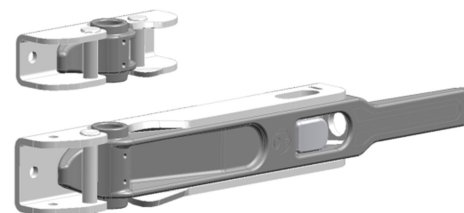


## Operating instructions for the HESTAL espagnolette lock system **Lockmaster 709.18**

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### 1. General information

The HESTAL espagnolette lock system 709.18 is configured for 25 mm and 30 mm rear portal doors with a pivot point distance of 22 +1 mm.

The locking system is designed for a galvanised espagnolette  $\varnothing 18$  h9.

The tension elements may only be used in conjunction with the corresponding counterholders.

The number of necessary sealings per portal door must be determined by the structure manufacturer based on the portal width, portal height and portal load.

Alterations to the locking system or deviations from the installation instructions will void all liability claims.

### 2. Regulations

The following regulations and directives must be observed:

DGUV Regulation 1 "Accident Prevention Regulation - Principles of Prevention" (formerly BGV A1)

DGUV Regulation 70 "Vehicles" (formerly BGV D 29)

DGUV Principles 314-002 "Monitoring of Vehicles by Driving Personnel" (formerly BGG 915)

DGUV Principles 314-003 "Inspection of Vehicles by Experts" (formerly BGG 916)

DGUV Rules 109-009 "Vehicle Maintenance" (formerly BGR 157)

StVZO (German Road Traffic Ordinance)

VDI Directive 2700 "Load Securing on Road Vehicles"

Vehicle manufacturer assembly guidelines

The "Technical Customs Guideline" of the ZKA (Customs Criminal Investigation Office) for the preparation for customs sealing

### 3. Technical description

The system consists of the intervention elements, tension cams and counterholders positioned above the door. Below the door is the locking unit consisting of a clamping lever and counterholder.

The safety assembly, consisting of 2 semi-automatic locks, is integrated into the clamping lever.

It is therefore not easy to cause damage to the locks when loading or unloading forklift forks or similar, as the clamping lever, together with the locks, are swung outwards when the doors are being opened.

### 3.1 Customs security

The HESTAL espagnolette lock system 709.18 satisfies customs requirements thanks to various constructive customs security devices:

(approved by the German customs investigation bureau (Zollkriminalamt) [2003])

- An opening for a customs cable  
Externally under the safety button (up to Ø 12mm customs cable)
- Additional opening for a single customs seal
- Can be sealed with a D-lock:  
→ Far away from the lock pivot point on the safety button.
- Assembly checked (industrial safety)
- **EN 283 for strength testing (basis for the BZA test)**
- **Sealings tested in accordance with BZA criteria in integrated portal doors**

#### **Recommended threaded with padlock:**

(max. size 12 customs cable, size 30-50 D-lock)



## 4. Opening and closing the lock

### **Opening:**

When opening the door, there must be no pressure from internal cargo on the lock system!

To open, the safety button is pushed down and the clamping lever is moved away from the counterholder.

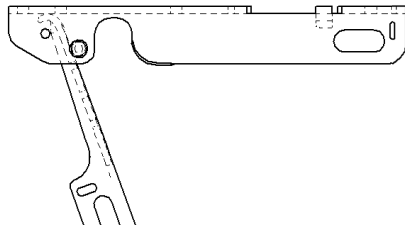
### **Closing:**

When the clamping lever swings into place, the locks of the clamping lever automatically latch into the locked position in the lock bridges of the counterholder.

As well as the noise that signals the lock has engaged, the flush locked position of the safety button in the clamping lever can be confirmed with visual check.

## 5. Device for holding the doors open

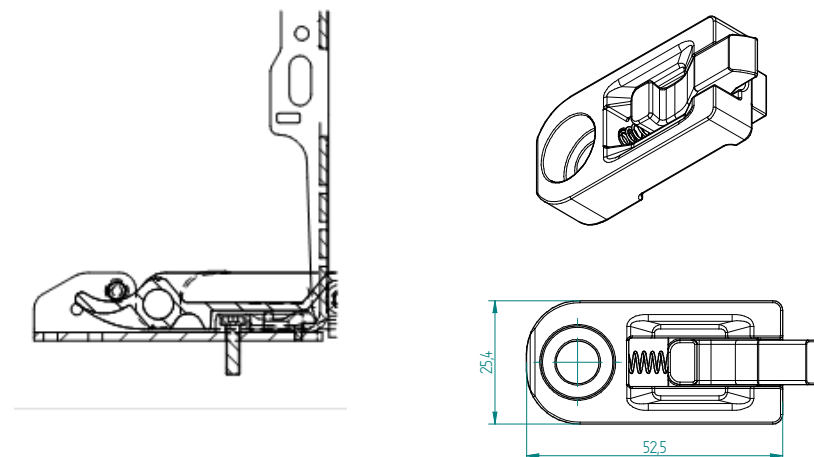
(Using plug bolts  $\varnothing$  6x min. 60mm long, in the bottom of the counterholder)



- Open door
- Swivel the clamping lever in the middle of the vehicle so that handle rests against the front drive pin and the base of the counterholder.
- Insert  $\varnothing$  6mm plug bolts into the  $\varnothing$  7mm holes in the cheeks of the counterholder.  
Due to the swinging radius of the door and its own swivelling range, the handle of the clamping lever remains trapped in this kinematic system.
- To unlock the function, the plug bolt should be removed.

The plug bolt is NOT included in the scope of delivery.

To easily unlock the cross roof beam on a sliding roof, for example, after the doors have been securely opened, there is the possibility of very easily keeping doors open in a catch position of  $\sim 20$  degrees using the semi-automatic "door fix" hold-open device (6.141.719.00).



The end of the clamping lever handle latches in between the door fix screw and the lock bridge.  
To open, the screw can be pulled out with a finger, so that the clamping lever can be released again.

## 6. General operation

- Compliance with the information in the installation instructions will ensure the proper functioning of the espagnolette lock.
- For reasons of functional, traffic and occupational safety, it is permissible to combine only the HESTAL parts shown here.
- When properly installed, the espagnolette lock corresponds to the DGUV Regulation 70 "Vehicles".
- The penetration of large foreign bodies into the inner movement area of the locks is to be avoided, as otherwise the function of the lock system may be impaired.  
The lateral cheeks of the clamping lever offer constructive protection, as well as the permanently raised cheeks of the counterholder.
- Before every journey, it must be ensured that the lock is properly sealed.
- When operating the lock in moving traffic, an appropriate high-visibility jacket must be worn.

## 7. Maintenance and repair

The espagnolette lock requires no maintenance if used properly.

If large foreign bodies have entered the inner movement area of the locks, remove these with compressed air or a strong jet of water.

If a component needs to be replaced, only original HESTAL spare parts may be used.  
In this context, the DGUV Regulation 70 "Vehicles" is to be observed.

All components of the lock system can be disassembled and reassembled using riveting technology without the need for welding.

Repairs may only be performed by the vehicle manufacturer or by a specialist company authorised by the manufacturer and only by qualified personnel.

### PLEASE NOTE:

The information presented here is based on data considered to be correct at the time of writing these installation instructions. However, no explicit or implicit warranty or claim is made ensuring or confirming the correctness or completeness of the data and safety information. No responsibility can be assumed for material damage or physical injury resulting from incorrect use or failure to comply with recommended application methods.