

Salvo™

Efficient & Safe Loading

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Salvo™ Efficient & Safe Loading

Salvo prevents the accidental drive-away of a vehicle during loading or unloading of goods at a loading bay.

The Salvo links the articulated trailer to the loading bay door during the loading or unloading of goods.

The Salvo comprises of two sections:

- The lock that controls the movement of the articulated trailer – Salvo SGL
- The lock that controls the opening of the loading bay door – SCP

The Salvo SGL is fitted to the emergency air line coupling when the trailer has been reversed into position at the bay. After successful fitment, a Salvo coded key is released from the Salvo SGL, locking the unit firmly onto the coupling. The coded Salvo key can only be released once the Salvo SGL has been fitted to the brake coupling. The coded Salvo key is then taken to the corresponding loading bay door and used to open the door.

The secret of the Salvo system is that only one Salvo key exists per bay, thus ensuring that the door can only be opened ONCE the trailer has been secured in place. To ensure the integrity of the system, each bay will have a different code.

Salvo SGL **2** **3** **4**

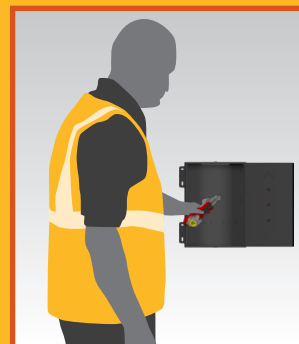
The Salvo SGL is a key operated mechanical lock designed to fit on to all European trailer, emergency brake line connectors. Its purpose is to prevent re-connection of the air brake hose, thereby immobilising the trailer. When fitted, the Salvo SGL can only be removed with the permit Salvo key.

Salvo Control Panel **5**

The Salvo Control Panel (SCP) is the main interface between the Salvo couplings and associated bay door controls. The SCP comprises of a wall mounted panel with easy to use Castell interlock key switch to allow operation of the bay. There is also panel indication to indication status and operation. Installation is via plug in terminals on the inside door of the panel. **6** When bay door is open, the Salvo key is trapped in the SCP.

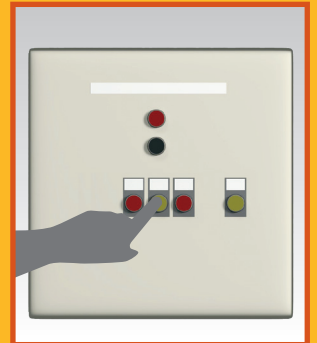
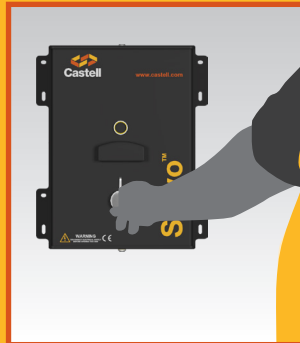
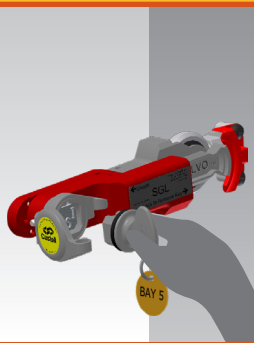
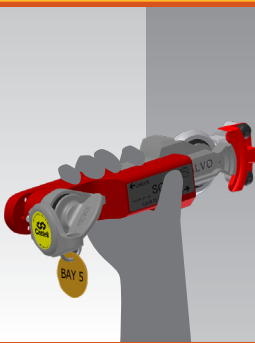
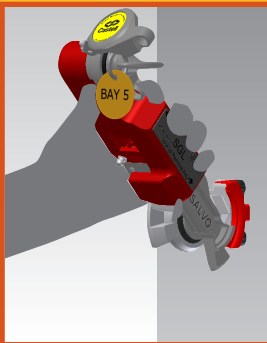


The driver reverses the vehicle onto the loading bay as normal.



The Salvo SGL is collected from the storage area. (Usually located next to the bay area.)

The Salvo SGL is then taken to the brake line coupling end of the trailer.



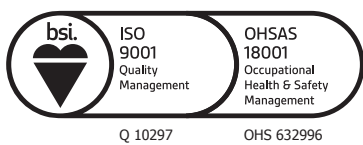
The Salvo SGL is placed over the emergency airline coupling releasing the trapped Salvo key and locking the Salvo SGL on. The trailer brakes are locked on. The Salvo key is then taken back to the Salvo Control Panel (SCP) at the loading bay.

When the Salvo key is inserted and turned in the Salvo Control Panel (SCP) the loading bay becomes energised (with no key inserted the bay door will not open).

The loader can now operate the loading bay door and dock leveller. When the bay door is open the Salvo key is trapped in the Salvo Control Panel (SCP).



A HALMA COMPANY



Castell Safety
 The Castell Building
 217 Kingsbury Road
 London, NW9 9PQ
 UK

t: +44 (0)20 8200 1200
 f: +44 (0)20 8205 0055

sales@castell.com
www.castell.com



Kirk Key Interlock
 9048 Meridian Circle NW
 North Canton, OH 47720
 USA

t: +1 800 438 2442
 f: +1 330 497 4400

sales@kirkkey.com
www.kirkkey.com