

Art. XPV01/2/3

EXTERNAL PADLOCK TO PROTECT THE LOADING AREA

OF COMMERCIAL VEHICLES (up to 3,5 tons)

MODEL: GATELOCK XP VAN
(AUTOMATIC & MANUAL OPERATION)

IMPORTANT INFORMATION

Introduction

Dear Customer,

Thank you for buying GATELOCK XP VAN. The most reliable locking solution to protect your commercial vehicle.

Please read carefully the instruction of how to use & install the GATELOCK XP VAN, and so to avoid any mistake during the process.

Proper Use of the Lock

The lock actuated with the key and its components are suitable for environments with the following characteristics:

- Maximum relative humidity 95%
- Ambient temperature - 20°C + 60°C.

The accessories are made in such a way that they can be assembled on original components of the lock. If any unauthorized part is used on the lock, the characteristic of the lock will be compromised. The intended use for this purpose is a requirement for the use of the lock.

The operation of the lock and accessories, supplied by BLOCK SHAFT, has been checked. If third-party components are used, it will be necessary to inform the manufacturer if you are unsure about the suitability of the product.

To ensure the use in accordance with the purpose, proceed as follows:

- Providing people with relevant information and necessary instructions in this regard.
- To be installed by qualified personnel, in accordance with the installation instructions. In this regard, it is necessary to comply with the rules in force.

The intended use for this purpose is given, when the padlock and accessories:

- They are used as contemplated by the definition of specifications and installation data.
- They are not used inappropriately.
- They are treated periodically according to the instructions of maintenance and care.
- They are not used beyond their wear limit.
- They are repaired in case of failure, by qualified personnel.

The Contractor / The manufacturer declines all responsibility in case of injury to persons and damage to property as a result of inappropriate use or command, which is not in accordance with the purpose.

Improper Use of the Product

Improper use of the device, is :

- When you do not follow the guidelines used for the intended purpose.
- When proper operation is prevented by the contribution of foreign objects and / or non-compliant in the area with the aim of opening in the enclosure or in the feedback / cone.
- When the locking system or feedback / cone is subject to tampering , which shows a change in the structure , operation or function.
- When , to keep open the tailgate or damage is excluded inappropriately latch or other locking elements additional .
- When the closure elements are mounted and subsequently processed in such a way as to prevent the operation , eg . painting over the moving components , such as eg . the latch .
- When to use the key cylinder with normal hand pressure , excessive loads are transferred on the closing system .
- When the crack between the door and the door frame or door and necessary increases or decreases due to, for example, the displacement of the same or lowering the tailgate because of the failure of the hinges or due to deformation caused by shocks .
- When using gears , levers or the like to operate the locking system .
- When you operate the handle and the key at the same time .
- When the lock is locked / unlocked with inappropriate items .
- We use measures other than those listed in the technical data .

The safety instructions are for the installation and use of the lock. They should always be considered !

- The manufacturer declines any damage due to the use does not conform to the purpose.
- For safety reasons , the lock is designed to be combined with the original parts BLOCK SHAFT . Using non- BLOCK SHAFT will affect the characteristics of the padlock.
- The tailgate must be closed mechanically with ease.
- The installation and repair of lock requires expertise ; therefore should only be performed by qualified personnel.
- For safety reasons it is not allowed to transform , modify, or perform temporary repairs . When replacing components , it is acceptable to use only genuine replacement parts .
- With regard to the safety features of the lock , the manufacturer is , under the rules in force, responsible only when the maintenance, operation and modifications have been performed by the manufacturer or by his agent , according to the manufacturer's instructions .
- BLOCK SHAFT disclaims all liability for damages of any kind caused by a faulty operation , modification, or maintenance.

Operation



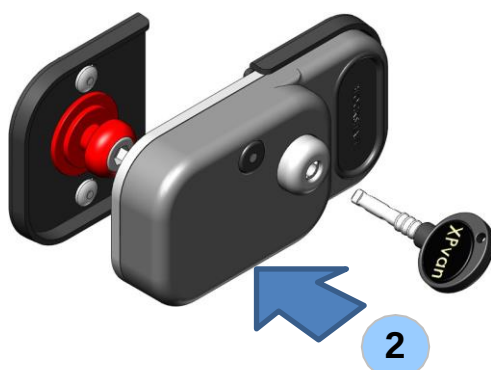
OPENING



1. Insert the key and turn it about 180°. At the end of the rotation, the latch locks and the key can be extracted returning it to 0°.



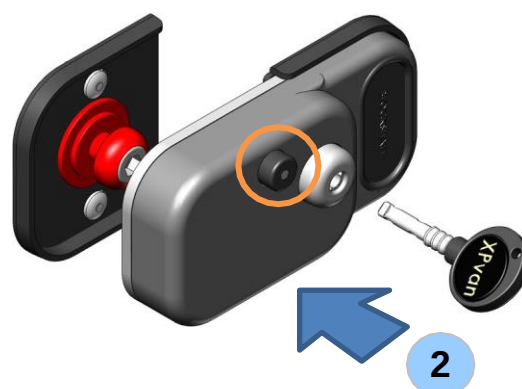
AUTOMATIC-LOCK



2. SHUT THE DOOR. THE PADLOCK CLOSSES AUTOMATICALLY



MANUAL OPERATION



2. Shut the door. THE LOCK REMAINS OPEN & the button remains pullet out.



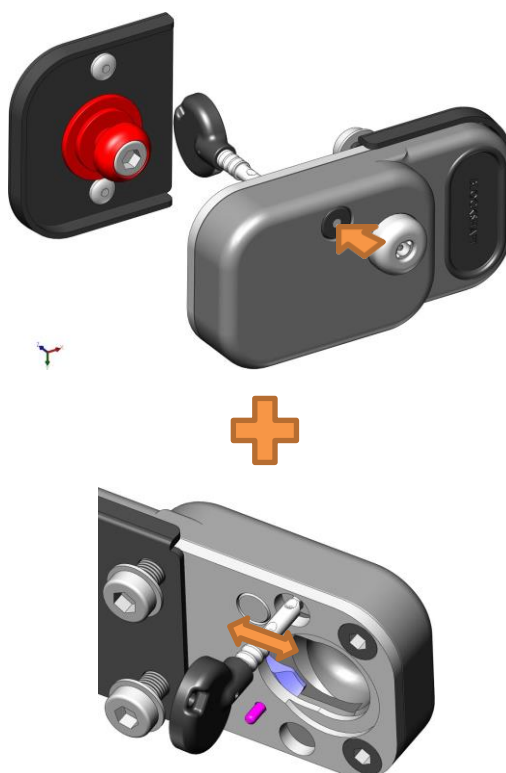
3. Push the button. THE LOCK CLOSSES (No need to use the key)

AUTOMATIC / MANUAL OPERATION CONVERSION (push closure)

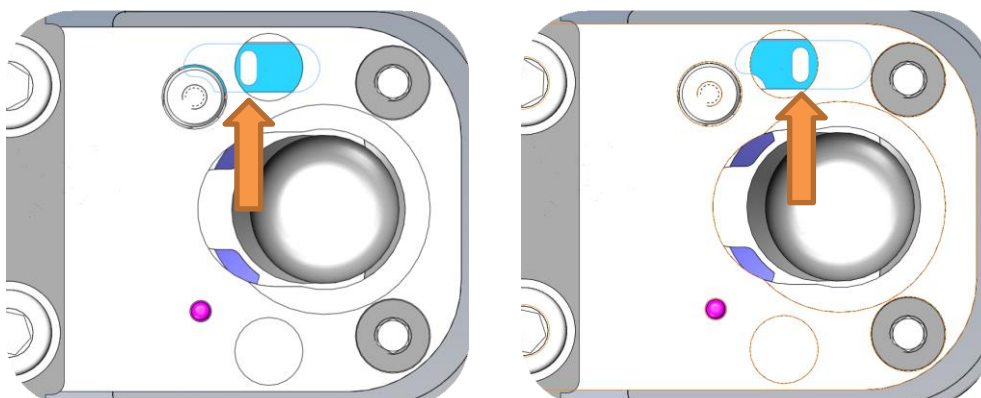
The XPvan offers the possibility to choose the operating mode: manual or automatic.

In particular, the customer can evaluate the operating mode that he deems most appropriate to his needs. Even after installation, the mode can be converted without having to remove the lock from the vehicle door.

The padlock is supplied by default in Manual mode (Push active). To convert it to Automatic mode, with the door open and the padlock open, press the closing button and at the same time move the metal slide as indicated below (you can use the same padlock key to move the slide).



The position of the conversion slide in the two different configurations is illustrated below.



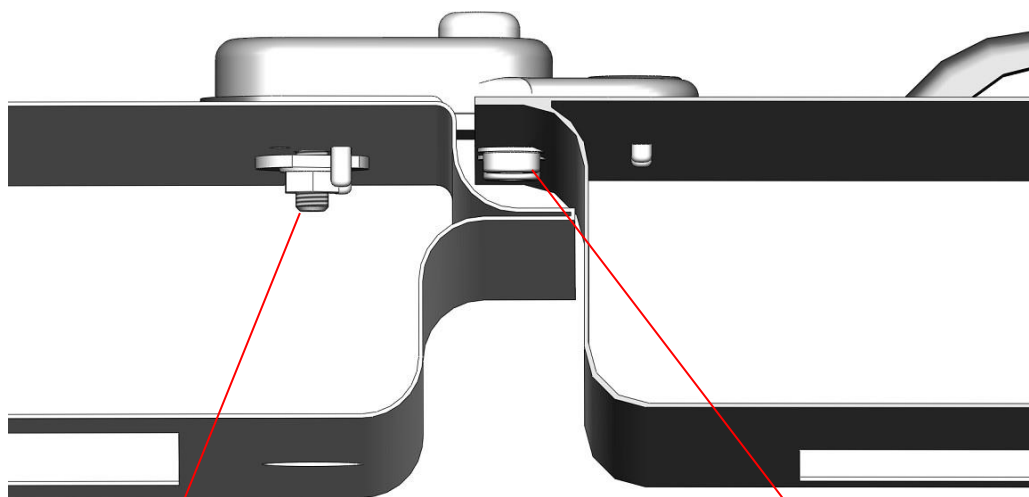
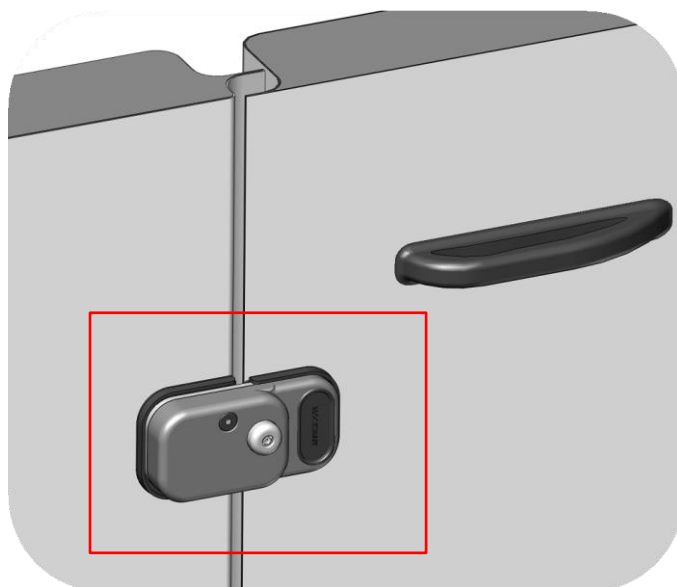
AUTO-LOCK

MANUAL-LOCK(PUSH)

This operation can be done as often as necessary.

INSTALLATION

XPVan is an access protection system to the load compartment of commercial vehicles. The device is applied directly on the tailgate and to be able to anchor it it is necessary to drill some holes through the sheet metal, as shown below. The same device can be applied both on the rear door and on the right side rather than the left one. The device remains fixed on the tailgate.



Striker | Fixed Door

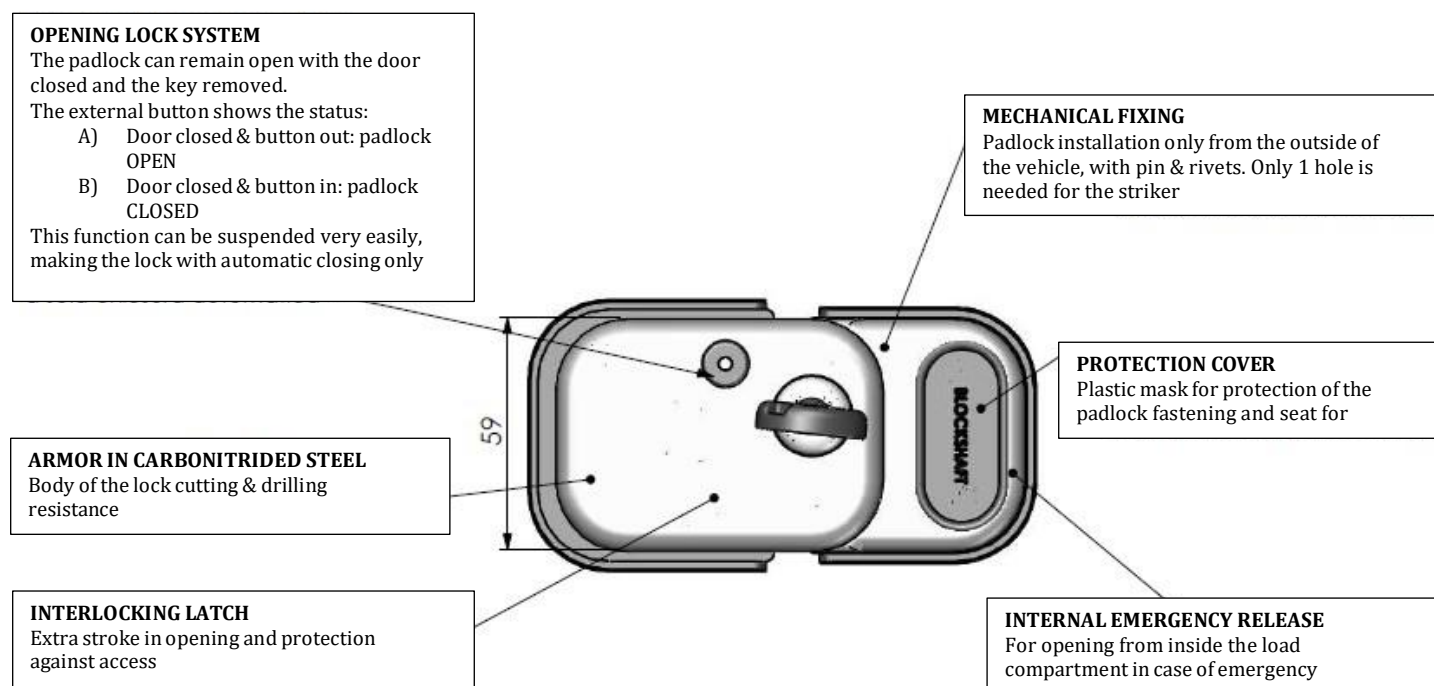
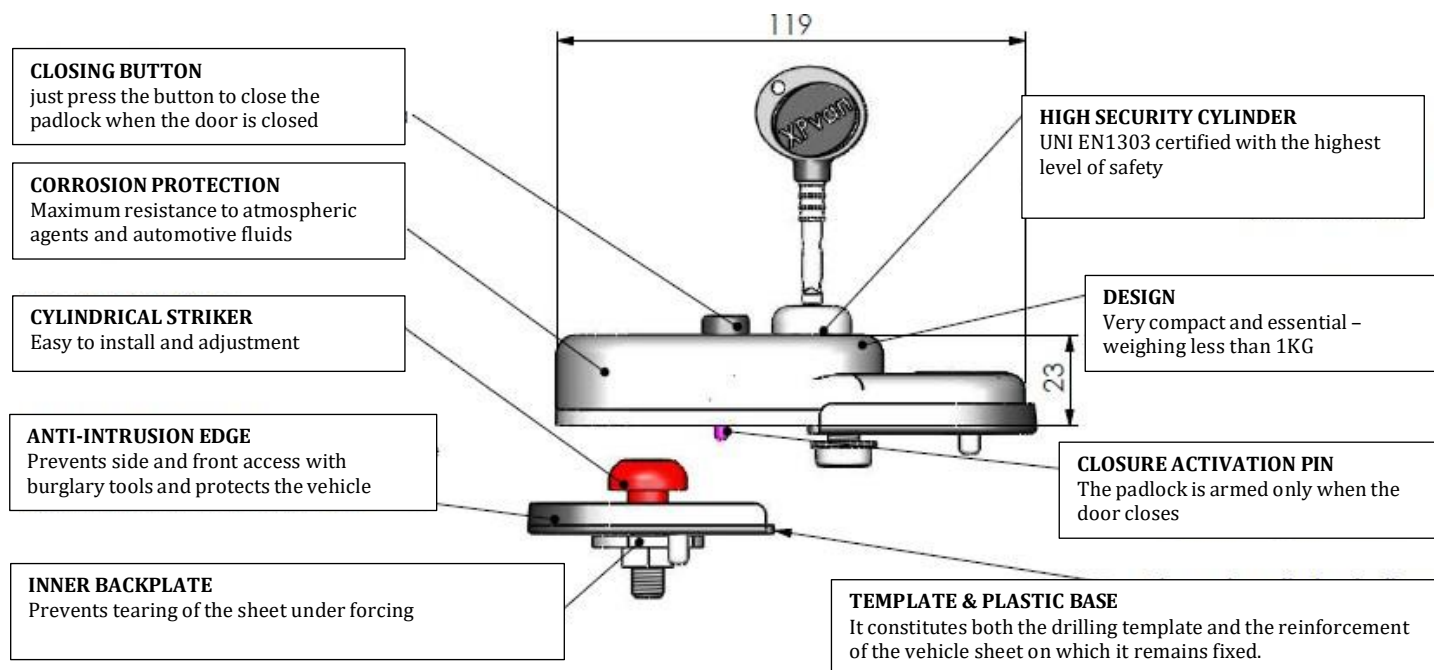
The striker is fixed by means of 1 M8 nut, screwed onto a special sealing plate inside the door. Two 5mm rivets align and secure the outer protection plate.

Armor | Opening door

The device is applied on the tailgate that opens and fixed along the edge of the tailgate using two M8 pins screwed directly onto the shell and two 5mm rivets.

TECHNICAL FEATURES

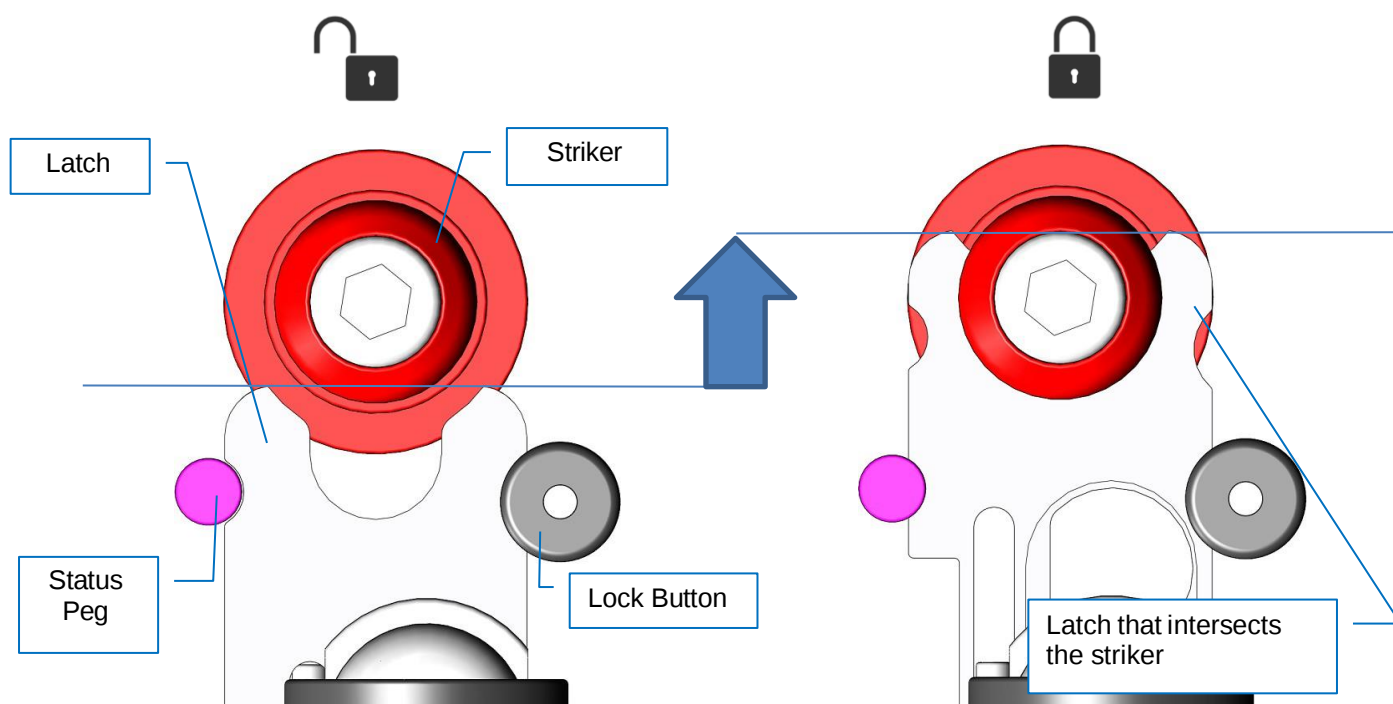
Below is a summary diagram of the main features of the XPVAN



CLOSING SYSTEM

The padlock uses a particular latch with a high operating stroke as a locking member and is able to incorporate the striker applied to the fixed door during the closing phase.

In particular, the latch can slide for a good 16mm of useful travel and has a U-shape that wraps and perfectly integrates the pin-shaped striker. In this way, forcing is hindered and the latch remains intersected at the striker without retracting as illustrated below..



Another important feature is the indirect latch activation mechanism.

In other words, during the closing phase, the latch does not move under the effect of contact with the striker but due to the contact pin between the padlock and the door. This aspect has several advantages.

Firstly, when the tailgate closes, the latch and striker do not impact. This means that the striker is not stressed when the padlock is closed and therefore also the door sheet (often very thin), on which the striker rests, is minimally stressed thus avoiding potential deformations or damage to the door.

Secondly, the closure of the padlock (which can only take place after the status pin has returned to contact with the closed door) can be converted from automatic mode to manual mode as explained below, guaranteeing maximum versatility of use.

The padlock is equipped with a button positioned on the outer surface of the armor that allows the door to be closed leaving the padlock open (and with the key removed) and the subsequent (eventually) closure of the padlock without using the key.

In other words, the tailgate can be left closed and the padlock open without having to leave the key inserted in the padlock and only when it is deemed necessary to protect the load compartment can the padlock be closed without having to use the key but simply by pressing the button.

This flexibility of use is well suited to any type of use of the vehicle; from a few openings in areas potentially at risk of security (manual mode, e.g. artisan sector) to many consecutive openings and closings in safety (automatic mode, e.g. logistics sector).

Structure & Geometries

The shape of the padlock is very rounded and connected and for this reason it prevents the most common burglary tools (pliers, pipe wrench, hammer and chisel, ..) from grabbing and detaching the padlock.

Moreover, thanks to the sturdy striker and the 4mm thick latch, the device is able to withstand the attacks of unconventional burglary tools such as the 5kg hammer and crowbar.

Each sealing element is difficult to access and therefore unassailable.

The body of the padlock is made up of an armor made from a solid steel bar machined with CNC machines (maximum precision and quality).

The construction material (alloy steel and stainless steel), the surface hardening heat treatment (carbon-nitriding) and the thickness of the structure constitute the natural defense of the padlock against the use of a drill and hacksaw.

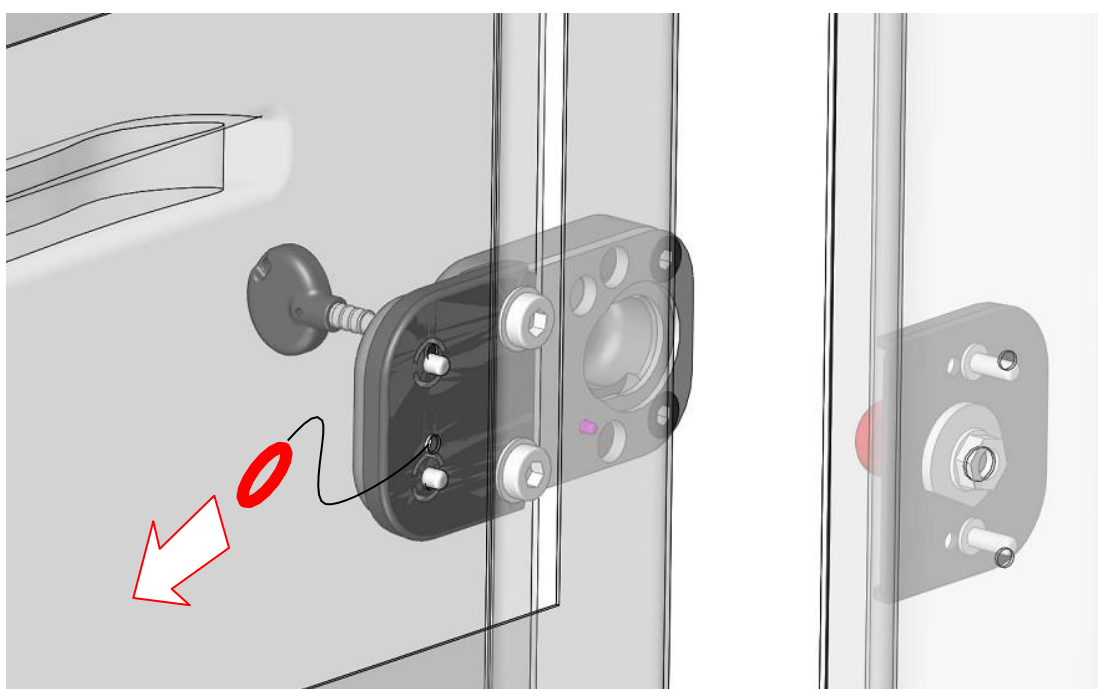
The padlock is also protected by a base with a plastic edge that prevents any access to the latch.

Prolonged attacks for a long time can, Obviously, cause the failure of one of the locking members. However, the rule is that a padlock is always a deterrent and not the definitive solution to the theft problem; it must be able to resist tampering as much as possible, simultaneously increasing the risks of interception for those who attempt to break in.

In any case, to maximize the effectiveness of the padlock it is always advisable that the standard vehicle lock is functional and activated; in this way the tightness is maximized thanks to the joint action of the two hooks (the standard one of the vehicle and the one of the padlock).

In case of emergency release (person accidentally closed in the load compartment) a high-strength braided steel cable with a plastic eyelet terminal has been prepared to simplify the opening operations from the inside.

To exit the load compartment, just pull the cable and open the door with the inside handle.



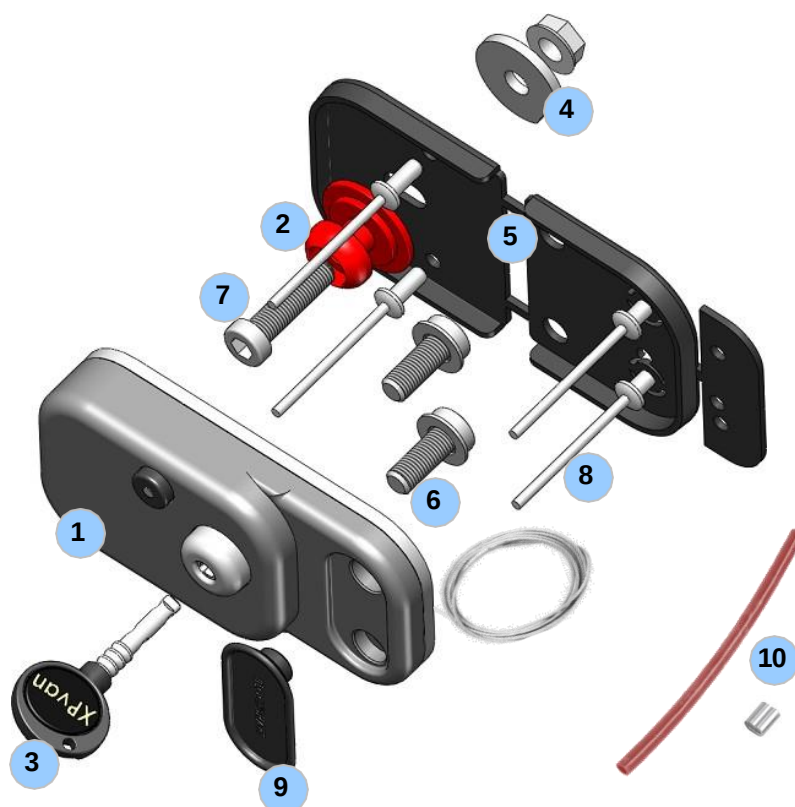
It should be noted that the XPvan can be installed on all light commercial vehicles and vans but its safety / effectiveness and its functionality / reliability are related to the size of the vehicle in an inversely proportional manner.

In particular, the product is suitable for mini-vans and vans while for maxi-vans the large size of the doors and their relative high clearances tend to reduce their safety / effectiveness. The box vans are to be excluded. Below is an indicative scheme



The installation kit includes the following details:

-
1. 1 x LOCK BODY;
 2. 1 x STRIKER;
 3. 3 x KEYS + 1 x OWNERSHIP&WARRANTY CARD;
 4. 1 x COUNTER-PLATE FOR STRIKER;
 5. 1 x PROTECTION BASE WITH SPACER (also use drilling template);
 6. 2 x M8 PINS LOWERED CYLINDRICAL HEAD WITH WASHERS;
 7. 1 x FIXING PIN M8X35 + 1 x NUT M8
 8. 5 x 5MM RIVETS;
 9. 1 x PLASTIC COVER
 10. 1 x INTERNAL RELEASE KIT (1 RED TUBE, 1 x CABLE CLAMP)
 11. 1 x RESIN ADHESIVE GEM
 12. 1 x INSTALLATION INSTRUCTIONS



GENERAL INSTALLATION PROCEDURE

STEP 1

CHECK



FIRST CHECK THE CORRECT ALIGNMENT OF THE DOORS. In the event that the edges of the doors are not perfectly aligned (fig.1, fig.3), adjust them through the striker (fig.2) and / or the hinges.

In the case of offset doors, if necessary replace the hinges or reinforce them. .

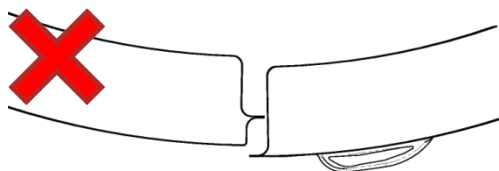
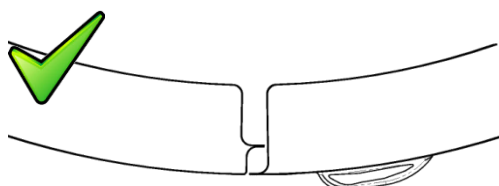


Fig.1

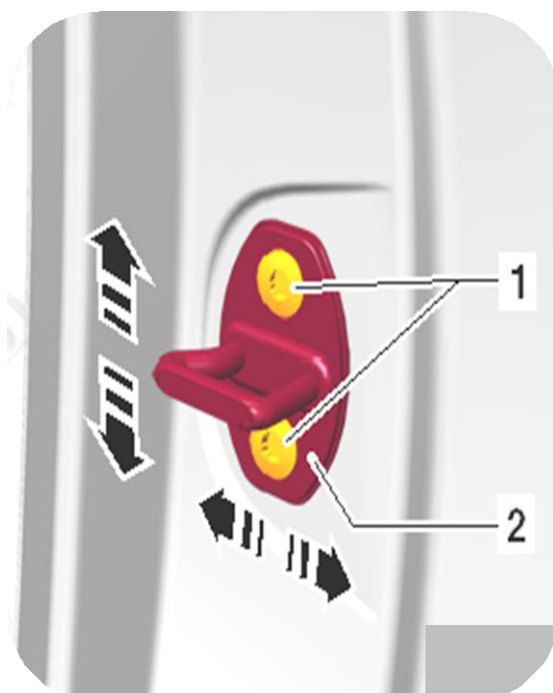


Fig.2

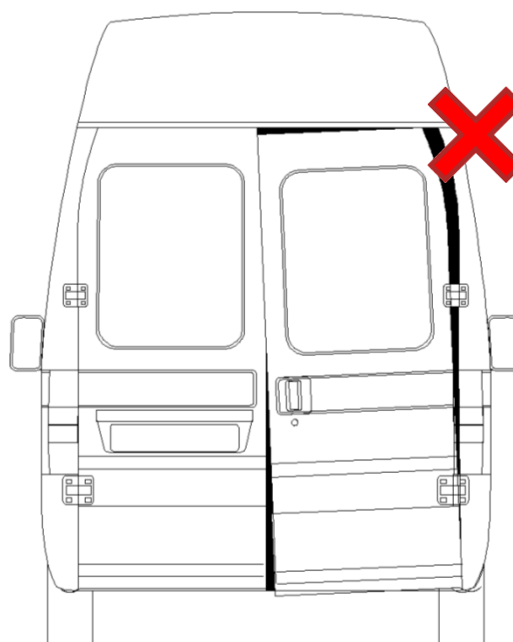
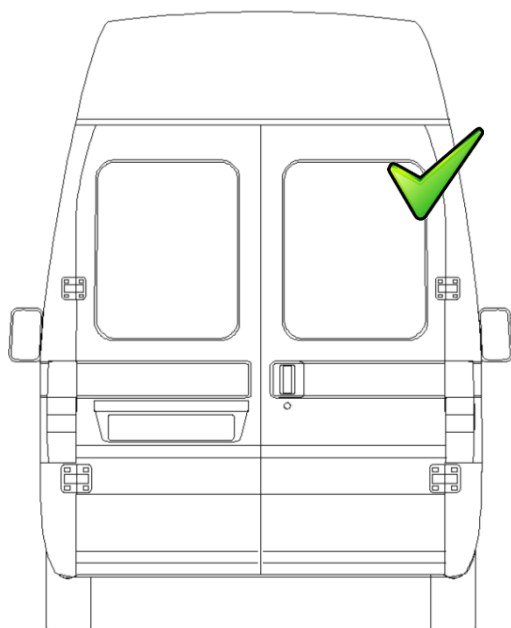


Fig.3

STEP 2

PLACEMENT



Evaluate one or more possible positions of the padlock. To this end, some generally valid criteria can be defined.

- The positioning of the padlock body with respect to the lower edge of the door “H” must be such as to maximize effectiveness, therefore as much as possible in the center of the door (vedi fig.4) in order to reduce leverage effects..

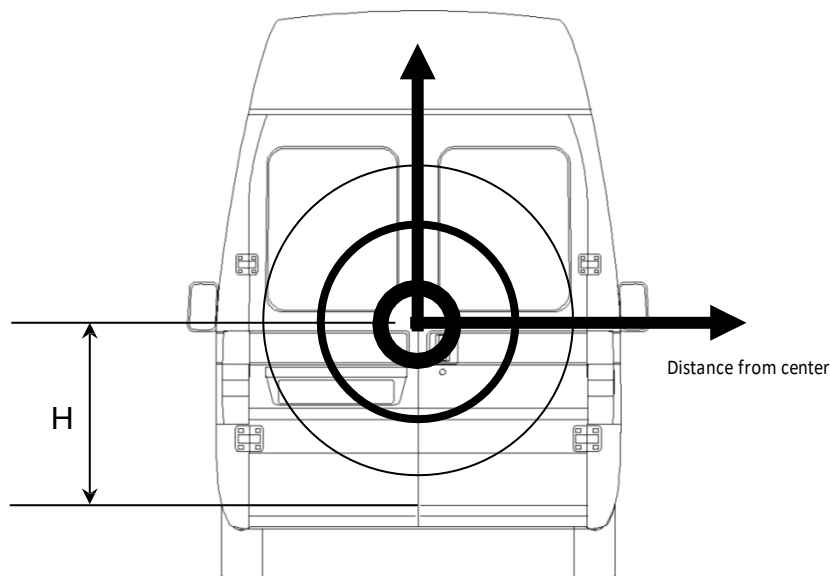


Fig.4

- The position of the two 8 holes is approximately 9 ± 2 mm from the vertical edge of the door that opens (vedi fig.5). It is the strongest surface of the door. The indicated tolerance is used to allow the positioning of the cylindrical head of the M8 pin within the edge and never beyond it. .

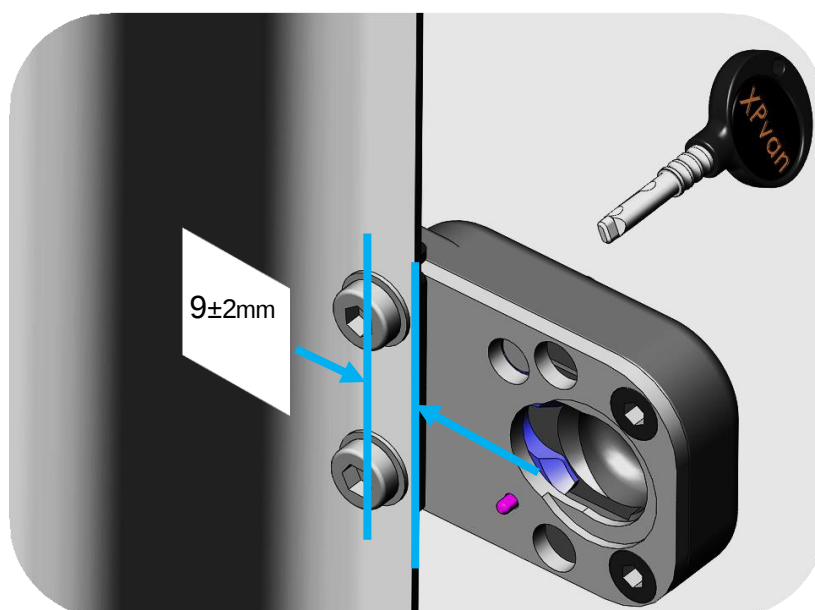


Fig.5

- The position of the striker must guarantee the correct positioning of the internal counter-plate and the insertion of the fixing nut as well as guarantee the subsequent tightening and access with tools. It may be necessary to bend / mill plates that interfere in order to avoid the withdrawal of the external plates (see next section).

In particular, if there is a second sheet or box shaped profile inside the door in correspondence with the fixing area of the striker and it cannot be drilled, it can happen that by tightening the nut that blocks the striker, the external irreversibly deformed by curving inwards (Fig.6). Such deformation would invalidate the assembly and operation of the padlock. Any attempt to register the padlock with be in vain.

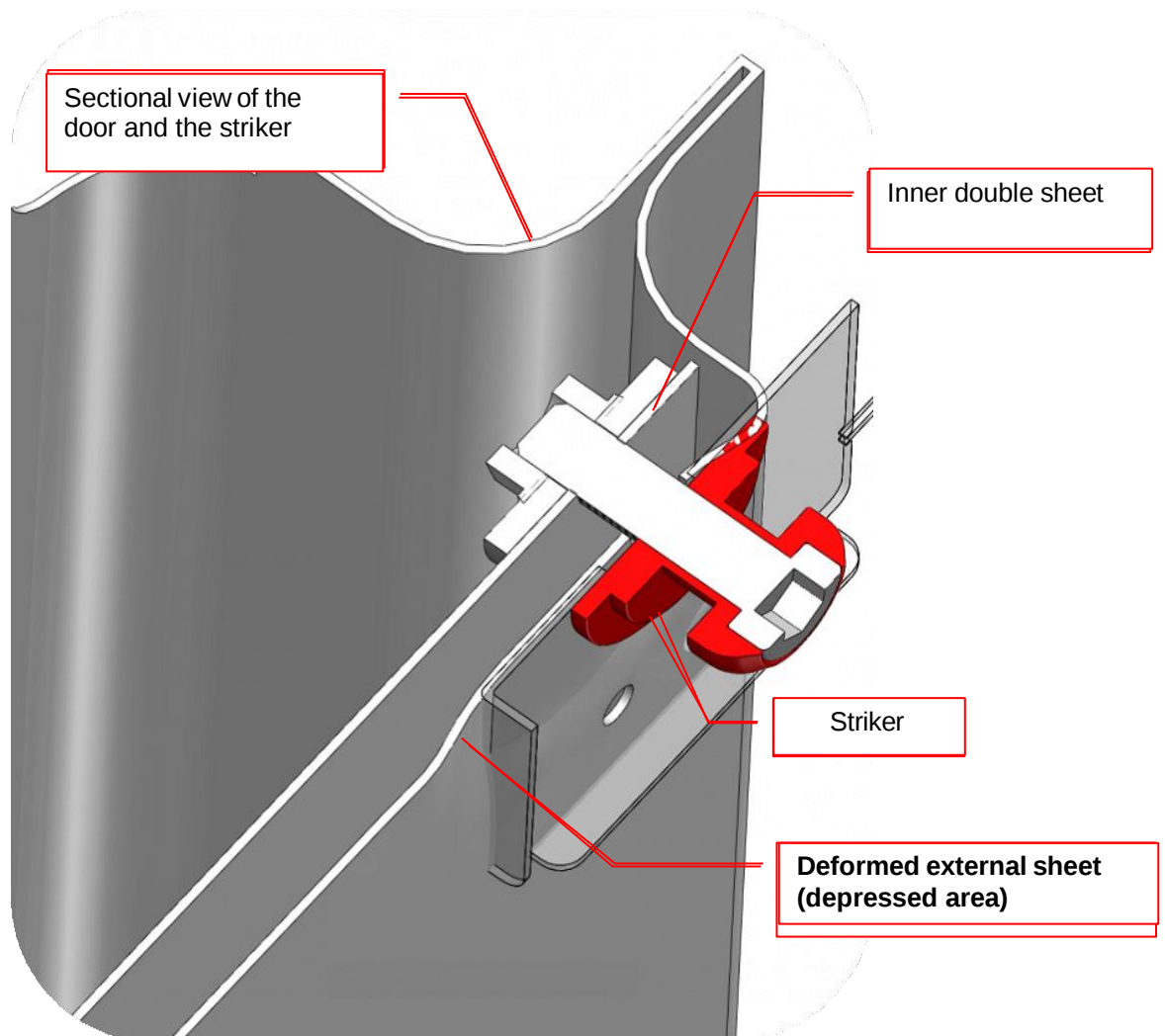


Fig.6

- Avoid ribs and particular bends of the outer sheet of the door by applying the padlock body on a suitable flat and regular surface.
- Avoid original lock, tie rods and levers for correct access.
- The assembly normally requires the disassembly of the internal paneling of the door for fixing the striker and the emergency opening cable.

STEP 3

DRILLING TEMPLATE



Position the plastic base on the tailgate with the doors closed, which also acts as a drilling template (fig. 7-8). If necessary or preferable, the base can be temporarily fixed with adhesive tape.

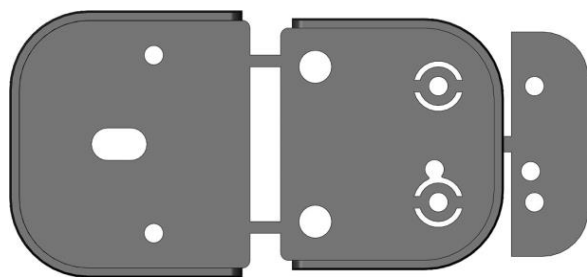


Fig. 7

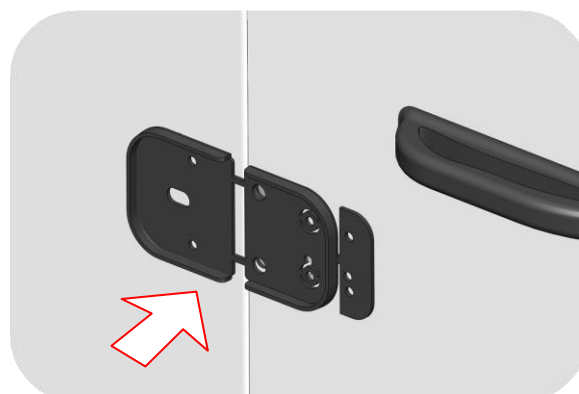


Fig. 8

Align the template by matching the vertical edge of the hatch (the side that opens) with the vertical edge next to the two 8mm holes on the template (fig. 9).

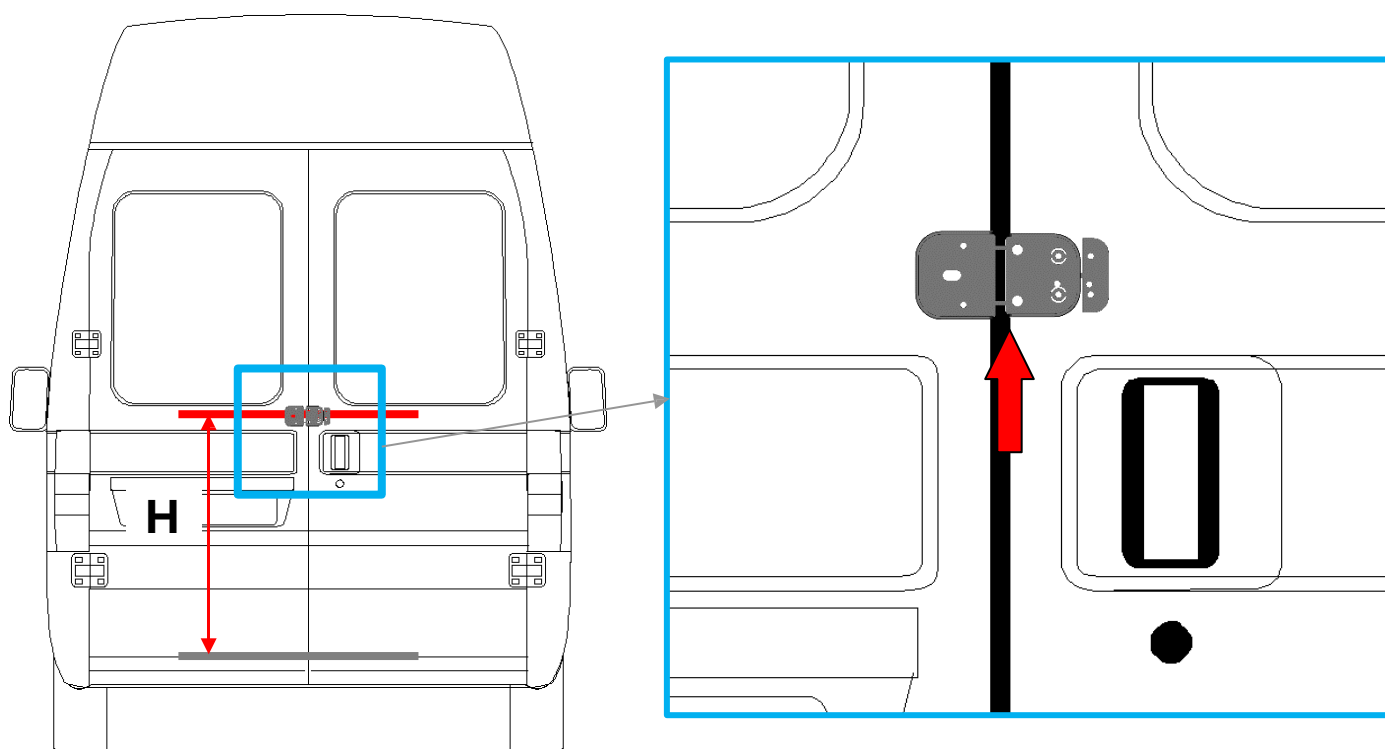


Fig. 9

Mark the position of the center of the holes before removing the two connecting tabs of the two parts of the template (fig. 10). If necessary apply the two rivets on the left half of the template to avoid movement (where the striker is applied).

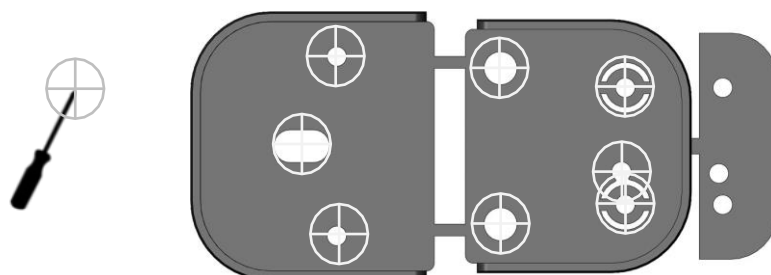


Fig.10

STEP 4

EXTERNAL DRILLING



Before drilling, carefully check that there are no internal hindrances and / or interferences and accessibility is guaranteed since it will be necessary to apply the internal striking plate for checking.



Before drilling, open the door to avoid scratching the fixed door plate with the drill bit. In particular, the tip could go beyond the hole and reach the other door.

Drill the holes in the position and diameter on the metal drilling template (fig.10):

- 4 holes of 5mm diameter for the rivets ⚠ NON-THROUGH HOLES (DRILL ONLY THE EXTERNAL SHEET).
- 1 hole of 5mm diameter for the passage of the cable ⚠ NON-THROUGH HOLES (DRILL ONLY THE EXTERNAL SHEET).
- 2 holes of 8-8.5mm diameter for M8 bolts.
- 2 holes of 8-8.5mm to be joined with a rotary wheel to generate the striker slot.

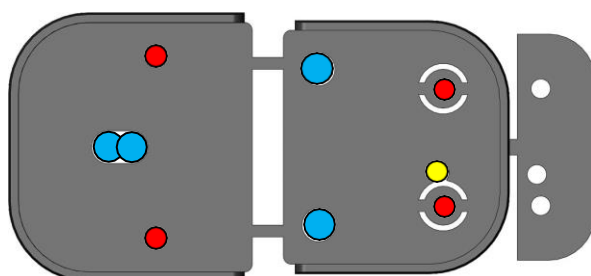


Fig.10

The lock body fixing normally foresees the holes on the extreme edge of the tailgate using the two M8 pins with button head. Before drilling, check that the head of the M8 pin is contained in the edge (see fig. 5).

In the event that the sheet metal in correspondence with the holes is not perfectly flat and therefore does not allow a flat housing of the head of the M8 pins, it is advisable to identify a different position or if there are no alternatives, it is advisable to crush the same sheet with pliers. and a plastic dowel (to avoid bending or damaging the outer sheet).



Then cover the edges of the holes with protective varnish.

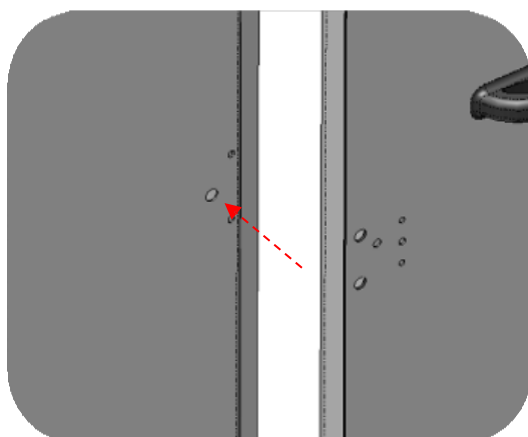
STEP 5

INTERNAL DRILLING

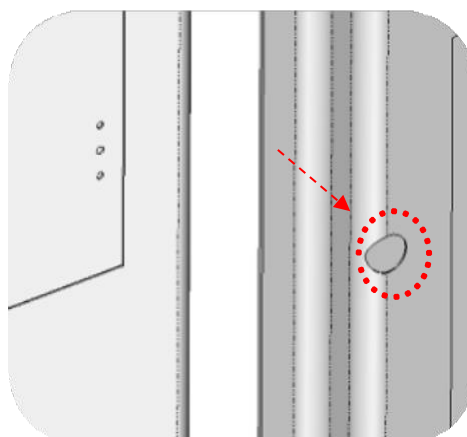


If it is not possible to apply the striking plate directly through an existing access, extend the fixing hole of the striker beyond the external plate to the inside of the vehicle (fig. 11).

To perform this drilling, it is possible to mark the internal sheet with a pin by accessing the hole just made from the outside. Use a hole cutter or an umbrella tip to widen the internal hole up to a diameter of at least 28mm in order to ensure the passage of the counter plate of the striker which has a maximum diameter of 28mm.



EXTERNAL VIEW



INTERNAL VIEW

Fig.11



In the event that, between the external sheet and the internal sheet there is a third / fourth sheet (for example ribs, reinforcements, other), it is necessary to drill it (fig. 12) in order to avoid shrinkage of the external sheet and in order to ensure the correct support of the striking plate on the external sheet from the internal side (see Fig. 6).

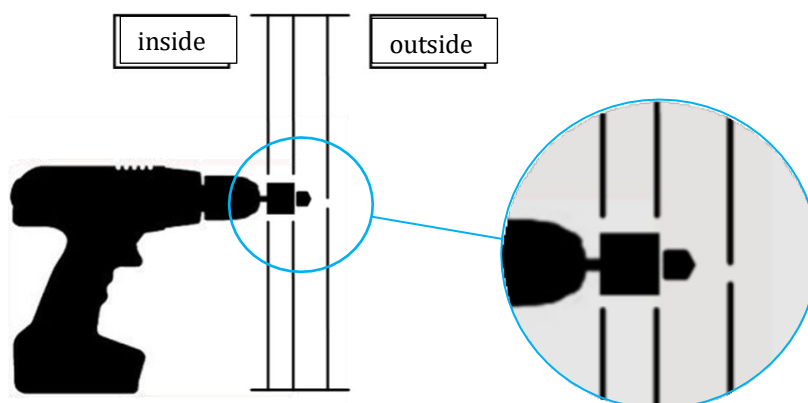


Fig.12

Then cover the edges of the holes with protective varnish.

STEP 6

INSTALLATION OF THE STRIKER



Apply 2 rivets supplied to fix the striker support base. Rivets prevent plate movement.

Fasten the locking striker using the M8 pin and the M8 nut supplied, interposing the sealing counter plate (which has a flat part for any alignment needs or to avoid protrusions) (fig. 13).

For greater strength when unscrewing, it is advisable to apply thread locker to the pin or alternatively to slightly dent the thread of the pin.

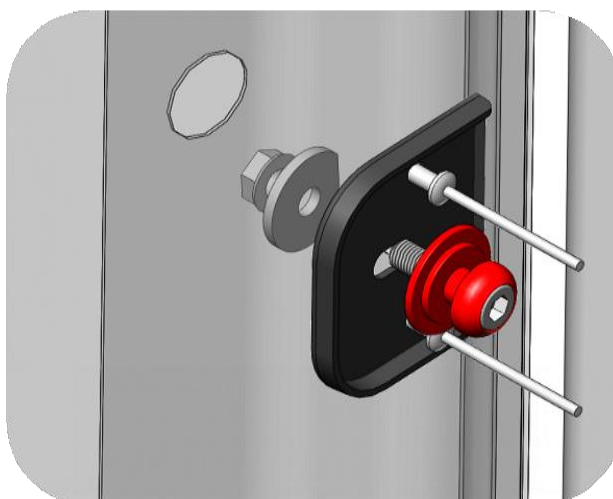


Fig.13

STEP 7

INSTALLATION OF LOCK BODY



Detach the protruding portion from the plastic base that will eventually be used for alignment issues (see fig. 15)

Place the armor on the plastic base on the side of the door that opens and apply 2 supplied rivets to fix the armor. Such rivets they mainly have the function of supporting the weight of the padlock and also oppose burglary resistance (fig. 14).

Pass the cable for the emergency opening through the dedicated hole. If necessary, remove the burrs from the hole with a screwdriver to avoid tearing the cable.

Apply the two M8 pins on the edge of the tailgate. The seal of the padlock is mainly entrusted to these pins (fig. 14).

If for reasons of space the head of the pin is excessive, it is advisable not to use the M8 washer.

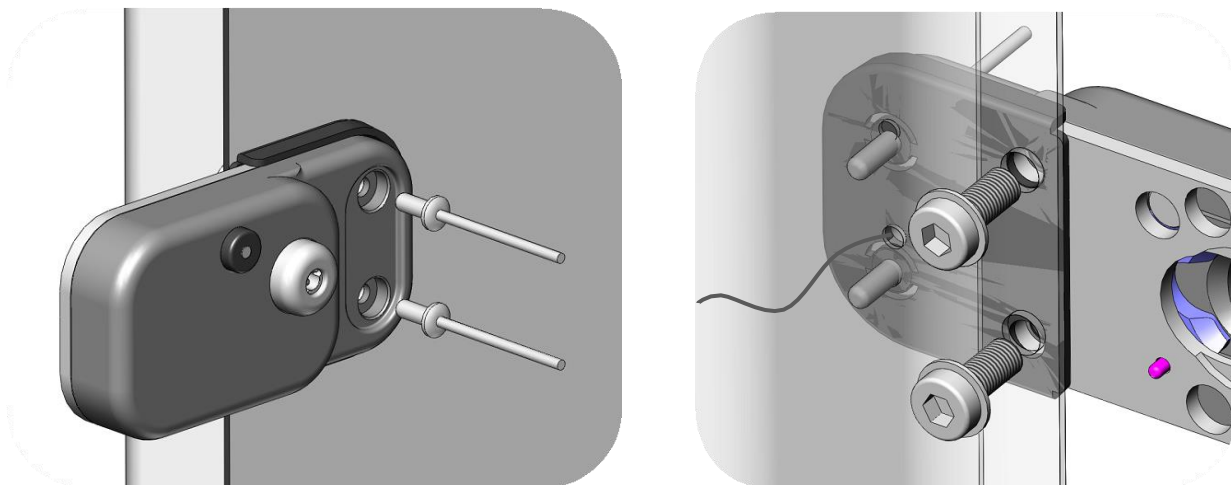
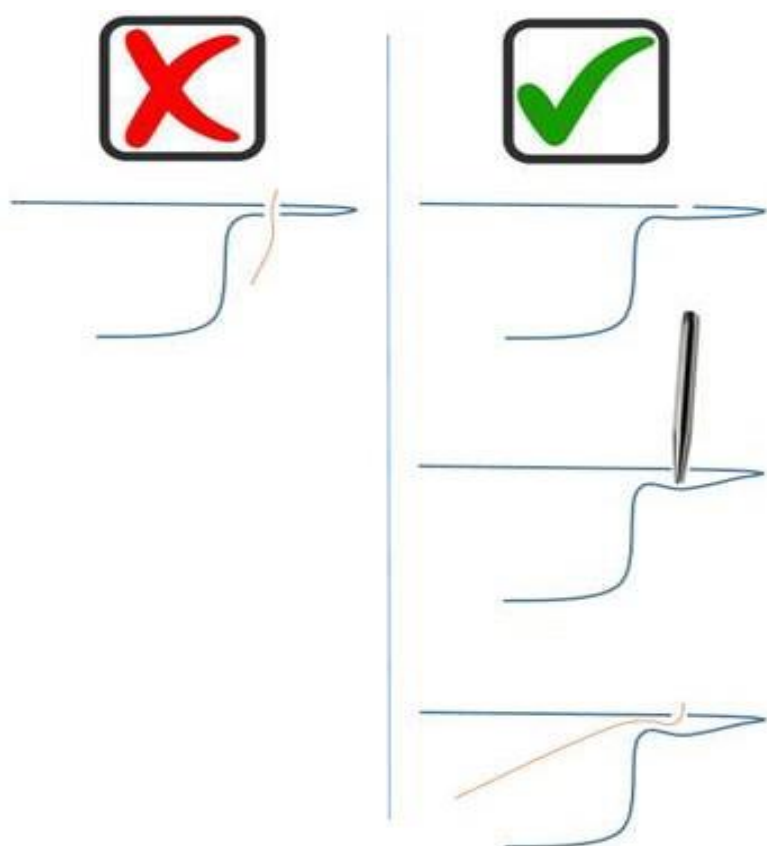


Fig.14

In the event that the space for the passage of the cable is very narrow, it is suggested to create an adequate passage between the sheets as illustrated below.



For those vehicles that have a high curvature of the doors (which could compromise the alignment for regular closing) it is recommended to use the supplied spacer (fig. 15).

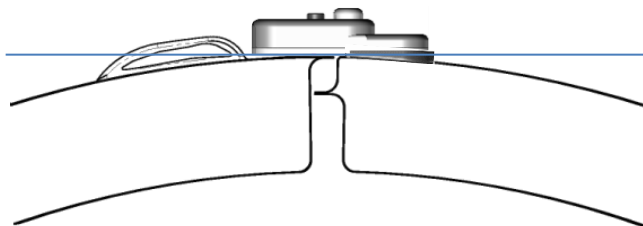
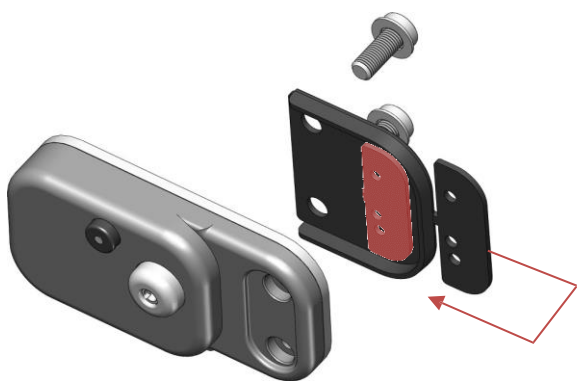


Fig.15

STEP 8

TESTING



Carry out a few closings of the tailgate to check the correct alignment of the striker. The striker has a 6mm excursion in the longitudinal direction to compensate for play and transverse movements of the door (fig. 16). If necessary, align the armor using a rubber mallet. This operation must be carried out with the padlock open.



Fig.16



Check that the latch is open before closing the door in order to avoid collisions between the latch and the striker (fig. 17) and to better perceive the absence of friction and rubbing.

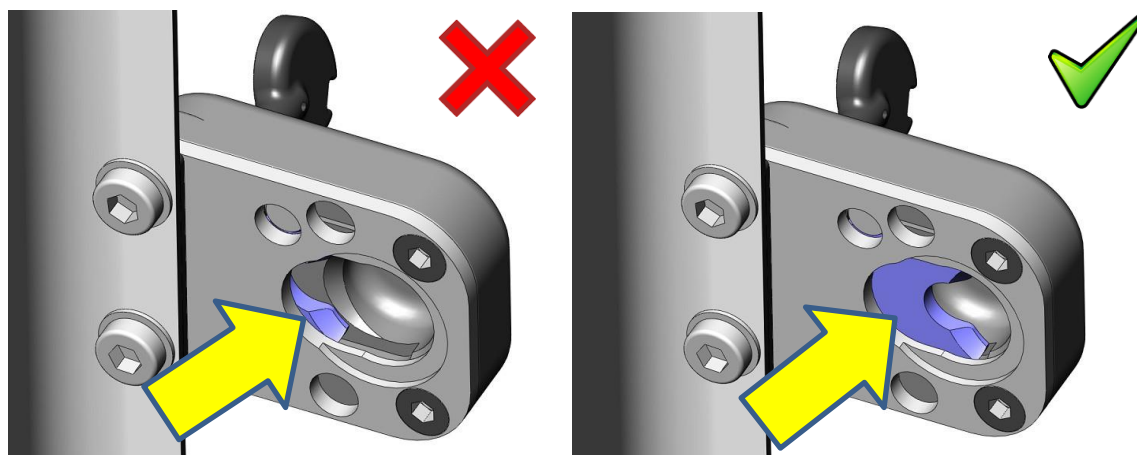


Fig.17

Check the free rotation of the key: opening must take place without excessively straining the key.
Finally, tighten the nut and the pins of the armor definitively.

STEP 9

INTERNAL RELEASE



Install the opening system from the inside. It is sufficient to make a small hole through the plastic panel or rather in the door sheet and pass the cable that comes out of the armor of the padlock. Spread out the emergency cable by placing it in a suitable location (it is preferable to apply it externally with respect to the paneling to give the possibility to disassemble the panels without having to remove the emergency opening). At the end of the cable insert the red tube for the socket and the cable clamp and make an eyelet suitable for the socket.

With the padlock closed (latch forward), crimp the cable clamp to ensure proper sealing when opening (fig. 18)



PERFORM THE OPERATION WITH THE LOCK CLOSED. During opening, the cable runs for the length of the stroke of the cam and therefore also the terminal which must be free to slide.

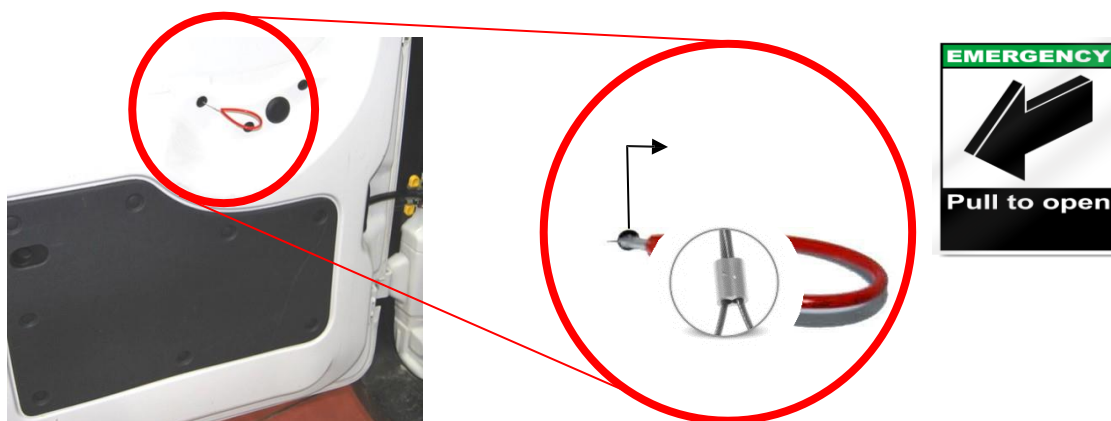


Fig.18

STEP 10

PLASTIC COVER APPLICATION



To complete the assembly, apply the plastic cover with pressure fixing (Fig. 19).

Apply custom adhesive resin if applicable.



Fig.19

STEP 11

SLIDING SIDE DOOR



It is necessary to follow the same steps indicated for the tailgate. In particular, the position of the padlock is normally close to the horizontal sliding guide of the tailgate.

In particular, check that the striker does not interfere with the tailgate during opening (fig. 20).

Position the drilling template with the longitudinal axis parallel to the sliding guide and the vertical axis aligned with the edge of the door.

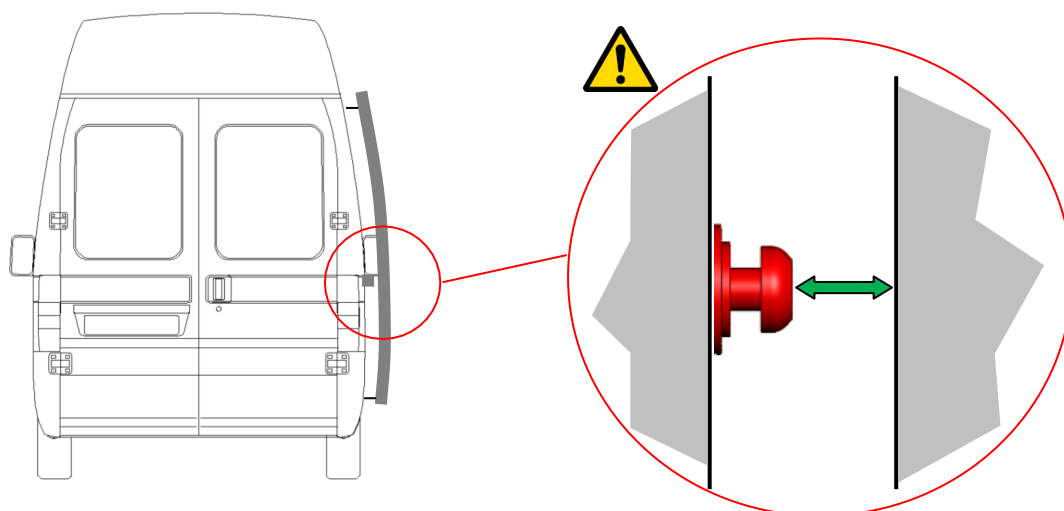


Fig.20

INSTALLATION WARNINGS AND INSTRUCTIONS FOR A PROPER USE



-
1. Drill the holes of the size specified in the **work instructions**;
 2. **Verify always the alignment between strike plate/armor in vertical and horizontal position.**
 3. **Verify the free sliding of the locking pin that activates the cam, using the emergency cable;**
 4. During and after installation **never left the keys of the lock** inside the load compartment;
 5. **Lubricate the cylinder** every six months using an idrorepellent spray, anti-corrosive, lubricated, detergent, (example: WD40) with no additives that can attract dust or dirt. Do not use corrosive unlocking spray.
 6. **Grease the strike plate and the cam;**
 7. When washing the vehicle, do not spray water directly onto the cylinder;
 8. A proper use of the lock that avoids unnecessary and arduous operation require that the lock should be opened before opening the handle of the door.
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MAINTENANCE

- Check that the safety components are properly installed and check their wear. If necessary, retighten the locking pins and replace defective components.
- At regular intervals (at least once every three months), check the operation and handling of the lock with the key.
- Grease at least once a year (depending on the intensity of use , most often) , all moving parts and all sliding surfaces with vaseline , and check the operation.
- Lubricate the cylinder every six months (depending on the intensity of use , most often) by using a spray water repellent, anti-corrosive , lubricant, detergent , degreaser that does not contain additives that can attract dust or dirt (or es.WD40 specific locks) and that is not corrosive .

In order not to compromise the protection of the parts against corrosion , use only neutral detergents and cleaning products , free of abrasives.

KEY DUPLICATION – HOW IT WORKS

1. It is recommended that the customer sign the Card immediately after purchase, and who keep the card in a safe place. The retailer is obliged to provide duplicate keys only to customers who present the Card.
2. If at the time of the request for additional keys the card has not been signed on the back , you can not produce duplicates.
3. When a signed card is presented by the holder, the retailer will have to check and validate the signature on the back of the card by comparing with the signature on a document of identity.
4. If a customer ordering duplicate key is not who signed the back of the Card must be presented to a delegation requesting duplicates with the same signature as the back of the card and specifically which authorizes and identifies the name of the person who is calling the duplicate. It must be kept in the archives of the retailer. The retailer must validate the signature on the letter with the signature on the Card The retailer must also validate the identity of the person requesting duplicates asking to submit an identity document that reflects the details described in the declaration.
5. The customer must make sure that they withdrew Card.
6. If the keys are not duplicated at the dealer, the dealer must provide the duplicates with a reasonable date.

WARRANTY TERMS

Block Shaft Srl Submit all its products to striate quality test, and in case of failure of the Gatelock® XP Van, we recommend you to contact us immediately.

DURATION & CONTENT

Block Shaft Srl Unip. guarantees, according to the following modalities, the proper functioning of the external locking solution for commercial vehicles GATELOCK XP VAN ® and that the product is free from manufacturing defects .

If, during the warranty period the product fails, Netoma Srl, in its sole discretion, will pay to repair or replace the product or a part of it.

The replacement of defective parts or their repair be made ex works and, therefore, the cost of shipping or shipping of the product, are also charged to the customer, the costs of any requests for inspections by authorized dealers and / or technical the Netoma Srl.

Any delay in the reconditioning of the vehicle, do not lead to the Customer any right to claim damages, nor does it involve any extension of the duration of the warranty

Requests for warranty service shall be taken into consideration only if communicated to Block Shaft Srl within eight days after discovery of the defect.

The only guarantee is provided by Netoma Srl , and therefore excludes any other.

For components not manufactured by Netoma Srl , apply only the warranties provided by the third party.

WHAT IS GUARANTEED

Block Shaft Srl ensures that all the parts that make up the anti-theft device GATELOCK XP VAN ® , are made and assembled at the factory

, they are FREE from defects in workmanship or materials , if used correctly.

The guarantee is valid for a period of 24 (twenty four) months from the date of purchase shown on your receipt or invoice..

WHAT IS NOT GUARANTEED

The warranty does not cover:

- Interventions for which it is impossible to determine the date of purchase of the product;
- Any defect that occurs due to damage resulting from improper use not in accordance with the technical instructions , accident, theft, attempted theft, fire ;

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- Since the guarantee covers only measures of a technical nature, are excluded from it pecuniary compensation for the damage from any cause may be due. To this end, specific , by way of example only , that will not be compensated for damages resulting latch technical means , incidental or consequential damages such as loss of use , even temporarily, of the medium , the inconvenience or commercial loss .
 - Periodic checks , maintenance, repairs or replacement of parts due to normal wear .
 - No responsibility can be accepted by Block Shaft Srl. for damage to persons or property resulting from improper use of the product or due to malfunction.

REVOCATION

You lose the right to warranty:

- if the device is damaged due to incorrect installation ;
- If the product has been used for different purposes and uses to whom it is intended and for which it was designed and built ;
- if the defects complained depend on accidents and negligence;
- If the product has been modified or repaired by unauthorized third parties;

WHAT THE CUSTOMER MUST DO

Denouncing faults, defects or malfunctions within the time limits mentioned above, in the dealer from whom you purchased the device, or by directly contacting Netoma srl.

To take advantage of the guarantee, the customer must take care of:

- make correct use of the device;
- keep the documents related to the purchase (invoice or receipt, and this document), which are required to obtain warranty repair at an authorized Service by Netoma Srl;

The place of jurisdiction for any disputes concerning the interpretation or execution of this warranty is solely the Court of Bari, ITALY.