to pull away from the dock. When the trailer is released and the restraint hook is safely stored, the lights revert back to a green exterior and red interior.

If the UniLock is unable to secure the trailer's RIG due to abnormal trailer conditions, the restraint will communicate the fault condition by illuminating an amber "Caution" light on the iDock Controls. In "By-Pass" mode the exterior light is red and the interior light is green, accompanied by the amber caution light indicating to the dock attendant to proceed with caution.



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