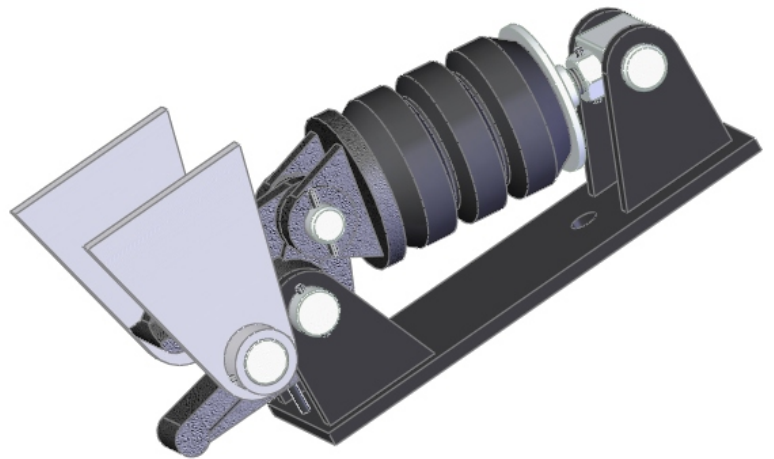


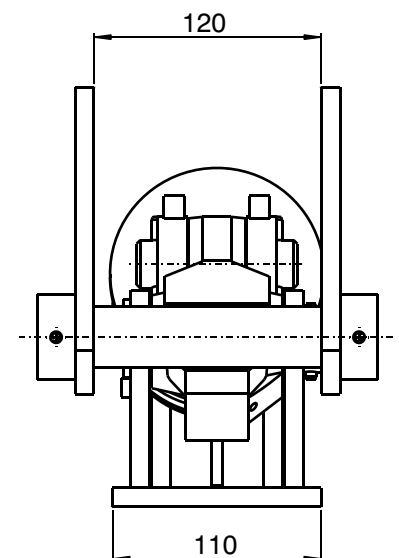
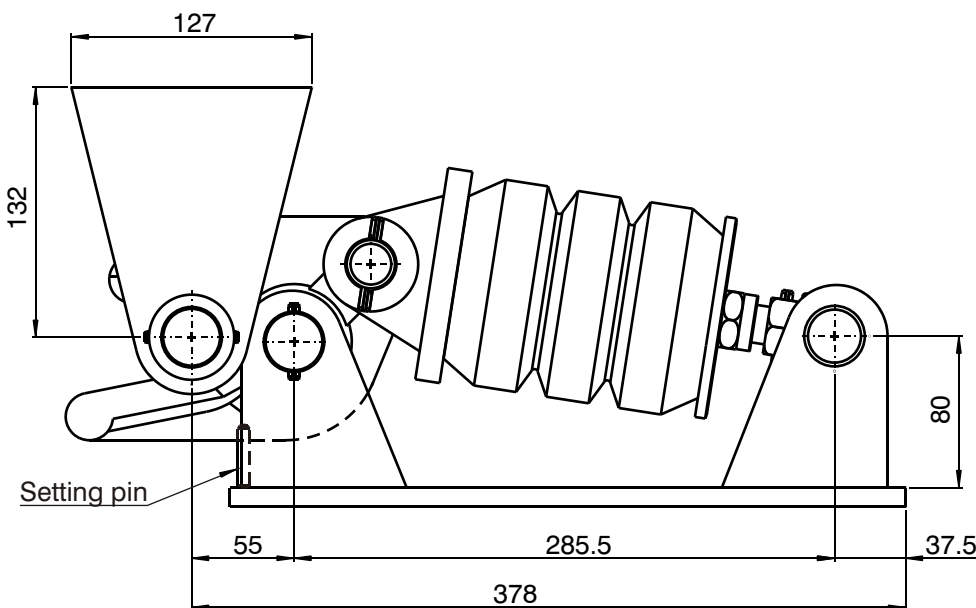
PENTA-LOCK

PENTA-LOCK is a tipper body clamp recommended to prevent body rattling and unwanted damages to the tipper caused by potholes and bumps on the road surface, or by off-road use of the tipper.

A locking pin, mounted either underneath the tipping body or on the tipper sub-frame, engages with the hook over centre of the PENTA-LOCK. The compression load of the power block clamps down the tipping body and avoids rattling.



WARNING: this safety lock is recommended for REAR TIPPER ONLY. The fitment on three-way tipper is prohibited.



Mounting Instructions

PENTA-LOCK should be fixed as forward as possible (near to the headboard).

Locking pin: same vertical height of the locking hook (when loaded)

55mm horizontal distance from the locking hook (when loaded), to forward.

Welding Instructions

PENTA-LOCK can be welded to the sub-frame (standard fitment) or to the tipping body (upside-down fitment). Both the PENTA-LOCK and the locking pin must be welded on the entire surface before the compression load is set.

Open the PENTA-LOCK

Rotate horizontally the hook of the PENTA-LOCK (use a hollow tube) and then remove the setting pin.

WARNING: when the setting pin is removed the PENTA-LOCK can close. Risks of clamping between power block and hook.

Compression Load

Compression load can be calculated according to the following formula

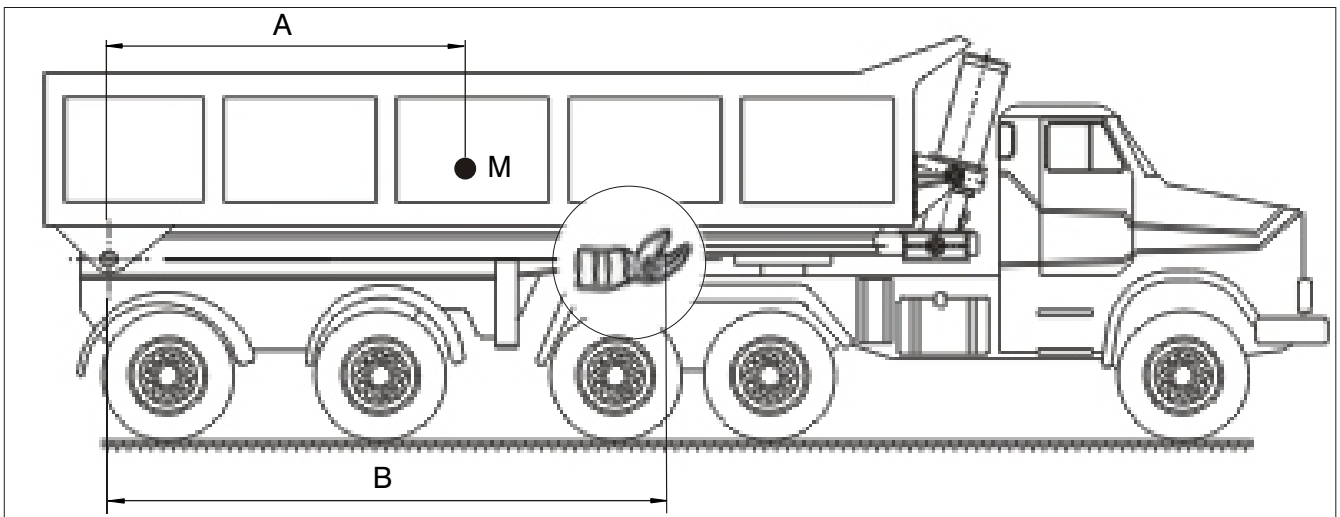
W tipping body weight

A distance between rear hinges and center of gravity

B distance between locking pin and rear hinges

C recommended compression

$$C = W \frac{A}{B}$$



Compression Load Diagram

