

Art. XPV01/2/3

EXTERNAL PADLOCK TO PROTECT THE LOADING AREA

OF COMMERCIAL VEHICLES (up to 3,5 tons)

MODEL: XP-VAN
(AUTOMATIC & MANUAL OPERATION)

IMPORTANT INFORMATION

Generality

Dear Customer,

Thank you for the trust shown by purchasing one of our products.

Read the operating instructions carefully to familiarize yourself with the assembly and operation of the mechanical key operated padlock, as well as to correct errors and hazards.

Use in accordance with the purpose

The mechanical key operated padlock and the recommended 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 the original VANLOCK XP components. If components not authorized by VANLOCK XP are used, the characteristics of the device are altered. Intended use is a prerequisite for using the device.

The function of the lock and accessories supplied with VANLOCK XP have been checked. If third party components are used, the manufacturer must be informed of the suitability in case of doubt.

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

- Provide relevant people with the necessary information and instructions.
- Have the assembly carried out by specialized personnel according to the assembly instructions. In this regard, it is necessary to comply with the regulations in force.

The use in accordance with the purpose is given, when the lock and accessories:

- They are used in accordance with the definition of the specifications and the assembly data..
- They are not used inappropriately.
- They are treated periodically according to the maintenance and care instructions.
- They are not used beyond their respective wear limit.
- They are repaired, in case of breakdown, by specialized personnel.

The supplier / manufacturer declines all responsibility in the event of personal injury and material damage as a result of inappropriate use or control, which is not in accordance with the purpose.

Use not in accordance with the purpose.

Improper use, i.e. not in accordance with the intended use of the locking device, results in:

- When the directions for use for the purpose are not followed.
- When correct operation is prevented by the addition of foreign and / or non-conforming objects in the opening area, in the closing system or in the striker / cone.

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- When the locking system or the striker / cone is subject to an attempted tampering, which results in a change in the structure, operation or function..
 - When, to keep the tailgate open or for damage, the bolt or other additional locking elements are inappropriately excluded.
 - When the locking elements are mounted and subsequently treated in such a way as to prevent their operation, eg. painting over moving parts, such as the latch.
 - When excessive loads are transferred to the locking system when using the key with normal hand strength.
 - When the necessary gap between the tailgate and tailgate or tailgate and frame increases or decreases due, for example, to the displacement or lowering of the tailgate itself due to the failure of the hinges or due to deformations caused by impacts.
 - When using tools, levers or the like to operate the locking system.
 - When operating the handle and key at the same time.
 - When the lock is closed / opened with inappropriate objects.
 - When using measures other than those indicated in the technical data.

Important safety information

The safety instructions refer to the assembly and use of the padlock. They must always be respected!!

- The manufacturer declines any damage due to use not in accordance with the purpose.
- For security reasons, the lock is designed to be combined with original VANLOCK XP components. Using non-VANLOCK XP components will compromise the characteristics of the lock.
- The tailgate must be capable of being mechanically closed, easily.
- The installation and repair of the lock requires expertise; therefore it must be carried out only by specialized personnel.
- For safety reasons it is not allowed to transform, modify or carry out temporary repairs. When replacing components, it is permissible to use only original spare parts.
- With regard to the safety features of the padlock, the manufacturer is, within the framework of the regulations in force, responsible only when the maintenance, commissioning and modifications have been carried out by the manufacturer himself or by his representative, according to the manufacturer's instructions.
- No liability is accepted for damage of any kind due to faulty operation, modification or maintenance.

Operation



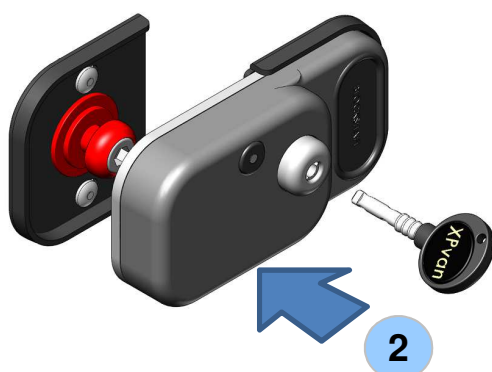
OPENING



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 °.



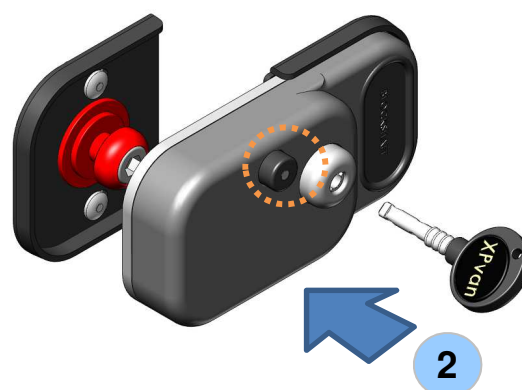
AUTO LOCK



2. Close the door. **THE PADLOCK CLOSSES AUTOMATICALLY.**



MANUAL CLOSURE



2. Close the door. **THE PADLOCK REMAINS OPEN** and the button remains pulled out.



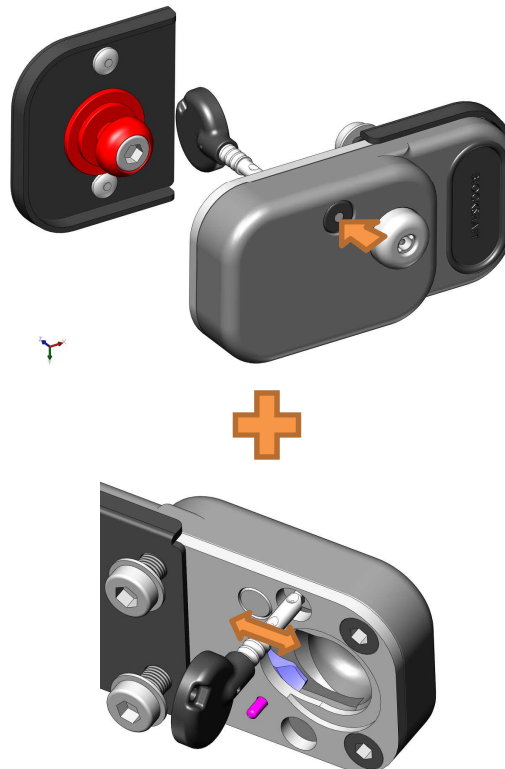
3. Press the button. **THE PADLOCK CLOSSES** (no key needed)

AUTOMATIC / MANUAL OPERATION CONVERSION (push closure)

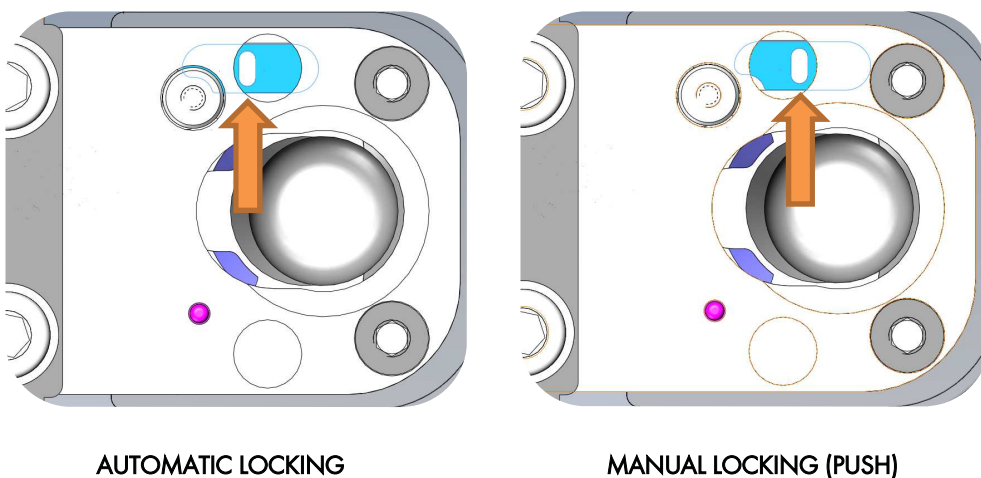
The VANLOCK XP offers the possibility to choose the operating mode: **manual or automatic**.

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

The lock is supplied by default in Manual mode (Push active). To convert it into 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 key as the padlock to move the slide).



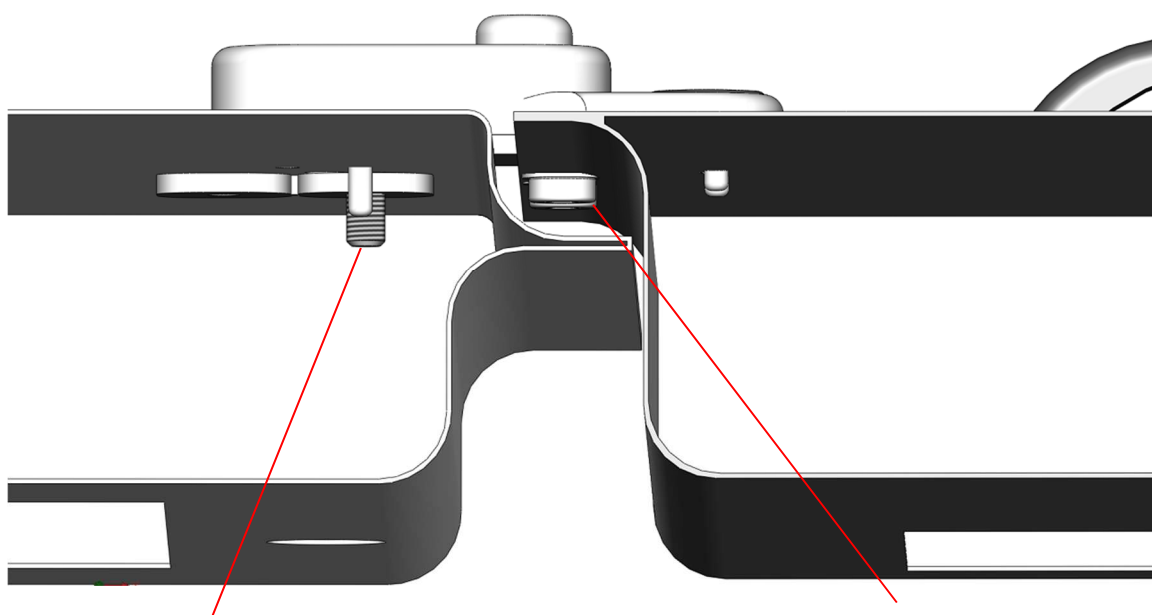
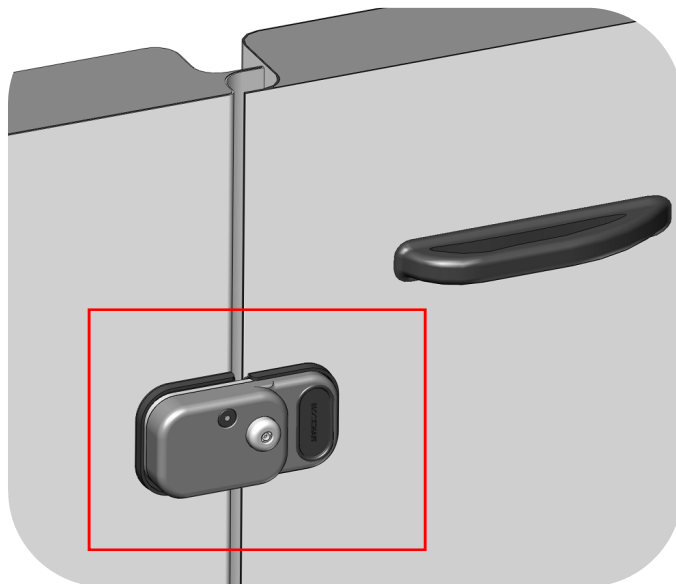
The position of the conversion slide in the two different configurations is illustrated below.



This can be done as often as necessary.

INSTALLATION.

VANLOCK XP 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

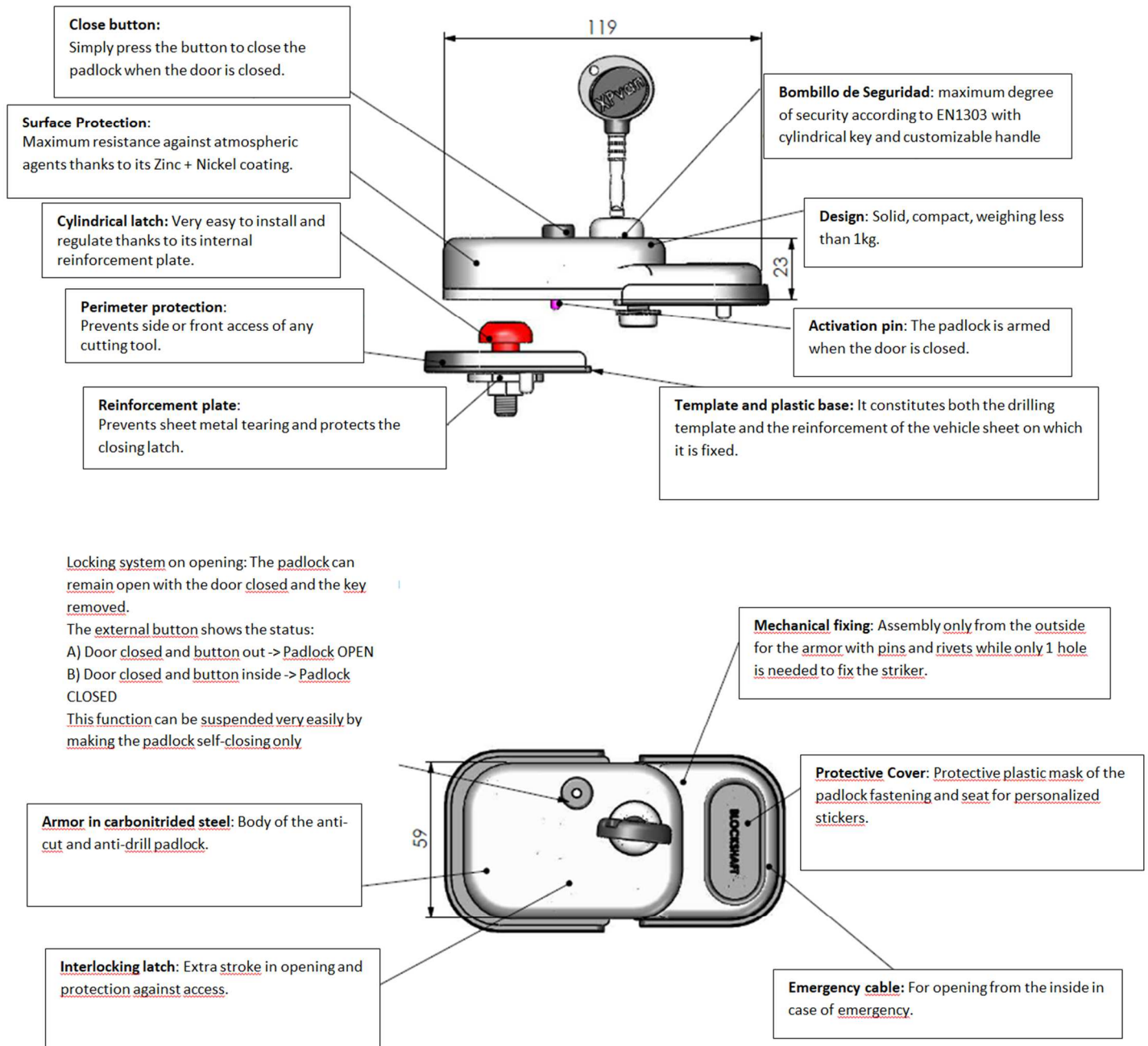
The striker is fixed by means of a special M8 threaded counterplate for sealing inside the tailgate. Two 5mm rivets align and secure the outer protection plate.

ARMOR | Opening door

The device is applied to the tailgate that opens and fixed along the edge of the tailgate using two M8 pins screwed directly onto the shell

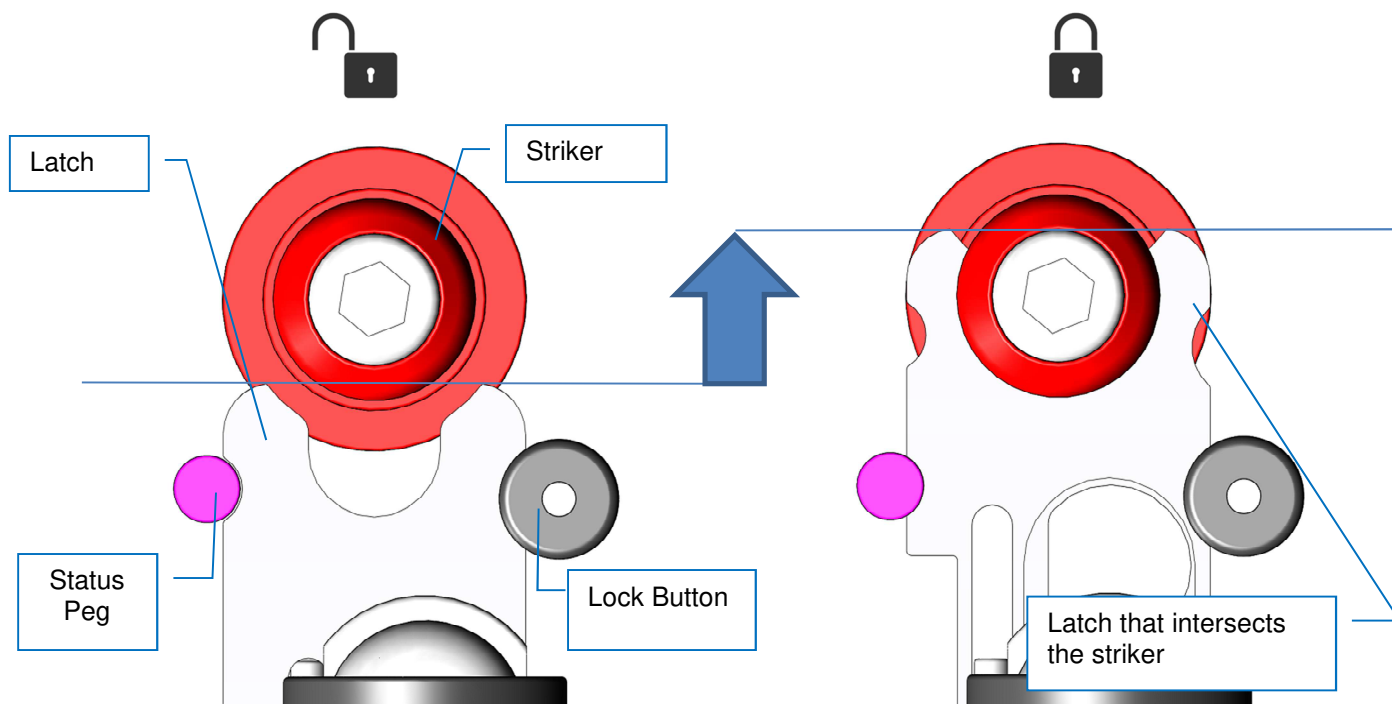
TECHNICAL FEATURES

Below is a summary diagram of the main features of the VANLOCK XP.



CLOSING SYSTEM

The padlock uses a particular latch with a high operating stroke and capable of incorporating **the striker applied to the fixed part of the door during closing**. 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 latch. **In this way the 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 peg 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 closing the padlock 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.

II The padlock is equipped with a button positioned on the outer surface of the shell that allows **the door to be closed leaving the padlock open** (and with the key removed) and **the subsequent 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 and 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 pulling the padlock out..

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 chip removal on 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 block 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 crocus.

Obviously protracted attacks for a long time can 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 opening from the inside (person accidentally closed in the load compartment) to simplify the opening operations from the inside, a high-strength braided steel cable with a plastic eyelet terminal has been prepared.

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



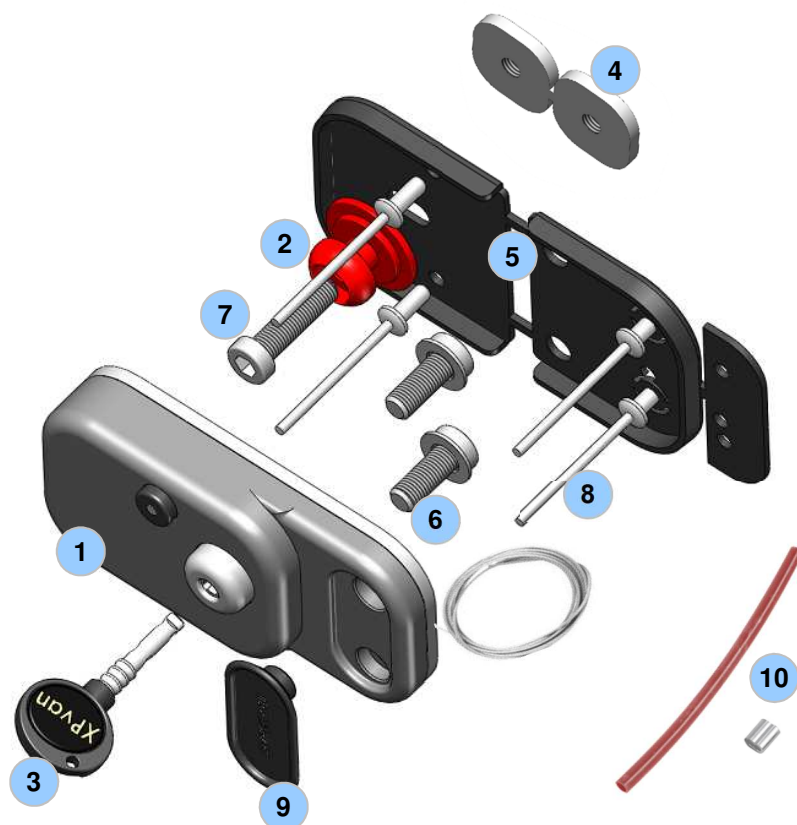
It should be noted that the VANLOCK XP can be installed on all light transport vehicles and vans but its safety / effectiveness and its functionality / reliability are related to the size of the vehicle in an inversely proportional manner.

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. Box bodies are to be excluded. Below is an indicative scheme.



Il kit di installazione comprende i seguenti particolari:

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;



GENERIC INSTALLATION PROCEDURE

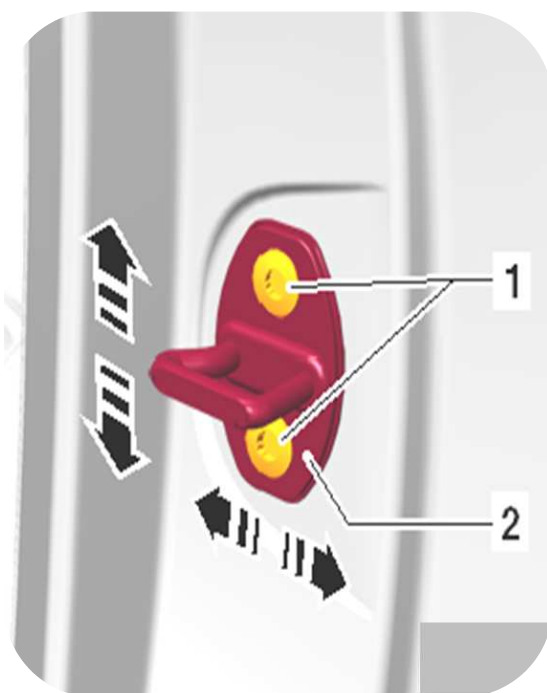
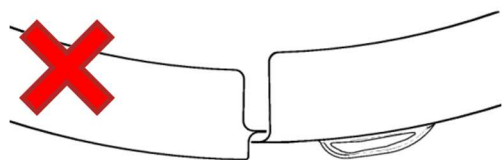
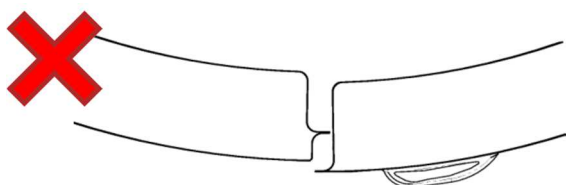
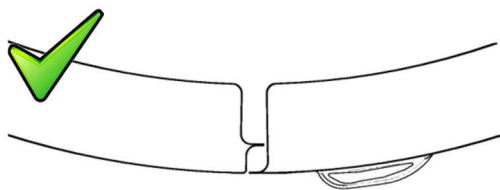
PHASE 1

VERIFY



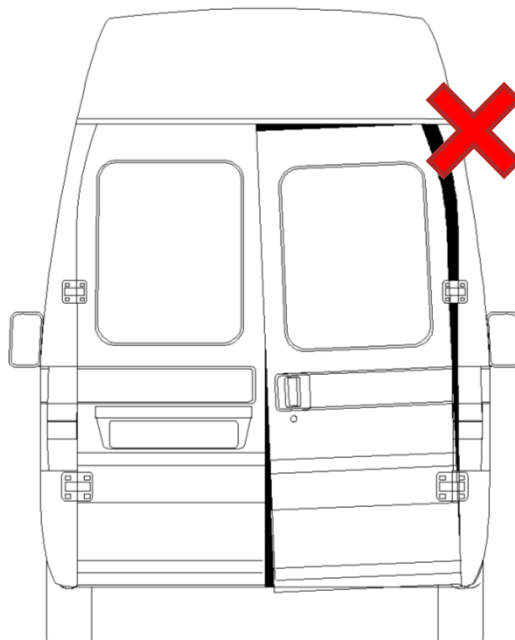
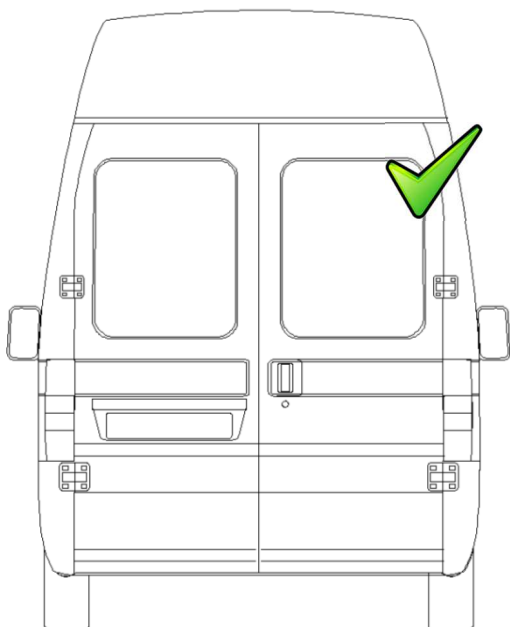
First check the correct alignment of the doors. If the edges of the doors are not perfectly aligned (Pic. 1, Pic. 3), adjust them through the striker / hook (Pic. 2) and / or the hinges.

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



Pic.1

Pic.2



Pic.3

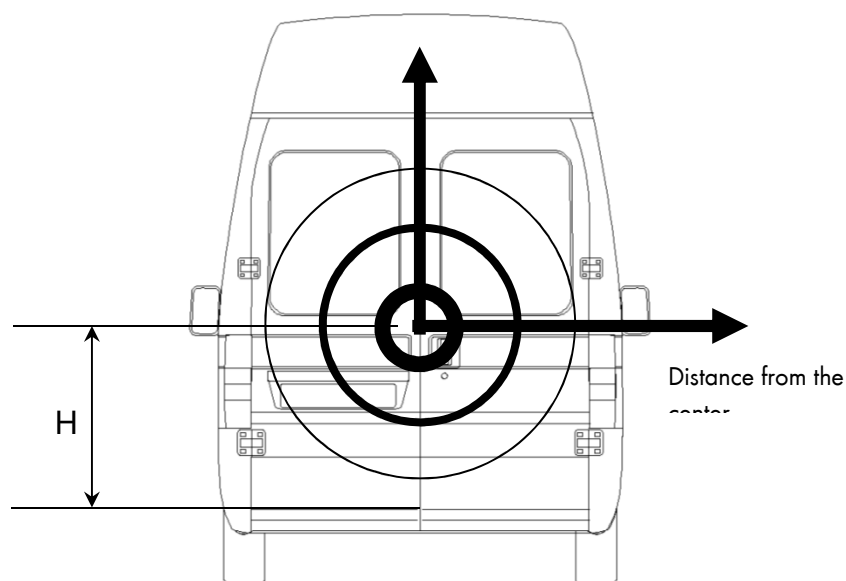
PHASE 2

POSITIONING



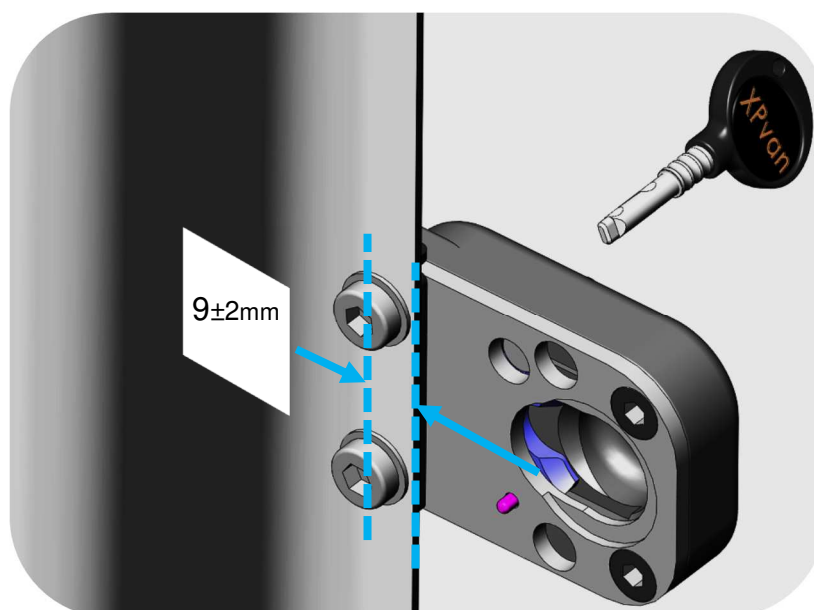
Evaluate one or more possible positions of the lock. To this end, some generally valid criteria can be defined:

- The positioning of the armor 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 (see Pic. 4) in order to reduce leverage.



Pic.4

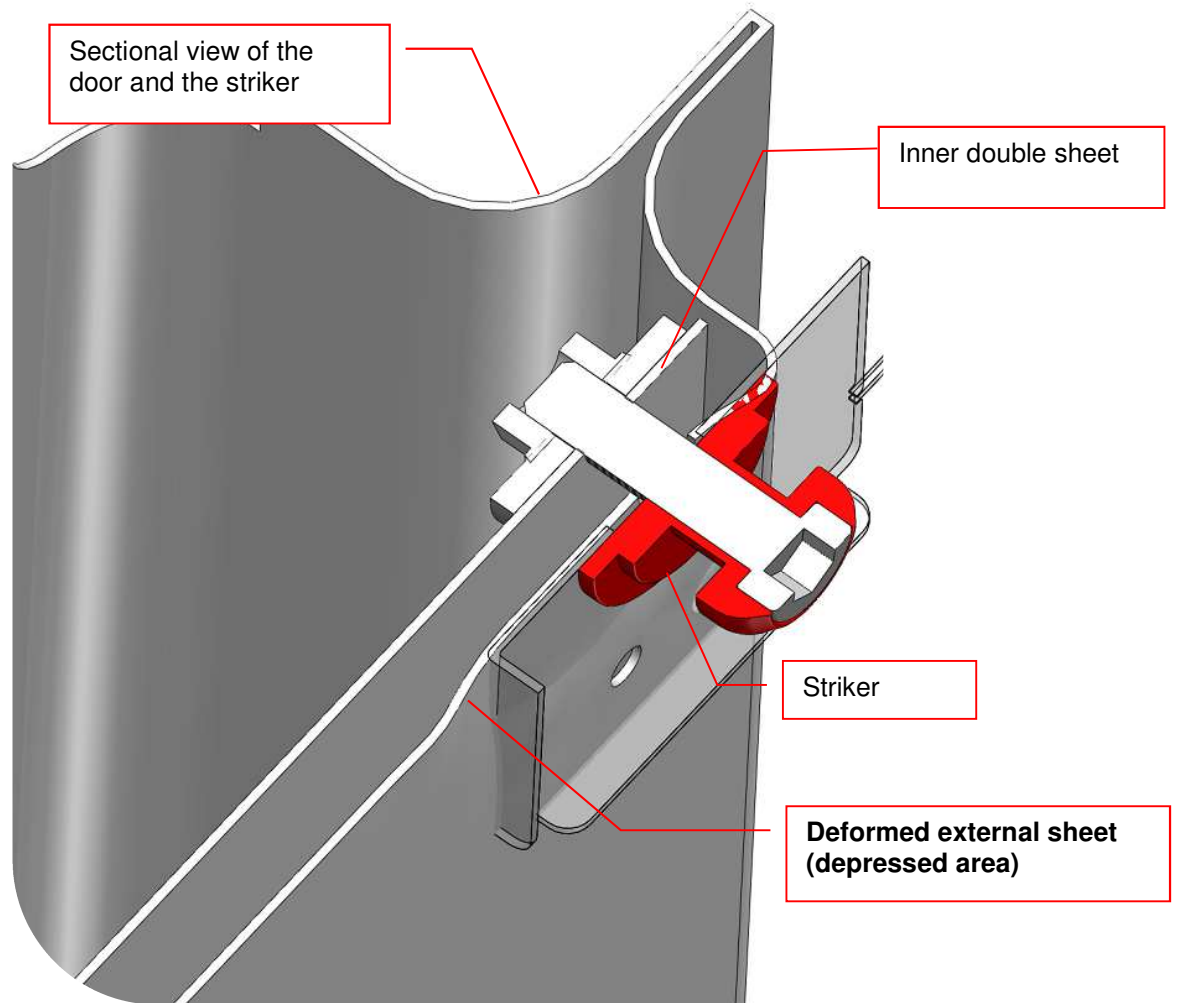
- The position of the two 8 holes is approximately 9 ± 2 mm from the vertical edge of the door that opens (Pic.5). It is the strongest surface of the door. The indicated tolerance is used to allow the positioning of the cylindrical head of the M8 pin within the edge and never beyond it.



Pic.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 will be in vain.



Pic.6

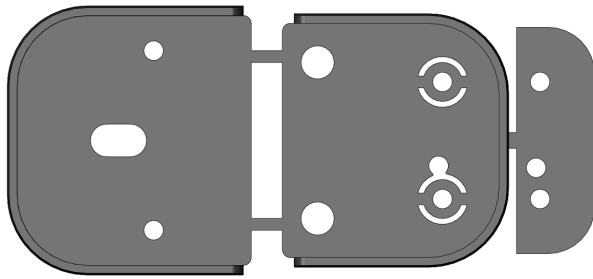
- **Avoid ribs and particular bends of the external sheet of the hatch by applying the armor on a suitably flat and regular surface.**
- **Avoid stock lock, tie rods and levers in order for proper access.**
- **The assembly normally requires the disassembly of the internal paneling of the door to fix the striker and the emergency opening cable.**

PHASE 3

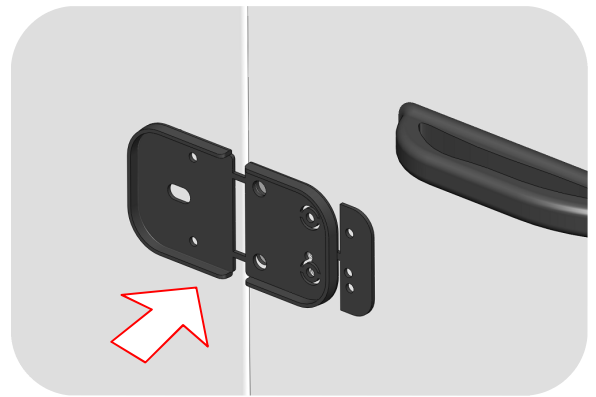
TEMPLATE FIXING



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

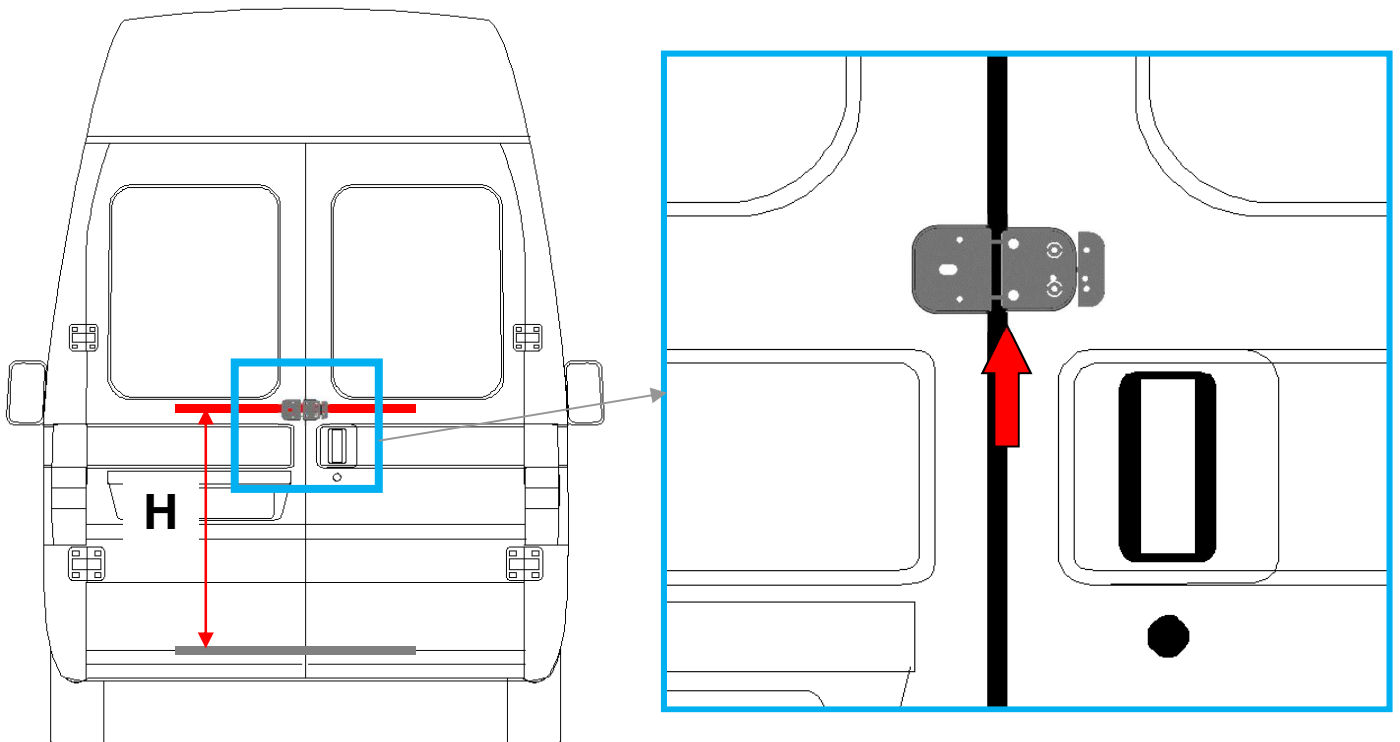


Pic. 7



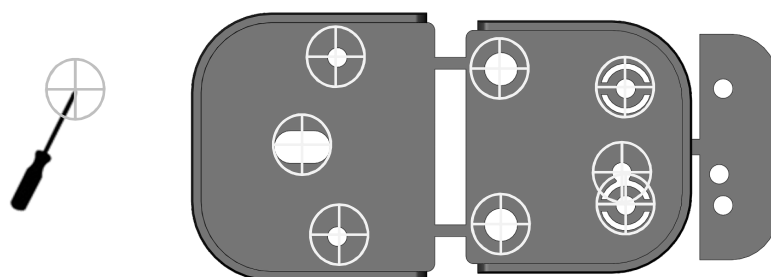
Pic.8

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 (Pic. 9).



Pic.9

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



Pic.10

PHASE 4

DRILLING EXTERNAL



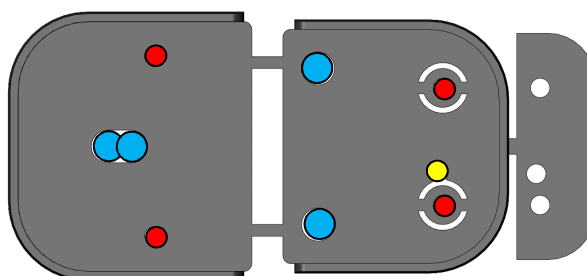
Before drilling, carefully check that there are no internal obstacles and / or interferences (especially the standard lock) and that accessibility is guaranteed since it will be necessary to apply the internal striking plate.



Before drilling, open the tailgate to avoid scratching the fixed door sheet 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 shown on the template (Pic.10):

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



Pic.10

The fixing of the armor normally foresees the holes on the extreme edge of the hatch 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 (so as not to bend or damage the outer sheet)



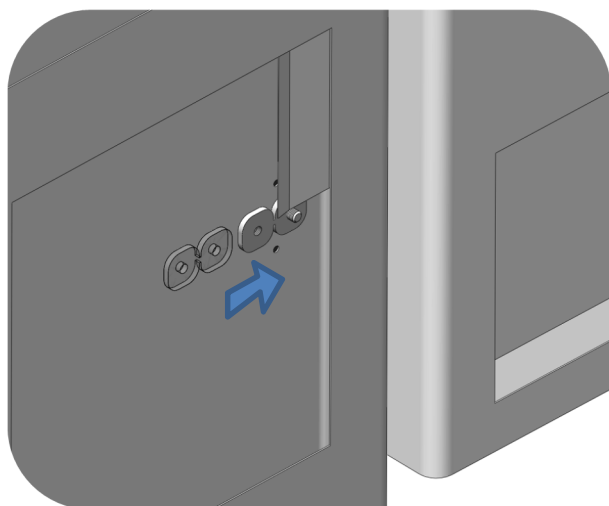
Then cover the edges of the holes with protective varnish.

PHASE 5

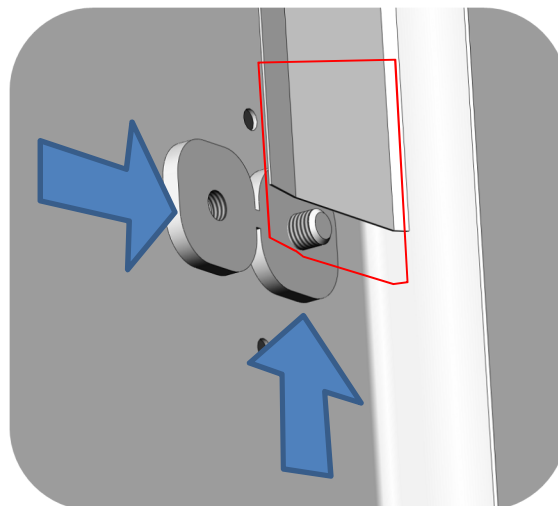
**ACCESSIBILITY
INTERNAL**



If there is the presence of an internal plate that makes frontal and direct access impossible from the counterplate, it is possible to use the special elongated counterplate, holding it by one end and sliding it up to the fixing position, both vertically and horizontally (Pic. 11).



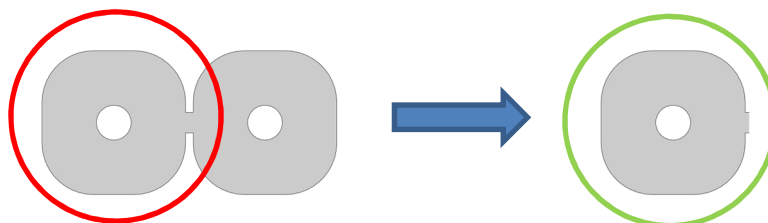
INTERNAL VIEW



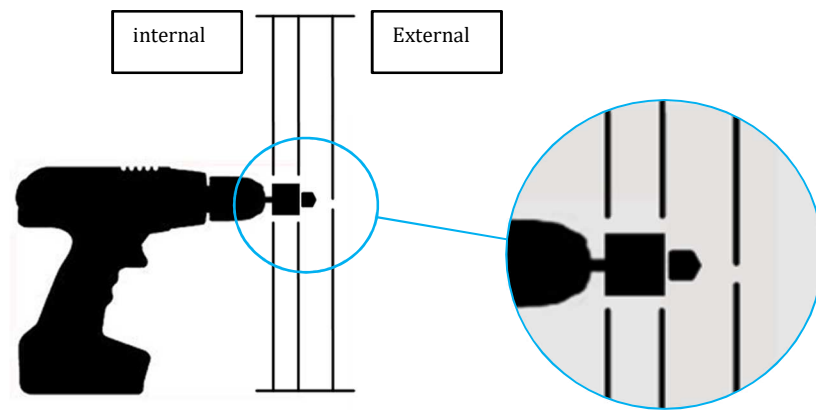
AGGRANDISEMENT

Pic. 11

It should be noted that the aforementioned counterplate also lends itself to rapid geometric modifications. In fact, being made in two symmetrical lobes, it can be cut in two to allow it to be applied where the spaces are smaller..



In the event that there is a third / fourth sheet between the external sheet and the internal sheet (for example ribs, reinforcements, boxes) it is necessary to drill it (Pic. 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 Pic. 6).



Pic.12

Then cover the edges of the holes with protective varnish.

PHASE 6

FIXING STRIKER



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

Fasten the locking striker using the provided counterplate (Pic. 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.



Pic.13

PHASE 7

FIXING ARMOR

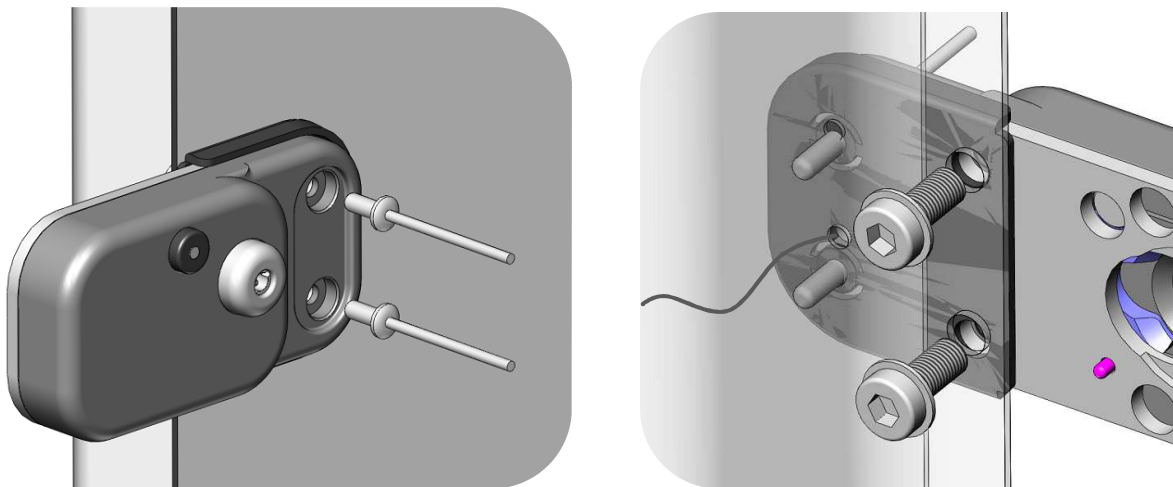


Detach the protruding portion from the plastic base that will eventually be used for alignment issues (see Pic.15)

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 (Pic.14).

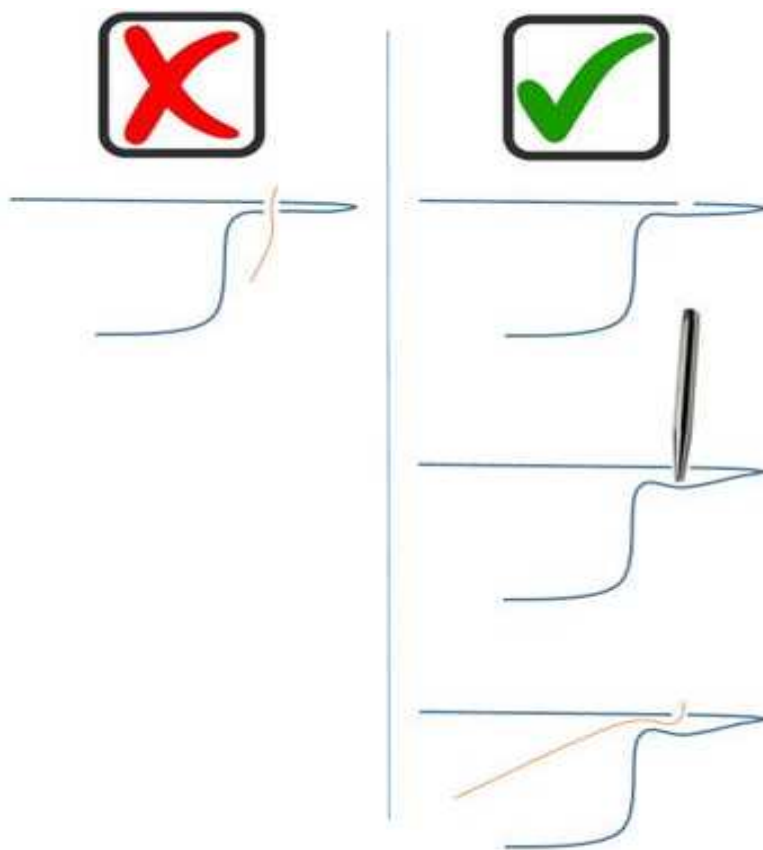
Pass the cable for the emergency opening through the dedicated hole. **If necessary, remove the burrs from the hole with a screwdriver to avoid tearing the cable.**

Apply the two M8 pins on the edge of the tailgate. The seal of the padlock is mainly entrusted to these pins (Pic.14). **Qualora per ragioni di ingombro la testa del perno risultasse eccessiva, si consiglia di non utilizzare la rondella M8.**

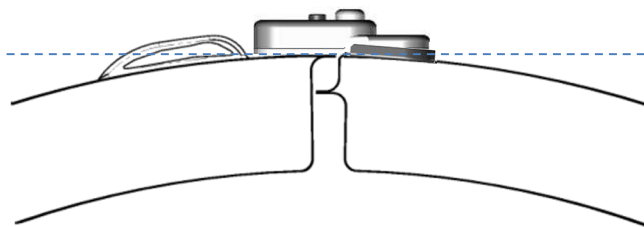
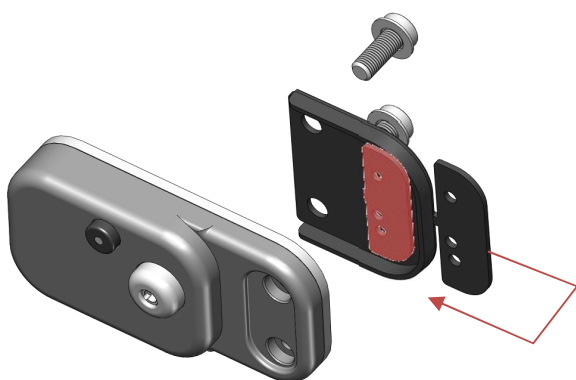


Pic.14

If 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 (Pic. 15).



Pic.15

PHASE 8

TESTING



Close the door a few times to check 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 (Pic. 16). If necessary, align the armor using a rubber mallet. This operation must be carried out with the padlock open.



Pic.16



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

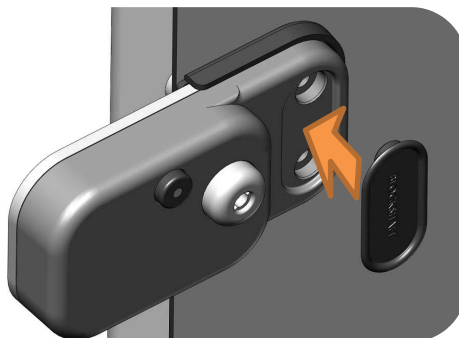
PHASE 10

PLASTIC COVER APPLICATION



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

Apply custom adhesive resin if applicable.



Pic.19

PHASE 11

SLIDING DOOR LATERAL



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

In particular, check that the striker does not interfere with the tailgate when it slides into opening (Pic. 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.

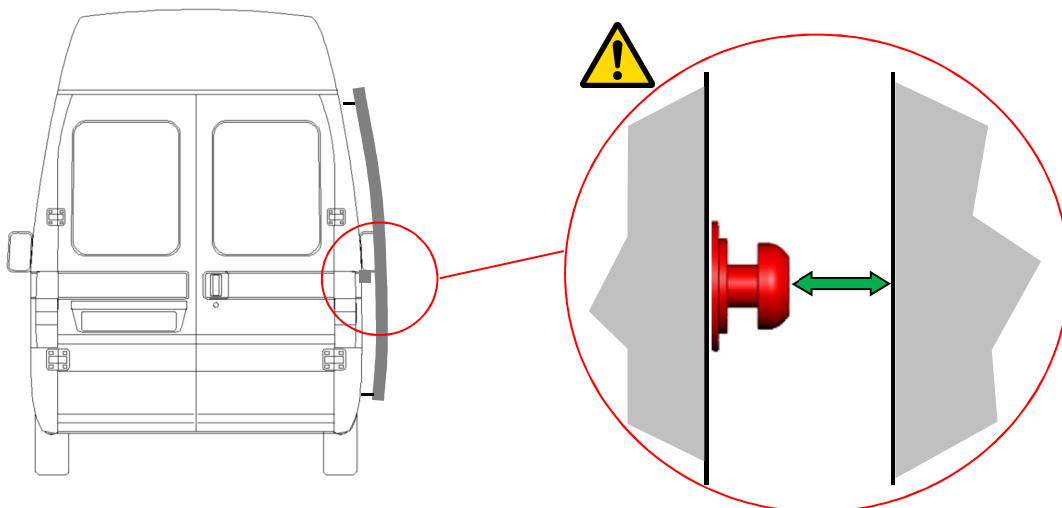


Fig.20

INSTALLATION PRECAUTIONS AND INSTRUCTIONS FOR CORRECT USE



-
1. Drill the holes of the size indicated in the work instructions;
 2. Always check the alignment of the striker / armor vertically and horizontally.
 3. Verify that the key turns without excessive effort
 4. During and after installation, **never leave the padlock keys inside the load compartment**;
 5. Lubricate the cylinder every six months (depending on the intensity of use, more often) using a water repellent, anticorrosive, lubricant, detergent, unblocking spray that does not contain additives that can attract dust or dirt. Do not use corrosive release sprays.
 6. Adequately grease the striker and latch
 7. When washing the vehicle, **avoid jets of water** directly at the cylinder;
 8. Correct use of the padlock that avoids unnecessary and tiring operation requires **that the padlock is open before opening the tailgate handle**.
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MAINTENANCE AND CARE

- Periodically check that the safety components are correctly assembled and check for wear. If necessary, re-tighten the retaining pins and replace the defective components.
- At periodic 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, more often), all the moving parts and all the sliding surfaces with technical vaseline and check the operation.
- Lubricate the cylinder every six months (depending on the intensity of use, more often) using a water repellent, anticorrosive, lubricant, detergent, unlocking spray that does not contain additives that can attract dust or dirt (specific for locks) and that does not is corrosive.
- In order not to compromise the corrosion protection of the components, use only neutral cleaning products and detergents, free of abrasives.

CONDITIONS FOR THE ISSUE OF KEY DUPLICATE

1. To duplicate the keys of products that include an Ownership Card, the key does not need to be presented when requesting one or more additional keys.
2. It is recommended that the customer sign the Card immediately after purchase, and keep the Card in a safe place. The retailer is obliged to provide duplicate keys only to customers who present the Card..
3. Customers who present an unsigned Card on the back when requesting additional keys will not have to request any other documents as duplicates cannot be issued.
4. When a signed Card is presented by the holder (who has signed the back of the Card), the retailer must check and validate the signature on the back of the Card by comparing the signature on the Card with the signature on an identity document.
5. If a customer ordering key duplicates is not the signer on the back of the Card, a proxy to request the duplicates with the same signature as the back of the Card and specifically name and identify the name of the person requesting the duplicate and the authorizations to order additional keys must be presented and kept in the dealer's archives. The reseller must validate the signature on the letter with the signature on the Card. The reseller must also validate the identity of the person requesting the duplicates with the request to present an identity document that reflects the details described in the proxy.
6. The customer must ensure that he has collected the Card..
7. In cases where 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[®] 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 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 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 ;
- 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.