NOBLE TRUCK SHUTTERS

MANUFACTURE - INSTALLATION - REPAIRS

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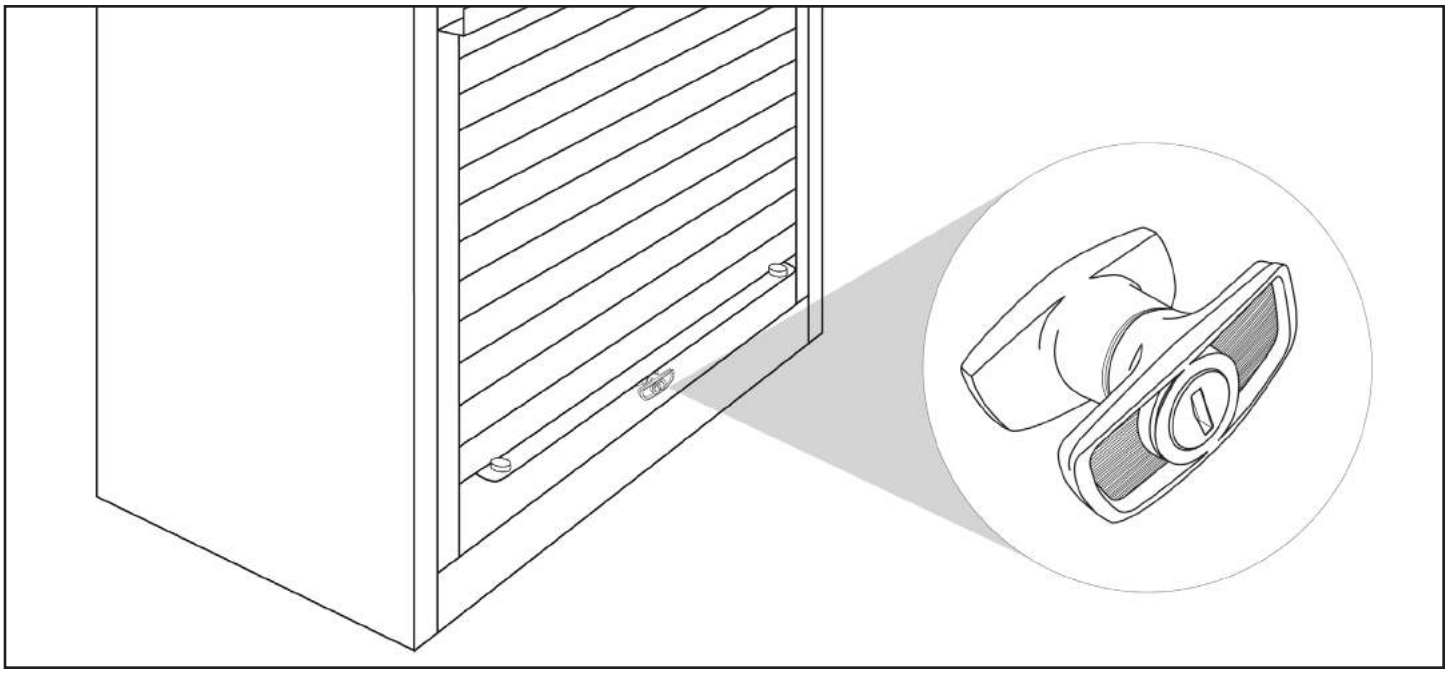
# LOCKING OPTIONS INFORMATION

Please see the "OUR PRODUCTS" page of this site for individual component measurements and shutter options.

## CHROME LOCKING T-HANDLE:

T-Handles are used on smaller shutters for a convenient way of locking. They are connected to 10mm mild steel locking bars attached to the rear of the bottom rail which throw sideways through holes drilled within the side tracks. Twist the T-Handle to release the bars, operate the shutter. When the shutter is closed, twist the T-Handle back to prevent the shutter from lifting. A keylock built into the T-Handle allows for secure locking once the work day is over. Multiple T-Handles can be 'keyed alike'.

T-Handles protrude from the front flat face of the bottom rail, by less than 50mm or from the lip of the bottom rail, only 30mm. 11mm holes need to be drilled within the tracks for the locking bars to operate. They measure 46mm from the sill of the body to the top of the holes. Do not drill the locking holes too high or the shutter will bounce around whilst the vehicle is in motion, creating opportunity for wear and tear.

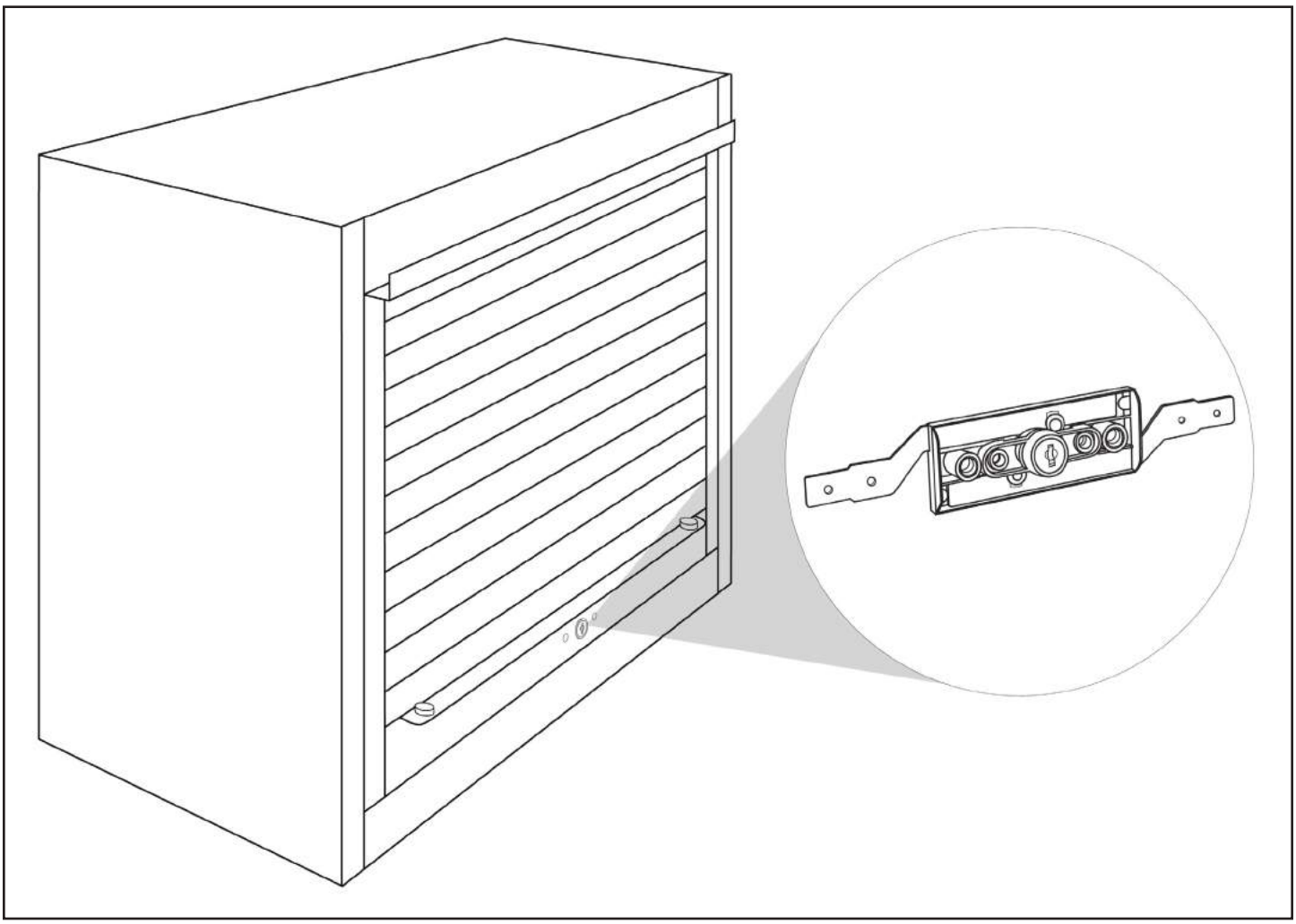


## FLUSH MOUNT KEYLOCK:

Much like the Chrome T-Handles, Flush Mount Keylocks are used on smaller shutters. They are connected to 10mm mild steel locking bars attached to the rear of the bottom rail which throw sideways through holes drilled within the side tracks. The main difference to the T-Handle is that with the Flush Locks, a key is necessary every time to unlock and lock the shutter. This means that the key is the leverage point of this locking system. If any problems arise with the locking bar mechanism, you must be careful not to force and break the key in the lock. With a T-Handle, the leverage point is the handle and not the key.

Flush locks are convenient when used on toolboxes that have drop sides fitted in front of the openings. Multiple Flush Locks can be ‘keyed alike’.

Flush Keylocks protrude from the front flat face of the bottom rail by only 6mm , less than the 20mm lip of the bottom rail. 11mm holes need to be drilled within the tracks for the locking bars to operate. They measure 46mm from the sill of the body to the top of the holes. Do not drill the locking holes too high or the shutter will bounce around whilst the vehicle is in motion, creating opporunity for wear and tear.



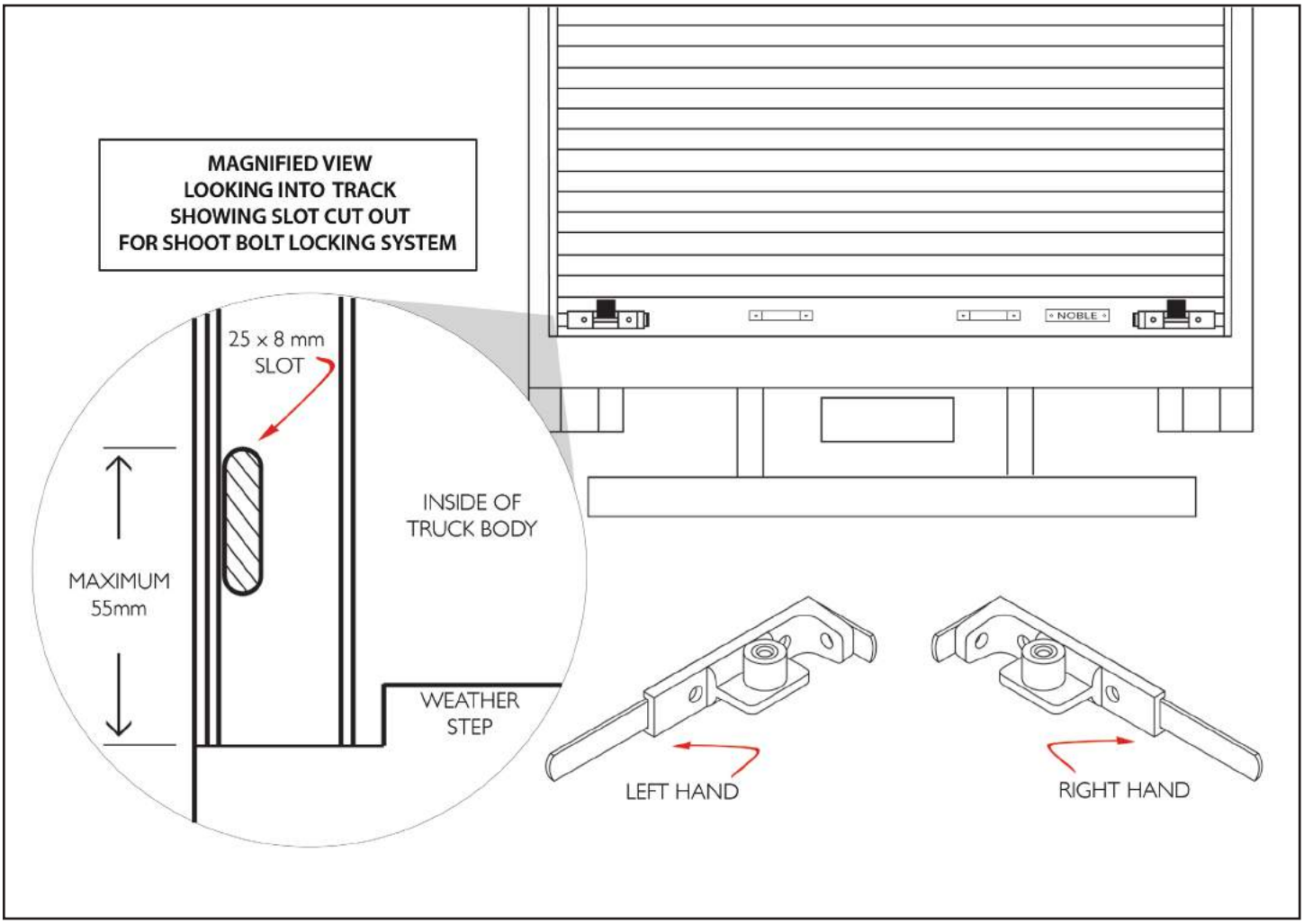
## SHOOT BOLT LOCKING:

Used on larger shutters, Shoot Bolts have an internal spring mechanism so that when the shutter is pulled to the closed position, the slides automatically lock into pre-cut lock slots within the tracks. When unlocking, simply pull on one shoot bolt, letting the shutter lift a little on that side, then repeat for the other side.

This is an inexpensive locking system and is convenient when using a tail-lift, as other lock systems such as the Clamp Lock System will be in the way of the lifter.

A 25 x 8mm slot is cut within the tracks, allowing the Shoot Bolt slides to throw sideways into the locked position. The slot needs to be offset within the tracks, toward the rear of the truck and measures 55mm from the sill to the top of the slot. Do not drill the locking slots too high or the shutter will bounce around whilst the vehicle is in motion, creating opporunity for wear and tear. As the slides within the Shoot Bolts are 3mm thick, naturally they will start to wear the slot higher over time. So the shutter should be locked as tight as possible when installed.

During maintenance, the top of the slots may need to be filled in with weld.

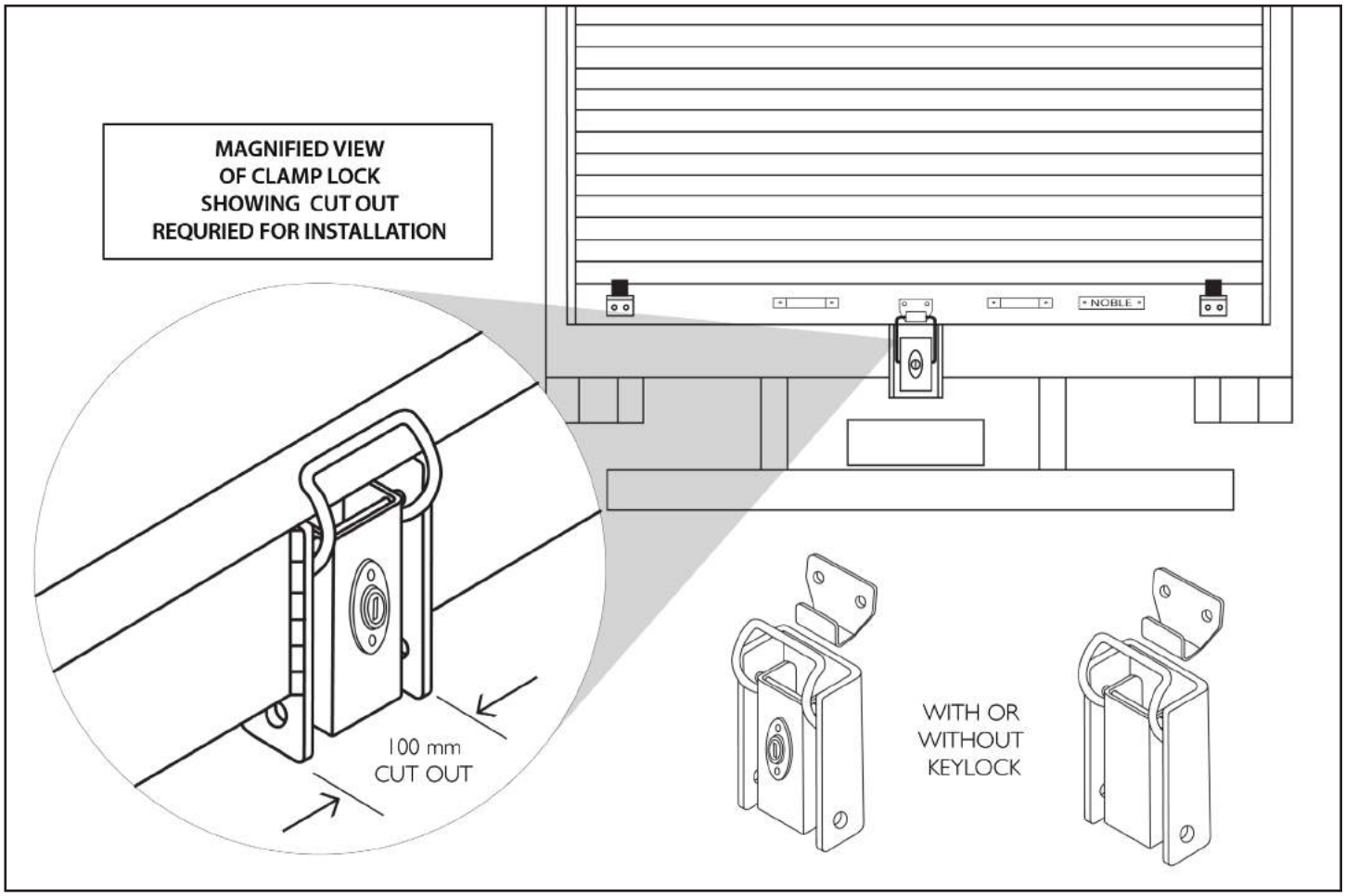


## CLAMP LOCKING SYSTEM:

The Clamp Locking System is used on larger shutters and needs to be welded into the steel framework of the truck. This creates a solid lock system that helps with the life of the shutter, reducing wear and tear created by the bouncing motion of the vehicle. Clamp Locks are available with or without a keylock, and both can take a padlock.

To fit a clamp lock, a 100mm wide 'L' shape is cut out of the bottom RHS framework of the opening. The top and rear walls of this RHS are left for support and not cut out. Welds down the front and along the bottom of the RHS, as well as the under side of the top face of the RHS, secure the Clamp Lock in place. A hook is then fitted to the bottom rail. When the inner channel of the Clamp Lock is lifted, the steel wire can be looped over the hook. The inner channel is then levered downward and snapped closed, holding the shutter down tight in the shut position.

The wire will loosen over time, but can easily be tightened during maintenance, returning it to it's original shape. A well installed shutter and Clamp Lock System will be easy to operate and should release quickly in one motion. When the inner channel of the Clamp Lock is released from the locked position, the wire should flick off the hook and the shutter should raise a little, ready to be operated.

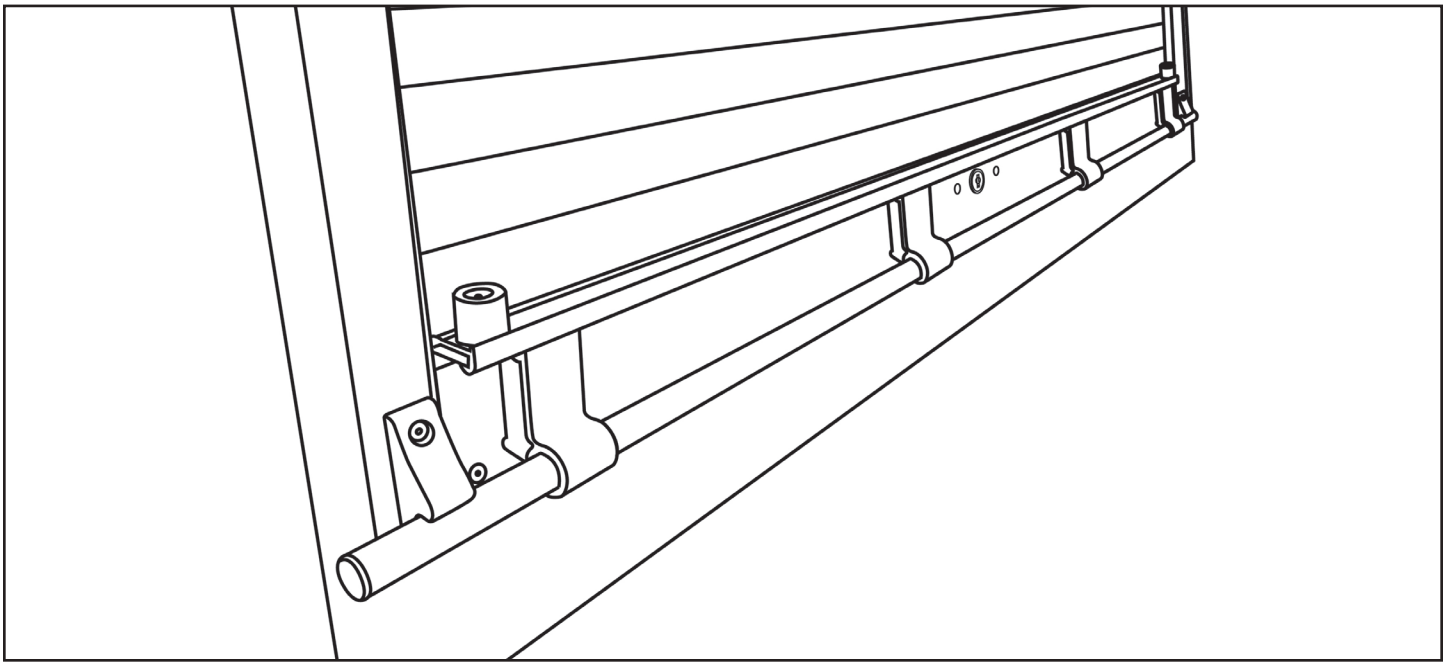


## QUICK RELEASE BAR LOCK:

The Bar Lock is the most convenient locking system. The stainless steel bar stretches across the entire width of the opening and works as a grab handle. When pulled down to the closed position, the spring loaded bar mechanism travels over the keepers mounted to both sides of the opening and snaps into the locked position. The lock is released by pulling on the bar and moving the shutter upwards. A little more of the opening is lost with this type of lock as the bottom rail is bulky for strength, measuring 135mm from the rubber bottom rail seal to the top of the rubber buffers.

Due to the size of the bottom rail complete with mechanism, installation is easier if the tracks can be fitted last. Firstly, the shutter is installed and tensioned. Then the fully assembled bottom rail is slid onto the shutter curtain, secured with the supplied bottom slat clip and rivet. Then the tracks are fitted by welding or rievetted/screwed through countersunk holes pre-drilled by the installer.

A Flush Mount Keylock is installed at the centre of the bottom rail and is attached to 10mm mild steel locking bars which throw sideways through holes drilled within the side tracks.11mm holes need to be drilled within the tracks for the locking bars to operate. They measure 46mm from the sill of the body to the top of the holes. Do not drill the locking holes too high or the shutter will bounce around whilst the vehicle is in motion, creating opporunity for wear and tear.



Once the locking bar holes are drilled, and the shutter is held in the closed/locked position, the keepers must be installed on each side of the opening tightly nestled above the stainless steel bar. If Rubber Sealed Tracks have been supplied, the keepers can be installed onto the track itself, If other types of tracks have been supplied, packers will be required to be installed behind the keepers.

If standard aluminium or steel tracks have been supplied and are already welded to the vehicle's body, the top curls of the tracks must be cut lower so that the bottom rail and mechanism can be fed into the tracks. The stainless bar will also need to be removed and re-installed once the bottom rail has been inserted into the tracks. Once the shutter is functioning well and has the correct tension, the track curls must be raised back to normal height and tack welded into position.

The Bar Lock can be used all day relying on the spring loaded mechanism to hold the shutter closed. The Flush Lock can be key locked at any time for security.