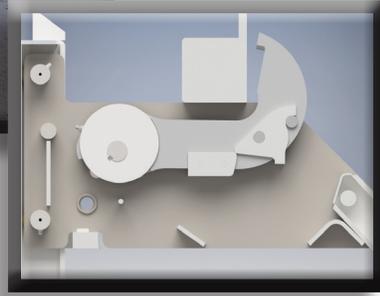


# UPGRADE TPR TO UNILOCK TO RELEASE “RIG WEDGE”



**Company:** D&G Transportation

**Location:** Germantown, WI

**Industry:** Refrigerated Transportation

**Challenge Overview:** Vehicle restraints getting wedged on the Rear Impact Guard, forcing the truck driver to reverse the trailer.

**Equipment Solution:**  
Poweramp TPR UniLock Vehicle Restraints

## Challenge

D&G is a cold storage and transportation company in Germantown, WI. Their distribution center has several loading docks, all equipped with Poweramp's Vertical Storing levelers and TPR vehicle restraints.

While the TPR vehicle restraints were providing D&G with safer loading docks, the momentum during the loading/unloading process caused the trailer to move forward, creating “RIG Wedge” on some trailers, where the Rear Impact Guard is pressed into the restraint and doesn't allow the hook to disengage when loading/unloading is complete. This would force the truck driver to reverse the trailer in order to release the restraint from the RIG.

## Solution

Poweramp decided that the issues D&G was facing with RIG Wedge, the perfect solution would be the new UniLock Vehicle Restraint, which is the latest upgrade of the standard TPR.

The UniLock has an advanced cam design that first rotates the hook away from the Rear Impact Guard to release RIG Wedge pressure and then down into a stored position. This makes the restraint universally effective on any obstructed RIG, including Intermodal trailers.

The other advantage to the UniLock is that it has a unique locking mechanism that prevents the hook from being forced down, so trailers are always secured even if pressure is applied from the RIG during the loading/unloading process.

## Results

After having the Poweramp UniLock restraints installed, D&G found that it solved their problem with RIG Wedge. No matter what trailer type, once the momentum of loading/unloading caused pressure between the RIG and restraint, the UniLock was able to successfully release its hold on the RIG without having the truck reverse to release the pressure. This convenience has helped improve efficiency at the D&G loading docks.

*“Our trucks were being secured to the docks, but the restraint was getting stuck when pressure was applied. The new UniLock has saved us a lot of time by not needing the trucks to reverse each time we want to release the trailer from the restraint.”*  
– General Manager