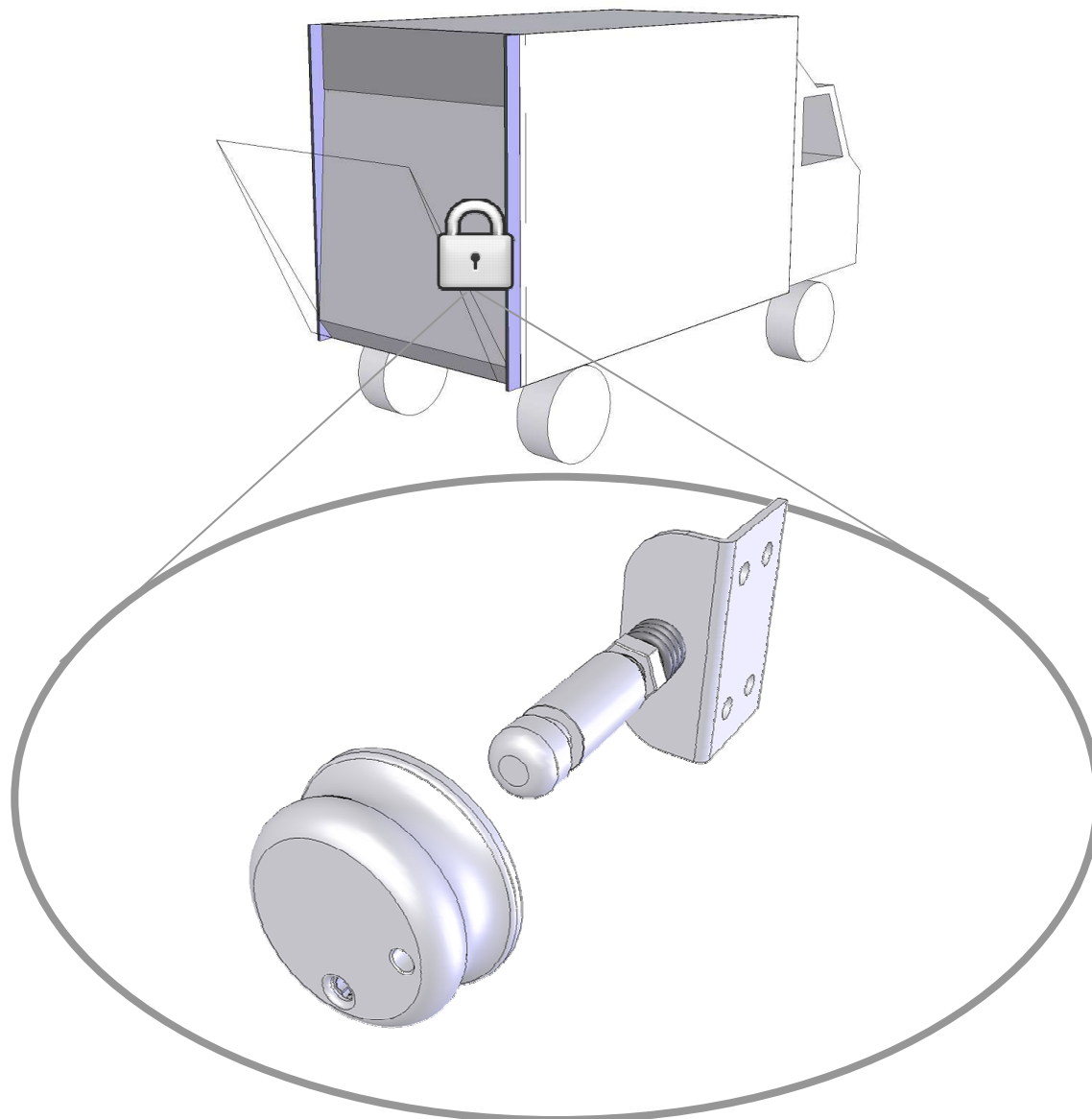


GATELOCK

NEW SERIES

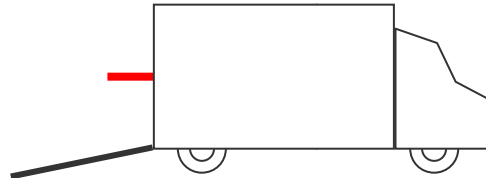
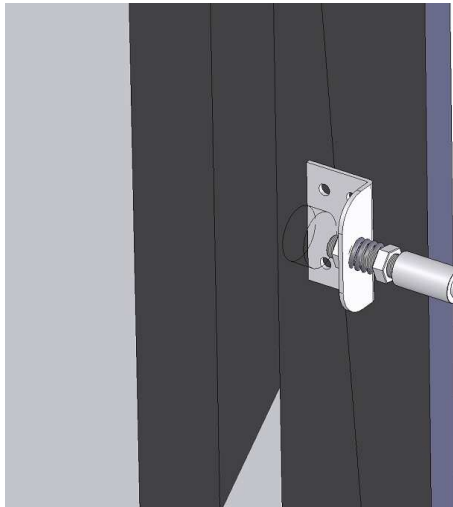
VAN



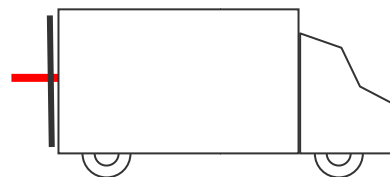
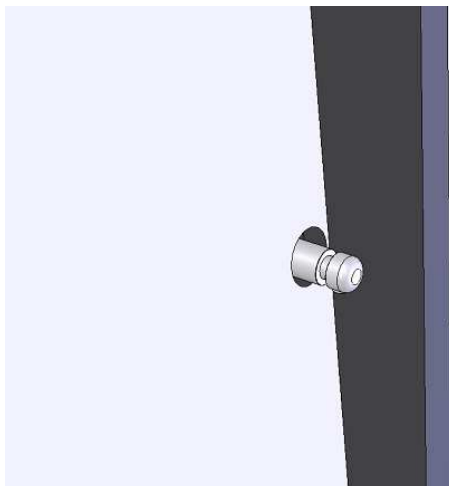
Serie 5

EXTERNAL LOCKING SOLUTION
FOR COMMERCIAL VEHICLES
WITH TAIL LIFT
(G5-T SERIES)

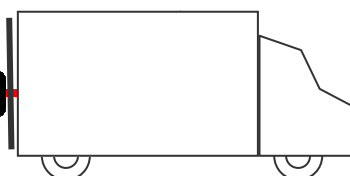
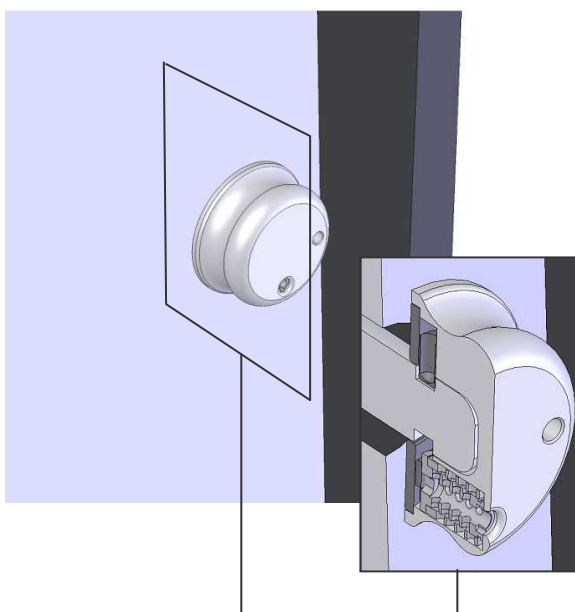
HOW IT WORKS



- Tail lift opened;
- Lock is not applied (could be fixed to the frame with the appropriate cable)



- Tail lift closed: the hole on the tail lift is centered with the locking pin;
- Lock not applied

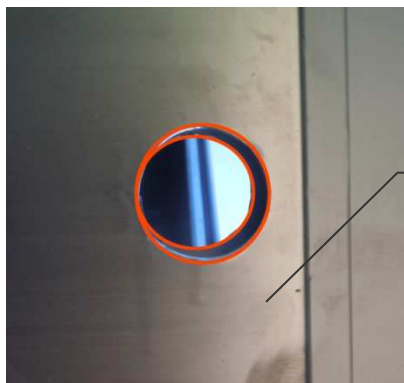


- Tail lift closed
- Lock applied & armed. The lock arms automatically pushing it into the locking pin.

INSTALLATION

The lock is made of 2 parts which are coupled through the tail lift. It is a cylindrical lock, with a locking pin applied to the side of the vehicle body and a hole on the tail lift in correspondence of the locking pin.

Therefore, it is necessary to run a passing hole of 25-30mm with a hole saw through the tail lift



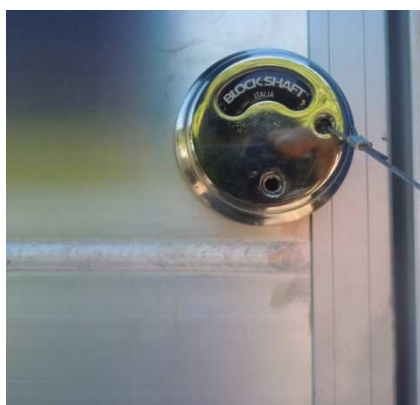
Hydraulic Tail
Lift

The support bracket of the locking pin must be secured by welding, or, alternatively, by mechanical fixing with 4 pins. Obviously such application depends on the vehicle and can therefore vary from model to model.

The locking pin is fixed to the bracket by placing a spring that allows deviations of the tail lift closed with the lock fitted.



In order to avoid the loss of lock, you can connect it to the frame of the body using a steel cable and eyelet arranged on the lock, taking care not to move with the lock off.

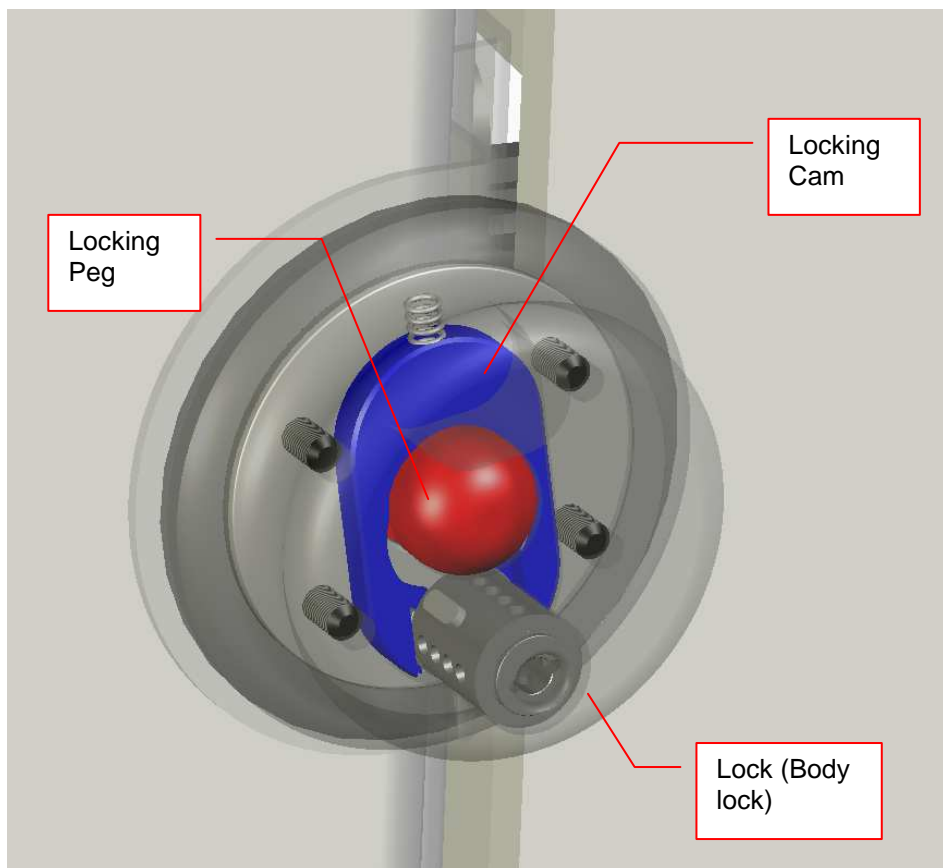


**DO NOT DRIVE
WITH THE LOCK
UNFITTED**

TECHNICAL FEATURES

Cam locking System

The lock uses a particular cam as a locking member with a elliptical shape that engages the peg of the shaped plate fixed to the door. This has several advantages



First, when the lock is closed, the coupling armor-cam-locking pin-tail lift generates a unique body able to resist more effectively the attacks of various burglary tools (hammer, chisel, crowbar, screwdriver, pliers ..). In particular, the pin fits and disappears entirely in the armor and joining it firmly thanks to the cam.

In the second place, the locking pin with compression spring allows deviations of the group padlock-bank both during driving on bumpy, which is produced as a result of a decay in time of the recordings of the hydraulic system.

The coupling of the lock with bolt happens very simply hitting the lock body and applying light pressure on it without the help of the key.

High Security Lock – NETOMA®

NETOMA® is the cylinder used on Gatelock Van (serie 6°). This high security cylinder was born to combine the opposite stems of security properties, dimensions and easy of use.

The key insertion is really easy. It has a perfectly cylindrical profile (side picture) not characterized by a preferred direction of insertion.

The cylinder is patented and duplication of keys are not possible except under specific authorization.

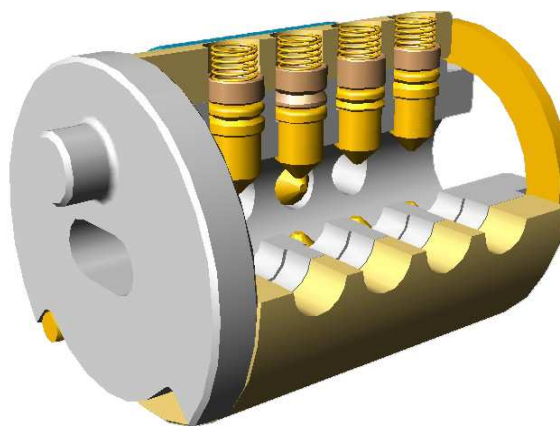
In reference to the classification according to European Standard EN 1303, the cylinder NETOMA® falls under the category of cylinder lock with barrel (rotor) internal and external stator; the movable elements of retention between the two rotating elements are mounted on a cylindrical piston 4 file and operated by a key radial cylindrical profile with accommodation to imprint a truncated cone.



The cylinder is equipped with a high number of combinations: having in fact available to steps 16 and 4 different types of pistons, it is theoretically possible to reach a value of approximately 4 million combinations. This is obviously a limit value which must be subtracted from all those combinations related to technical constraints. Despite this, the number of encryptions actual remains remarkably high, exceeding 50,000.

The particular input profile of the barrel does not allow in any way the possibility of putting under tension the rotor, thereby preventing attempts to open with crowbar.

All moving parts are made of steel with very high strength and hardness, so as to effectively resist any attempts to

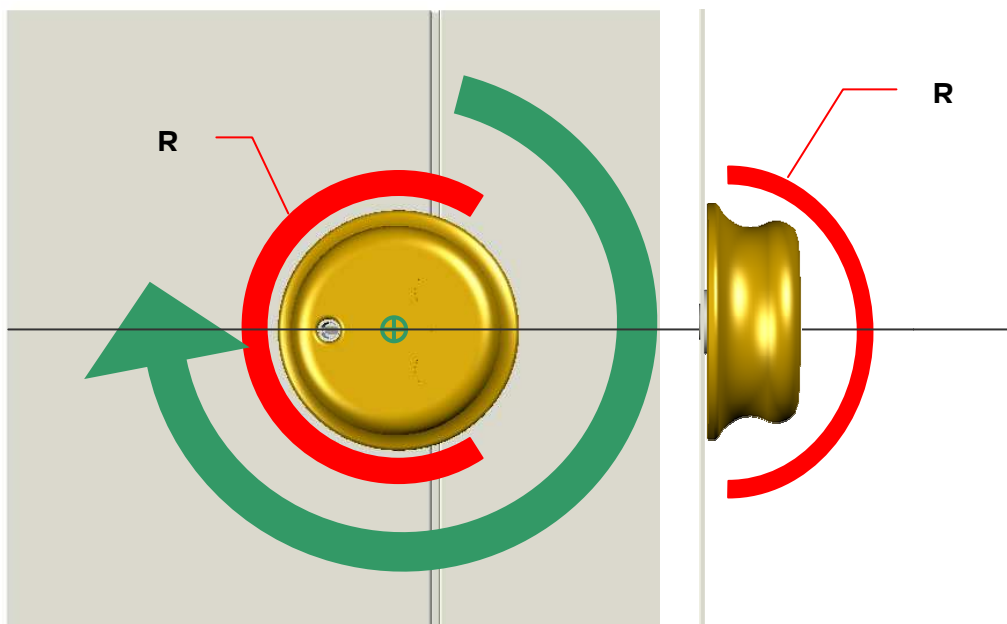


drill, chisel attack, twisting and removing the barrel.

The NETOMA Cylinder (series 4°) has been tested according to EN1303 from ISTITUTO GIORDANO, Technical organization at the forefront of product testing, certification, research, planning and training since 1959. The Institute has a section SECURITY, that takes care of checking the safety burglary. The section operates a system of quality management according to the UNI CEI EN ISO / IEC 17025 accredited and is also Sinal (accreditation no. 0021). The laboratory is also recognized as the reference laboratory by inspection or certification which RINA., Resister Lloyd, Bureau Veritas, ICIM, UNCSAAL, UNI, ECBS and from E.S.F.G

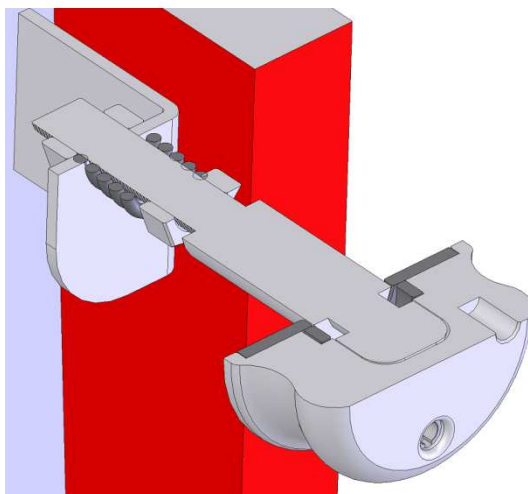
Geometries

The shape of the lock is fully rounded and joined and this prevents the most common burglary tools (pliers, wrench giratubo, hammer and chisel, ..) to grab and pluck up the lock.



Thanks to the principle of operation (coupling centered on the pivot) when the padlock is closed, is free to rotate on its axis. In this way, it is impossible to grasp and then force it.

Each sealing member is not easily accessible and therefore unassailable. In particular the cam and the pin are fully integrated in the armor, separated from the outside by several millimeters of steel carbo-nitrided and galvanized. The lock body is made starting from the full steel bar, and subsequently machined with CNC machines.



The raw material (Steel for the armor and stainless steel for the cam and the pin), the surface treatment for reinforce it (carbo-nitriding) and the accessories and the thickness of the structure are the natural defense of the lock against the use of the drill and hacksaw.