



- long life re-usable barrier seal
- event-unique random security number
- tamper evident design



Description

A re-usable, barrier seal, with event-unique random security number generation and integrated lock, for cargo doors of goods vehicles.

Principle

- The seal mechanism secures a multi-strand steel cable threaded through the door catch mechanism, preventing door opening without opening the seal.
- The seal may only be opened by use of allocated key.
- Closing the seal automatically locks it and generates a new random 5 digit security number, displayed through a window in the seal housing.
- Opening the seal scrambles this number to an unreadable condition.
- The security number displayed after seal closure at despatch is recorded on the load manifest and should still correspond at delivery. Any deviation from the recorded number indicates unauthorised opening of the seal.

Construction

- Case dimensions and Mounting
- The seal mechanism - cable plunger, integrated stainless steel 7-pin radial camlock and random number display - is housed in a stainless steel case measuring:-
135mm. high x 93mm. wide x 45mm. deep.
- The assembly is bolted, using a stainless steel 4-stud mounting kit, to the exterior of the cargo door.
- It may be mounted onto Roller Shutter, Thermal Insulated or Dry Goods doors.
- The seal mechanism is positioned on the door so that, with the cable threaded through the door catch mechanism and the seal closed, the door, catch or handle cannot be moved sufficiently to permit door opening.

Structure and Approvals

- The seal casing is formed from AISI 316 grade stainless steel, resistant to salt mist.
- The casing encloses the seal mechanism to IPX 6 - resists water ingress under pressure - and conforms to BSEN 60529.
- The casing meets Ministry of Defense standard 07-55DI for infiltration of sand and dust particles.
- The seal mechanism has an operating temperature range of -40° C to + 85°C and is approved to IEC 68 to withstand:-

Dry Heat	IEC 68-2-2	85° C for 16 hours
Cold	IEC 68-2-1	-40° C for 16 hours
Damp Heat Cycle	IEC 68-2-28	Condensation test
Bump	IEC 68-2-29	40g's for 6 m/secs.
Vibration	IEC 68-2-36	3Hz - 500Hz + 1mm/ 10g's

secureloc
assured security for the logistics industry



The wheels of the security number display are moulded from Acetal Copolymer C9021L510 / 1569.

They are resistant to UV radiation.

The numbers on the display wheels are 5mm. high. They are supplied Black figures on Yellow ground.

The security number is viewed through a window 8mm. x 44mm. formed from UV stable polycarbonate approximately 1.75 mm. thick, formed into a cylindrical convex lens. When viewed through this window, the numbers appear to be 5.5 mm. high.

The standard securing cable assembly is a 750mm. length of 7 x 19 strand stainless steel cable (i.e. 7 bundles of 19 strands). The cable is 3 mm. in diameter, encased in a protective sleeve formed from Nylon 11, giving an overall diameter of 5 mm. The cable has a minimum breaking strain of 510 Kgs.

A cylindrical stop-end made from grade 316 stainless steel is swaged onto each end to engage the plunger keyway.

These fittings give a minimum efficiency of 90% of the breaking strain of the cable - approximately 460 Kgs.

An alternative heavy duty cable consists of 6 mm. diameter galvanised steel of 6 x 19 construction, encased in Nylon 12 to give an overall diameter of 9.5 mm.

The nylon sleeve is recessed into the stop-ends to further reduce the risk of corrosion.

In standard form, one end of the cable is held permanently in the plunger keyway by a roll pin.

The roll pin may be driven out of the plunger, either to replace a damaged cable, to substitute an optional looped-end cable or to use more than one cable.

The complete seal mechanism weighs approximately 1.05 Kg.

Operation

Opening the Seal

Inserting the key into the lock, located at the bottom right of the seal casing, and turning it anti-clockwise through 90° pushes the cable plunger out from the bottom of the seal casing. This allows the free cable stop-end to be pulled from the plunger keyway.

Turning the key also spins the security number display wheels to half-way, unreadable positions.

After opening, the key should be removed from the lock.

Closing the seal

With the free end of the cable passed through or around the appropriate door catch mechanism, the stop-end is inserted into the plunger keyway.

The plunger is pushed firmly up into the seal casing, locking the seal mechanism automatically. The key is not required.

The closing action spins the security number display wheels to a new, random, 5 digit number.

