Safety at the dock

KING470®

The new generation of automatic wheel chocks

KING470®

The best partner for ensuring the safety of your truck and trailer loading and unloading operations.

- Impassable for semi-trailers
- Perfect wheel detection
- No damage to mudguards
- Suitable for heavy traffic
- Unbeatable TCO in its category

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Automatic operation

The advantage of a fully automatic system over manual wheel chocks is obvious:

- No discussion with the driver is necessary.
- No possibility of incorrect placement of the wheel chock.
- No risk of the wheel chock becoming stuck under the wheel.

The handler is 100% in control of his own safety.

Unsurpassable height for semi-trailers

The main purpose of a wheel chock is to prevent any untimely departure, whether unintentional or even intentional.

Thanks to its height of 470 mm, it is impossible for the driver to drive off before removing the chock.

The handler is 100% confident that they are working in complete safety.

Tensile strength according to FEM and ANSI

The **KING**470® can withstand a horizontal force of 170 kN, which exceeds FEM class 3 (115 kN) and ANSI MH30.3-2022 (100 kN).

EMC Class 3 requires the wheel chock to make it difficult to drive away and alert the driver. The **KING**470® does more than that: it makes it impossible for all conventional trailers to drive away.

Preservation of mudguards thanks to “TOUCH & BLOCK”

A common problem with impassable wheel chocks is damage to mudguards. Self-propelled systems destroy the rear mudguard of the wheel they drive. Electromechanical systems damage the mudguards between the wheels.

Thanks to the pending “TOUCH & BLOCK” patent, the **KING**470® fits smoothly between the wheel and any mudguard.

No more arguments with unhappy drivers!

No obstacles when docking

The **KING**470® can be installed on existing docks. There are no obstacles along the entire length of the truck’s path that could destabilize loads. No special skills are required on the part of the driver! Thanks to its generously sizes tubes, it guides the truck perfectly to the center of the dock.

Trafic light on the chock

Thanks to the 100 mm dual LED light mounted on the front of the chock, there is no risk of misinterpretation by the driver.

This system is much safer than trafic lights mounted on the front of buildings.

Constant pressure on the wheel

Monitored hydraulic pressure ensures that the wheel is always under sufficient pressure. This means there is no risk of slippage and guarantees that the wheel is truly locked, unlike self-locking or electromechanical systems, which can give the impression that they are locked when, for example, the rack is defective.

The operator can have 100 % confidence.

Very easy to use

The **KING**470® is the world leader in ease of use. The operator can be trained in 5 minutes. It is impossible to make a mistake. The control system has been designed entirely with the operator in mind.

There are only two buttons:

- **LOCK** – locks the truck
- **UNLOCK** – unlocks the truck

Only one button lights up:

the one for the operation it can perform.

As soon as the button is pressed,
it flashes until the operation is complete.
Then the button for the next operation lights up.

It's child's play, no fuss.

Compact control box

The indoor control box takes up very little space. It fits easily between other boxes. Its signage is simple and effective.

GREEN indicator: I can work safely and open the door

RED indicator: I cannot open the door

Low hydraulic pressure

The hydraulic pressure does not exceed 60 bar. This is much lower than other comparable systems.

No more internal leaks or oil loss.

The technical department can rest easy.

Guaranteed wheel detection

Thanks to the pending "TOUCH & BLOCK" patent, wheel detection is optimal regardless of the type of rims and tires.
From 265/55-19.5 (ø787 mm) tires to 385/65-22.5 (ø1072 mm) tires, there is no need to worry.

No mechanical wear parts

One of the key advantages of the **KING**470® is that it has no mechanical components that are subject to wear. When forklifts drive in and out of trailers, the pressure exerted on the wheel chock can be very high, which wears out all the mechanical transmission parts and results in very high maintenance costs in the long term. The **KING**470® has no driven or locked mechanical parts. This ensures a very long service life at low cost.

TCO close to investment cost

When a company invests a significant amount in the safety of its workers, it does not want to pay for the equipment a second time in repair, maintenance, or truck damage costs.

The **KING**470® is designed with standard electrical and hydraulic components. Its mechanical construction is extremely robust and requires virtually no maintenance. A simple annual service check allows the general condition to be verified and prevents any minor problems from escalating. Thanks to the pending "TOUCH & BLOCK" patent, overall operation is smooth yet very powerful.

Choosing an investment that will withstand the particularly destructive environment of trucks and trailers requires serious and detailed technical analysis. It cannot be done based on impressions or misleading computer-generated images.
The **KING**470® is the result of the experience of specialists who have been active in the dock safety market for over 30 years.

It offers the best quality/safety/price ratio to ensure that your truck loading and unloading operations are carried out in complete safety for your dock personnel! And this for many years to come, with low and predictable maintenance costs.

Main technical specifications

- Locking height: 470 mm
- Useful longitudinal stroke : 2800 mm
- Clamping force: 170 kN – FEM class 3
- Door center distance: min. 3700 mm
  (chock side: 2150 mm / opposite side: 1700 mm)
- Clearance in front of the dock: 8.5 m – concrete – in a single plane
- Locking time: 15 to 60 seconds
- European manufacture
- Electrohydraulic unit: external, 1.5 kW motor, hydraulic pump, tank
- Power supply: single-phase 230 VAC

KING470®
the highest level of safety for your warehouse workers.

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