

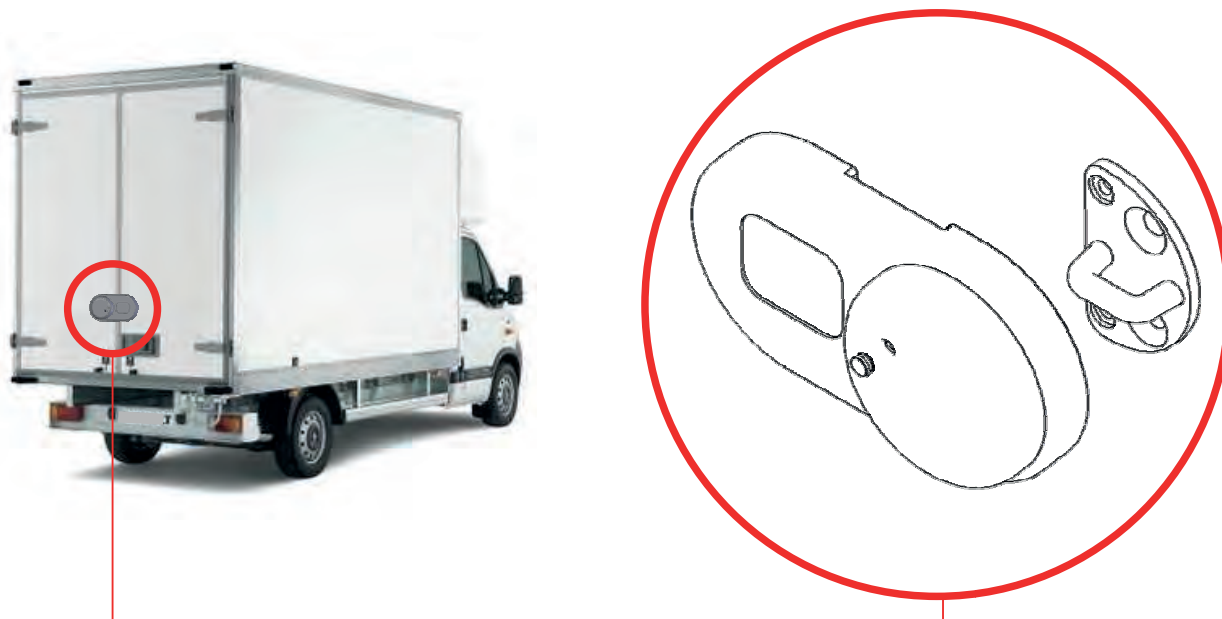
MANUAL GATELOCK VAN LARGE

GATELOCK
VAN 



imbema rhiwa

SAFETY LOCK



GATELOCK VAN LARGE GVL - Serie 4

The protection is achieved through the use of steel padlock applied directly on the doors of the Box Van cargo area.

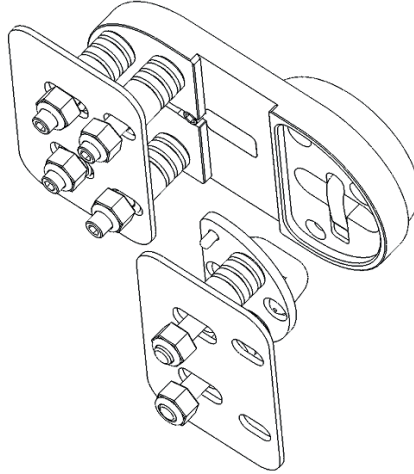
Its key points are:

- Very easy to use
- Automatic closing
- High security lock
- External application
- Not graspable with burglary tools
- Protected mechanism
- Cutting and drilling resistant
- Compensates vehicle body twisting

The lock is applied directly on the rear or side doors of the Box Van and remains fitted when they are opened.

TECHNICAL FEATURES

The device is applied directly to the rear / side door of the vehicle (box van) and the body lock remains always fitted even when the doors are opened. The device is anchored through two reinforcing plates applied in the inner part of the doors, fixed with bolts and spacers to not deform the sheet metal of the vehicle (mounting layers).

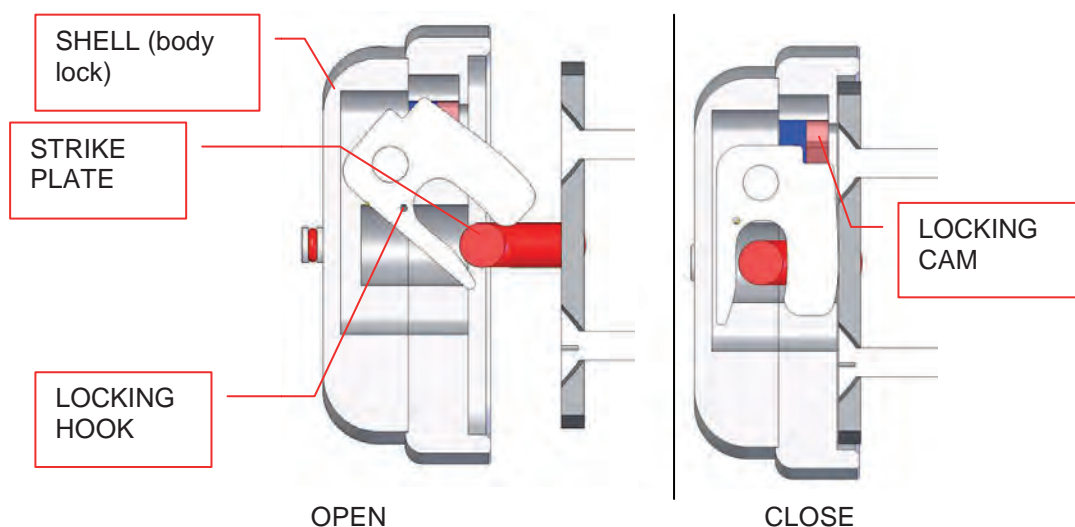


Is opened by turning the key (NETOMA®) of 180° and once opened, the body lock remains fitted to the door.

It closes automatically. When the key is removed (turning the key of 180° in reverse way) and the lock is smashed towards the cones in the closing phase, the lock closes automatically. You cannot remove the key if the lock is opened (basic feature: if you do not have the key means that the lock is still open).

The closing system is based on a coupling between hook/strike plate: ROTATING CLOSURE.

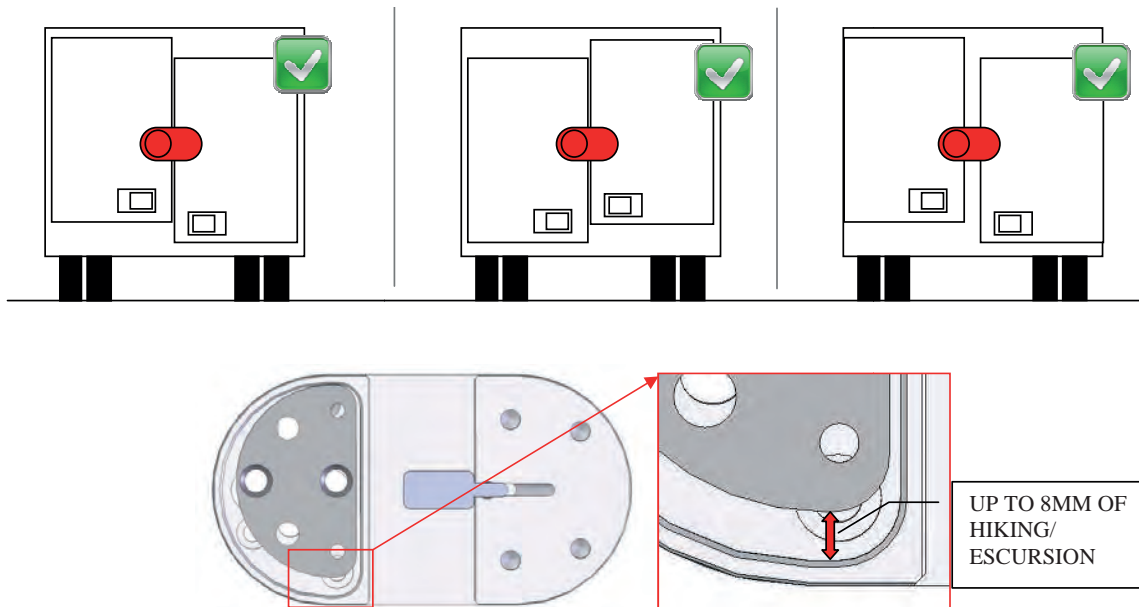
The padlock uses block as a particular organ cam / hook C-shaped enveloping in closing the hook applied to the fixed part of the tailgate. This has several advantages.



TECHNICAL FEATURES

First, when the padlock is closed, the armor-cam-hook coupling generates a single body able to more effectively withstand the most varied attacks burglary tools (hammer, chisel, crowbar, screwdriver, pliers). In particular, the hook fits and disappears almost completely in the armor and it joins together thanks to the cam.

Secondly, this type of coupling between the hook and the strike plate, ensures a remarkable game that goes to the benefit of particularly critical operating conditions of hatches. It is possible in this way to ensure the correct functioning of the lock also of hatches not new or otherwise not perfectly aligned as indicated below.



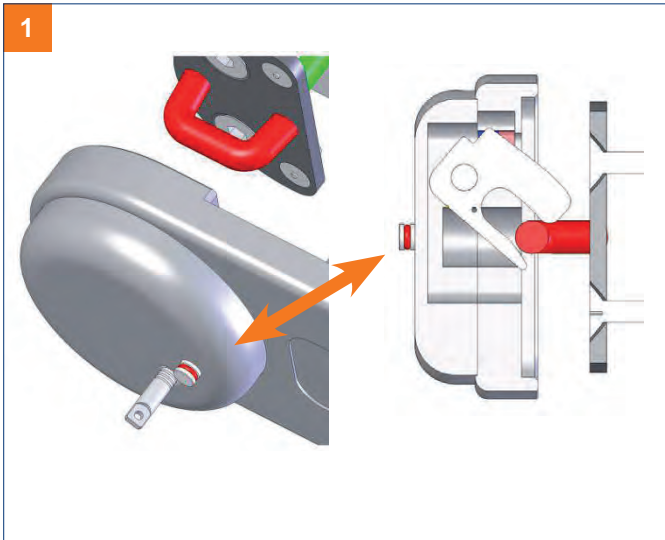
Finally, engagement of HOOK and the strike plate is done very gently and is well- connected, thanks to the same cam profile. Subsequently, there being no thrust or sliding pairs springs, the frictions at play in the closing phase are much reduced. This means that the hook is not very stressed in the closing phase of the lock and also the tailgate sheet (often very thin), on which the same hook rests, is minimally stressed thus avoiding potential deformation or damage of the tailgate.

The padlock can be fitted with a practical and functional dust cap, designed to protect the cylinder from foreign bodies, dust, water, and more generally by the various automotive fluids which might compromise the correct operation of the various small components inside the cylinder.

The key insertion occurs by rotating the cap with the same key and aligning the hole of the same cap with the lock. In extraction the internal spring closes the keyhole automatically.

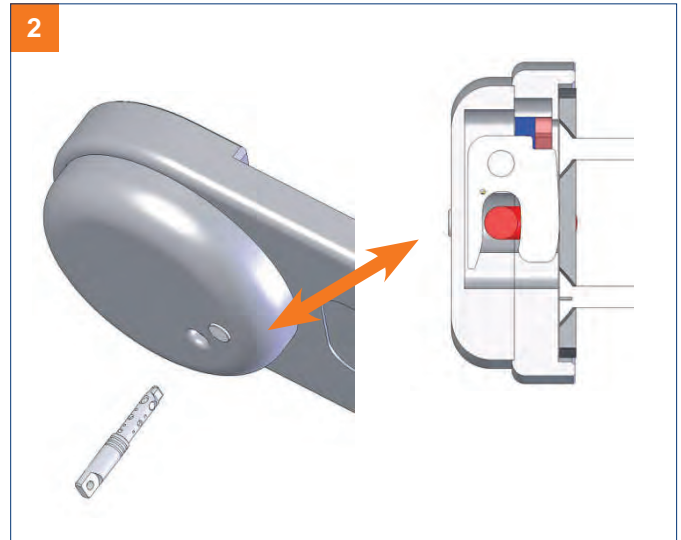
STATUS PIN

In order to avoid improper closures, (tailgate closed but unlocked padlock and prepared the closure, a circumstance that may occur as a result of deformation of the tailgate) which would render ineffective the device, a status pin has been prepared to witness the user with the lock status. Particularly, if the status pin is extracted (then visible the red ring) the lock is open; conversely if it is completely contained in the body of the lock, so the lock is closed. Below is explained in detail the operation.



OPEN LOCK

The status pin is outside the body lock of about (see red arrow) 6 mm (position 1). This means that the hook is in open position (hook/the strike plate is free to move). Until the pin is outside the body lock, the lock is open and so not perfectly closed.



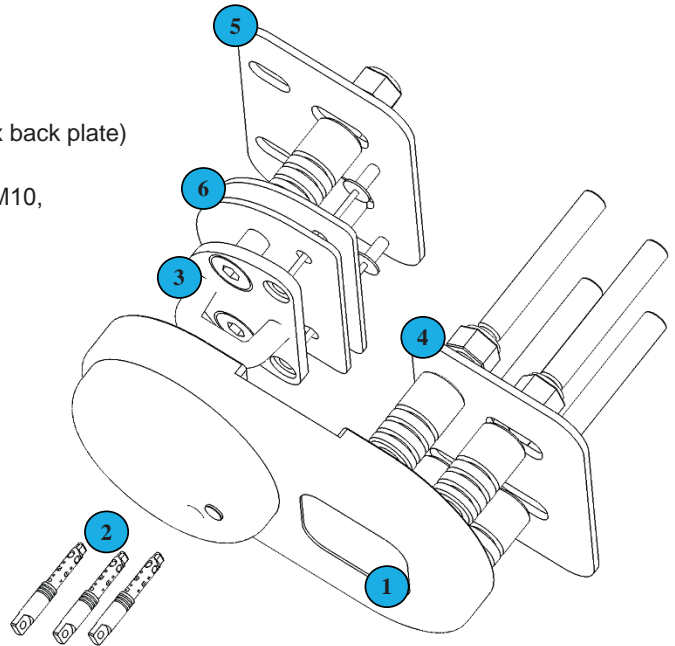
CLOSED LOCK

The status pin is at par with the body lock (position 0). This means that the locking hook is prepared to close and, when the door is closed, the hook cover and locks the strike plate.

Should there be too much play between the hook and the strike plate or between the doors, the hook does not perform all its rotation, and does not allow the locking mechanism to reach the closed configuration and that condition is signaled by the status pin which would remain outside.

THE LOCK IS SUPPLIED WITH THE FOLLOWING ACCESSORIES:

1. Body of the lock;
2. 3 keys and the warranty card'
3. Hook / Strike plate
4. Fitting kit for the body lock
(4x bolts M10, 4x spacers, 4x autobloc nut, 4x washer M10, 1x back plate)
5. Fitting kit for hook
(2x flatten bolts M10, 2x spacers, 2x autobloc nut, 2x washer M10, 1x back plate, 2x rivets 6mm)
6. Adjustment kit (2x compensation plates, 12x washer M10)
7. Drilling template and fitting instructions;
8. Sticker with logo



GENERAL FITTING INSTRUCTIONS

The lock must be applied at a suitable and available location of the rear doors, next to the original lock, and on a surface suitably flat. Before installation carefully check the alignment of the two doors.

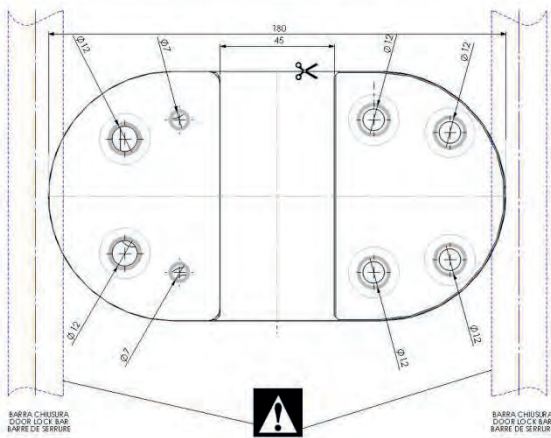
Make sure they close properly, the hinges are not damaged or deformed, and that the gap between the two doors is uniform along the whole height. Otherwise you must register the doors.



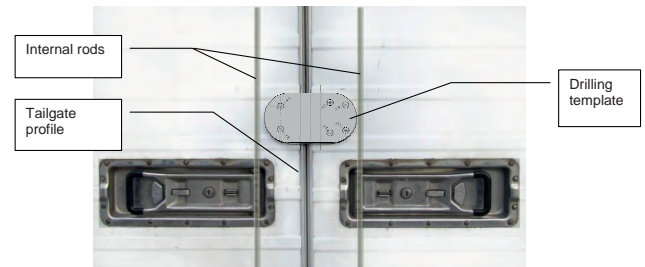
GENERAL FITTING INSTRUCTIONS

1

Dima di foratura - Drilling Template - Gabarit de perçage



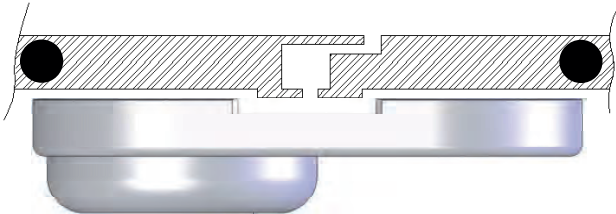
2



Apply the drilling template supplied. Verify that the position does not generate interference with internal and external rods and levers of the handles and the profiles of the tailgate.

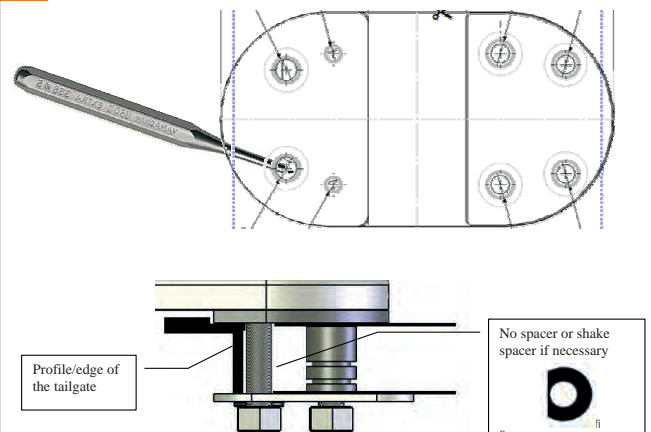
Pay attention to the edges of the door which can deform the drilling template sheet and then generate a misalignment of the holes. Place in axis with respect to the rear doors. The body lock can be decentralized in order to avoid the above mentioned interference.

3



Mark the hole locations with a tip.

4



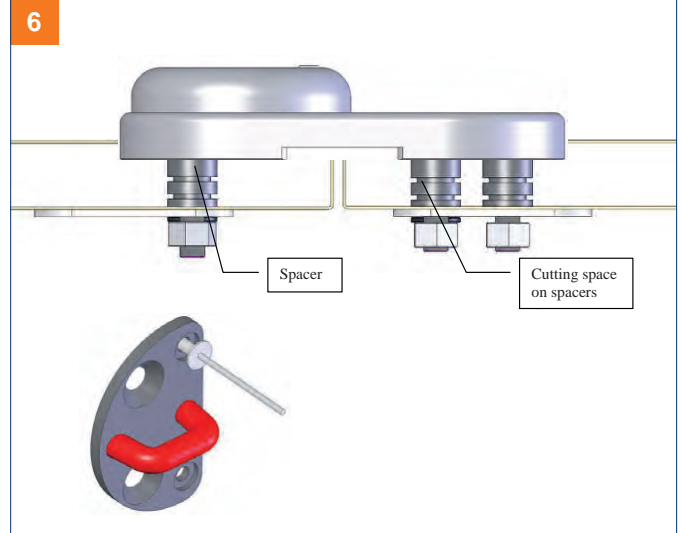
Perform pre-holes on the rear door with a drill bit of smaller size (eg 4-5 mm) in order to perform subsequently holes from the inside of the rear door with a metal hole saw with a 20-22 mm diameter (precisely guided by the pre-drilled hole) for the insertion of the spacers; the inner hole must not reach the outside sheet.

Furthermore, where the pre-holes are too close to the rail of the rear door and therefore not possible to apply the spacers, do not drill the holes with a hole saw from the inside. For securing the body lock will be sufficient to apply the inner plate and the pin.

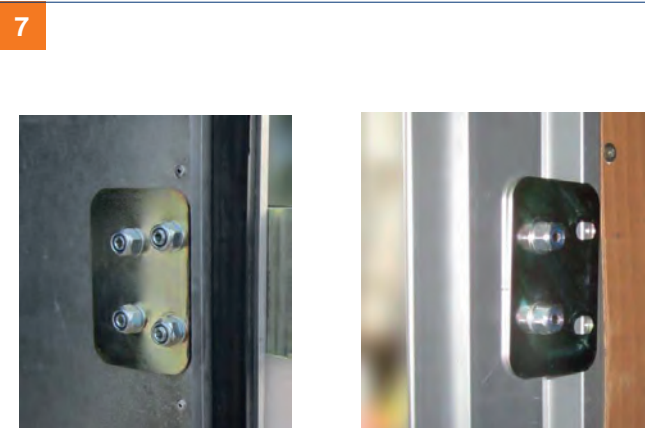
GENERAL FITTING INSTRUCTIONS



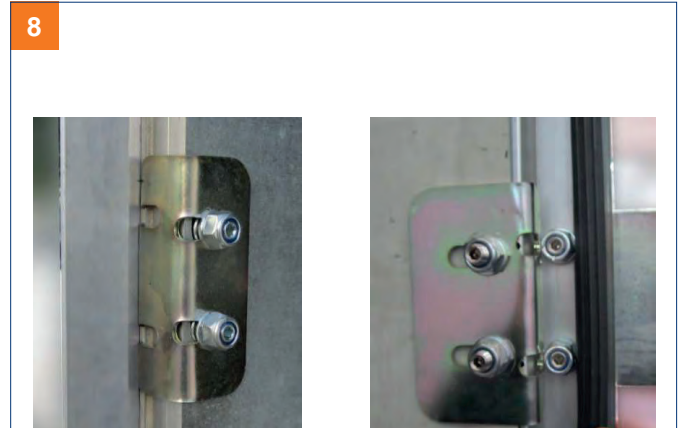
Make the holes from inside with a hole saw. Milling and eliminate any ridges or edges inside the counterbore in order to properly position and align the spacer. The inner holes of 20-22 mm accommodated the supplied spacers, which avoid the crushing of the sheet metal. Some grooves on the surface are provided to facilitate the cut and allow the padlock to adapt to different thicknesses of sheet metal and interspace.



From the external part, widen the pilot hole with a tip from 11-12 mm for the passage of pins M10. To avoid excessive bending / deformation of the hook / strike plate, it is recommended to apply two recording rivets into place.

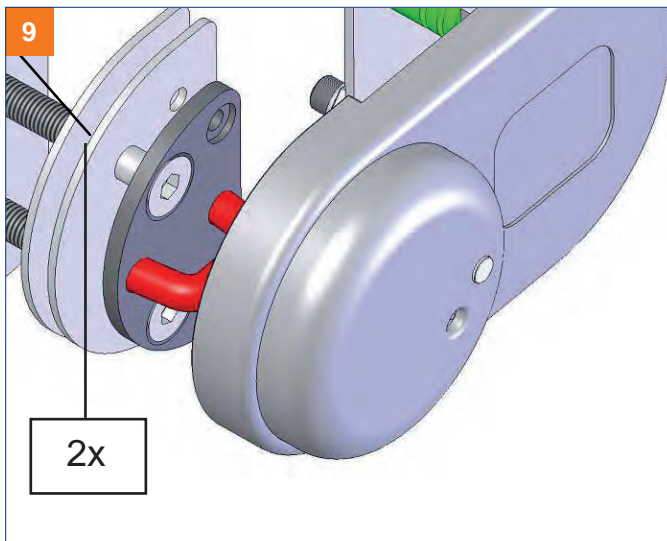


Insert the spacer from inside the tailgate. Finally, apply the backplates and the nuts supplied. If necessary, shape (cut or bend) the backplates in order to avoid interferences that may deform the sheet metal (see pictures).

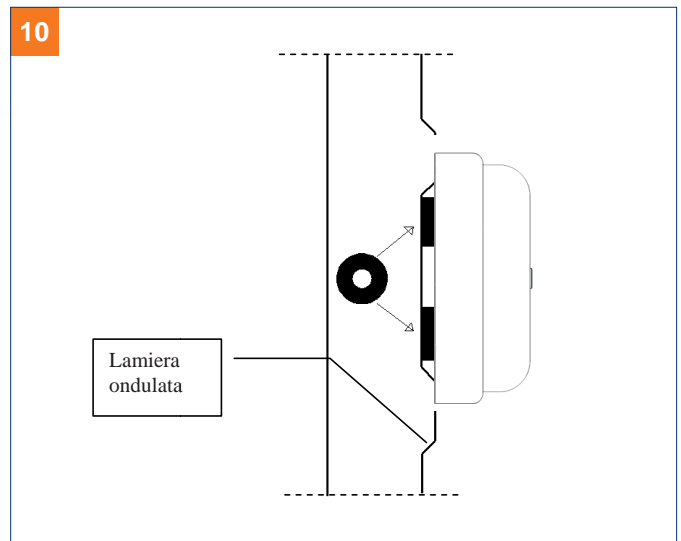


Before finally closing the nuts, check the correct alignment of the lock with the hook / strike plate. Perform repeated opening and closing of the open tailgate lock.

GENERAL FITTING INSTRUCTIONS



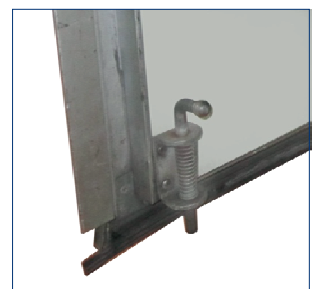
If necessary, keep any misalignment of the hook / strike plate with respect to the shell, applying one or two of the semicircular supplied spacers positioning them under the plate that supports the hook.



Furthermore, if the tailgate sheet is corrugated, in order to prevent deformation of the same, it is suggested that some of shim washers between the armor and the metal sheet and between the backplate of the hook and the metal sheet at the time of clamping of the pins.

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 cam;
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 water repellent 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.
9. If the tailgate (fixed side) is not equipped with a locking handle (or the handle is not locked), you should apply a stake with spring inside (bolt), to improve the performance of the padlock.
10. Always verify the correct operation of the handles; in particular make sure that the springs of the handle and the secure are functioning properly and that the hook and the clash comply.





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