

NOTHING TO CUT NOTHING TO PICK *TOTAL CUSTODY*

ELECTRONIC CARGO SECURITY -
ENGINEERED FOR COMMAND, NOT FOR KEYS



*Digit*FMS

DIGIT E-LOCK

LOCKED BY COMMAND, OPENED BY PERMISSION

MOST LOCKS ANSWER TO A KEY THIS ONE ANSWERS TO YOU

THE SEAL WAS NEVER SECURITY

A padlock is an invitation with a keyhole. A seal is a receipt for a theft that already happened. In South African operating conditions, whatever hangs on the outside of a cargo door is the first thing cut - and the last thing anyone can explain.

The **Digit E-Lock** is built around a different premise: that the right to open a cargo door is an operational decision, made by the people accountable for the load. Mounted inside the cargo compartment - or externally behind a welded steel cover - the mechanism answers to command, never to a bolt cutter's convenience.

- Familiar in form
- Forensic in function
- Built for fleets that no longer accept the seal as security

THIS IS NOT A SEAL. THIS IS CUSTODY



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THE BACK DOOR IS NOW A CONTROLLED DOOR.



THE PROBLEM ISN'T THE LOCK, IT'S THE PERMISSION

A vehicle is dispatched with one load, one route, one destination. Between the depot and the drop, the doors open - at a robot, a lay-by, a dock - and nobody in the operation decided they should.

Cut seals are replaced with copies. Stops are explained after the fact. And the claim form arrives weeks after the stock didn't.

None of it needs force. All of it needs only a door that answers to anyone.

OPERATIONAL CONSEQUENCES:

01

CARGO THEFT - FROM TRUCK OR TRAILER, AT REST OR IN TRANSIT

02

CARGO SUBSTITUTION - THE LOAD ARRIVES, THE VALUE DOESN'T

03

COLD CHAIN DAMAGE - EVERY UNAUTHORISED OPENING IS A TEMPERATURE EXCURSION

04

CARGO CONTAMINATION - UNCONTROLLED ACCESS ENDS HYGIENE CERTIFICATION

05

SMUGGLING EXPOSURE - GOODS OR PEOPLE IN YOUR VEHICLE BECOME YOUR PROBLEM

05

INSURANCE EXPOSURE COMPOUNDS WITH EVERY UNVERIFIED OPENING

05

ACCOUNTABILITY DISSOLVES - NOBODY CAN SAY WHO OPENED WHAT, WHEN



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IF ANYONE CAN OPEN IT, EVERYONE OWNS YOUR LOSS.

RISK DOESN'T BREAK THE DOOR DOWN, IT SIMPLY OPENS IT



An opened cargo door is rarely an event.
It's a favour at the dock. A quick stop. A seal that looks fine from three metres away.

Then it becomes a short pallet. A warm load. A rejected delivery. A claim your insurer starts asking questions about.

The E-Lock doesn't wait for the consequence. The door stays locked until authority says otherwise - and every lock and unlock is commanded, time-stamped and reported to the platform. The question "who opened it?" stops being a question.

YOU CANNOT PROTECT WHAT ANYONE CAN OPEN



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AN UNCONTROLLED DOOR IS AN UNCONTROLLED LOAD.

ADVANCED CARGO *CUSTODY*

FROM SEALS TO COMMAND -
LOCK INSIDE, SECURE EVERYTHING

LOCKED



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LOCKED BY COMMAND, OPENED BY PERMISSION

COMMAND THE DOOR

The **Digit E-Lock** is a keyless, motor-driven electromechanical lock mounted inside the cargo compartment or externally under a steel protective cover. It holds the door shut with an 18 mm hardened steel bolt engineered to withstand **1 700 kg of applied force** - and it opens for one reason only: **because your operation said so.**

- Locks and unlocks on command - no keys to copy, lose or hand over
- Reports LOCKED / UNLOCKED status to the telematics device in real time
- Fits the fleet, not the other way round - internal mounting, or external with steel-cover protection (the proven SA standard)
- Automatic anti-stuck icebreaker - frozen reefer doors open on command, every time

**ONE LOAD, ONE AUTHORITY, TOTAL CUSTODY
- FROM DISPATCH, TO DELIVERY, TO PROOF**

The **E-Lock** doesn't record that the door was opened. It decides whether it opens at all. Combining a hardened mechanical core, automotive-grade drive, sealed electronics and live platform integration, it turns every cargo door into a commanded, logged, accountable asset.

CAPABILITY

- Holds the door against 1 700 kg of applied force
- Opens by permission: telematics command, RF remote, proximity card or BLE controller
- Signals LOCKED / UNLOCKED to the platform - door status is never assumed
- Breaks its own ice - automatic anti-stuck cycle, up to 300 N icebreaking bolt force



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SEAL IT. COMMAND IT. PROVE IT.

KEY CAPABILITIES

SECURITY BUILT INTO EVERY MILLIMETRE



HARDENED MECHANICAL CORE

- 18 mm hardened steel bolt
- Withstands 1 700 kg applied force
- Rigid cast aluminium structure - no rust



INTERNAL MOUNTING > FLEXIBLE MOUNTING

- Internal mounting inside the cargo compartment
- External mounting option - shielded by welded steel cover
- SA-proven fitment on both configurations



ANTI-STUCK ICEBREAKER

- Automatic ice-breaking cycle
- Up to 300 N bolt force in icebreaking mode
- -30 °C to +85 °C operation



SEALED AUTOMOTIVE ELECTRONICS

- High-torque automotive-grade DC motor-reducer
- PCBA fully sealed in silicone resin
- 10.5 - 32 VDC - polarity inversion protection



PLATFORM INTEGRATION

- Connects to almost any GPS/GSM or telematics system
- LOCKED/UNLOCKED signal to the platform
- Native fit with the DigitFMS ecosystem



KEYLESS ACCESS CONTROL

- Remote command from the control room
- RF remote - Proximity card reader - BLE controller
- Hygiene-ready ABS cover, disinfectable with dedicated chemicals



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AUTHORITY WITHOUT KEYS.

LOOKS LIKE A LOCK PERFORMS LIKE A GATEKEEPER

A compact cast-aluminium unit on the door - inside the compartment, or outside under steel. Yet inside the housing sits a hardened 18 mm steel bolt, an automotive-grade drivetrain, resin-sealed control electronics and the platform intelligence to make every opening a decision - not an accident.

KEY CAPABILITIES

- All-in-one custody architecture - bolt, drive, control and reporting in one sealed unit
- Keyless by design - authority is issued, never carried
- Proven at scale - 7 years in production, 250 000+ locks in the field worldwide
- Proven in South Africa - supplied into projects carried by ICAM and Ctrack, zero claims
- Built for African operating conditions - heat, frost, vibration, washdown

NO TRADE-OFFS, ONLY CUSTODY
THE BEST-VALUE AUTOMOTIVE-GRADE CARGO E-LOCK IN THE WORLD



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SIMPLE ON THE DOOR. SOVEREIGN ON THE PLATFORM.

WHERE ACCESS BECOMES ACCOUNTABILITY



In high-risk cargo operations, the difference between absorbing a loss and closing a case is a door with a record. The E-Lock pairs physical denial with a platform-logged custody trail - every lock, every unlock, commanded and accounted for.

OUTCOMES

- Stop theft at the door - physical denial before loss, not evidence after it
- Protect the cold chain - doors open only where and when the operation decides
- Defend hygiene certification - controlled access, disinfectable hardware
- Reduce insurance exposure - a commanded, logged custody trail per trip
- End the seal economy - no consumables, no copies, no roadside discretion
- Strengthen accountability - who opened what, when, on whose authority

CUSTODY ENFORCED, CONTROL MEASURED



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CERTAINTY IS A COMPETITIVE ADVANTAGE.



HOW IS THE E-LOCK DIFFERENT FROM SEALS AND PADLOCKS?

Seals and padlocks are external, passive and anonymous - the E-Lock is internal, active and accountable. It mounts inside the cargo compartment, or externally under a welded steel protective cover, holds the door with an 18 mm hardened steel bolt rated to 1 700 kg, and opens only on issued authority. Every lock and unlock is reported to the platform, so access is a record - not a guess.

CAN IT REALLY PREVENT CARGO THEFT?

It removes the two things cargo crime depends on: an attackable lock and an unaccountable opening. With the mechanism either concealed inside the compartment or armoured under steel and authority held by the operation - not the roadside - opportunistic theft, seal-swapping and collusive dock pilferage lose their entry point. In South Africa the lock has already been supplied into projects carried by ICAM and Ctrack, with zero claims received.

DOES IT INTEGRATE WITH EXISTING TELEMATICS?

Yes. The E-Lock connects to almost any GPS/GSM tracking or telematics system - and natively to the DigitFMS platform. It locks and unlocks on command and sends a LOCKED / UNLOCKED signal to the telematics device, so door status lives alongside position, time and vehicle data in one operational picture. Access can also be issued via RF remote, proximity card reader or BLE controller.

IS IT SUITED TO REFRIGERATED AND FOOD-CHAIN VEHICLES?

It was built for them. The automatic anti-stuck icebreaker cycles the bolt to break ice instead of jamming against it, the unit operates from -30 °C to +85 °C, the cast aluminium structure cannot rust, and the ABS cover is designed to be cleaned and disinfected with dedicated chemical agents.

IS IT CERTIFIED AND PROVEN?

E-mark certified (E8, 10R-06 2203 approved), EAC certified, and proven across 250 000+ locks in seven years of production. It is also deployable within TAPA TSR 1-2 compliant vehicle security solutions - the freight-security standard recognised by global shippers and insurers. Local installations add a steel protective cover as standard.



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DIGIT E-LOCK



**INTRODUCTION
WATCH VIDEO**

SECURITY THAT ANSWERS QUESTIONS.

MODEL: DIGIT E-LOCK

KEYLESS MOTOR-DRIVEN LOCK FOR VEHICLE CARGO DOOR



PRODUCT FEATURES



18mm Hardened Bolt
1 700 kg withstand force



Flexible Mounting
Internal or steel-shielded
external



Anti-Stuck Icebreaker
Frost-proof operation



Sealed Electronics
Silicone resin encapsulated



Keyless Access
Remote / RF / Card / BLE



Platform Ready
LOCKED/UNLOCKED
reporting

- Keyless motor-driven electromechanical lock for cargo doors: Mounts inside the cargo compartment, or externally under a steel protective cover - vans, box trucks, trailers, reefers, containers
- 18 mm hardened steel bolt - withstands 1 700 kg applied force
- Rigid cast aluminium structure - corrosion-free
- High-torque automotive-grade DC motor-reducer
- Automatic anti-stuck (icebreaker) feature - up to 300 N bolt force
- PCBA completely sealed with silicone resin
- 10.5 - 32 VDC with polarity inversion protection
- -30 °C to +85 °C operating temperature
- Connects to almost any GPS/GSM tracking or telematics system
- Sends LOCKED/UNLOCKED signal to the telematics device
- Access options: RF remote, proximity card reader, BLE controller
- ABS cover - cleanable and disinfectable with dedicated chemistry
- E-mark (E8, 10R-06 2203) and EAC certified

PRODUCT OVERVIEW

The Digit E-Lock is a keyless internal locking system engineered for fleets that treat cargo access as an operational decision. Ideal for refrigerated logistics, FMCG distribution, high-value cargo, cross-border freight and insurance-driven fleets.



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BUILT FOR WHERE CARGO CRIME LIVES.

MECHANICAL & SECURITY

Attributes	Parameters
Lock Type	Keyless motor-driven electromechanical internal lock
Locking Bolt	18 mm diameter, hardened steel
Withstand Force	1 700 kg applied force (test video available)
Structure	Rigid cast aluminium - corrosion-free
Drive	High-torque automotive-grade DC motor-reducer
Anti-Stuck / Icebreaker	Automatic; bolt force up to 300 N in icebreaking mode
Cover	ABS - disinfectable with dedicated chemical agents
Protective Fitment	Internal: concealed mounting / External: welded steel cover (SA installation standard)

POWER & PROTECTION

Attributes	Parameters
Supply Voltage	10.5 - 32 VDC (12 V and 24 V systems)
Polarity Inversion Protection	Yes
Electronics	PCBA completely sealed with silicone resin
Power Consumption	[CONFIRM WITH SUPPLIER]

INTEGRATION & ACCESS

Attributes	Parameters
Telematics	Connects to almost any GPS/GSM tracking/telematics system
Status Feedback	LOCKED / UNLOCKED signal to telematics device
Access Options	Telematics command - RF remote - Proximity card reader - BLE controller
Platform	DigitFMS ecosystem



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BUILT FOR WHERE CARGO CRIME LIVES.

ENVIRONMENT & COMPLIANCE

Attributes	Parameters
Operating Temperature	-30 °C to +85 °C
Applications	Vans, box trucks, cargo trailers, refrigerated bodies, containers
Certification	E-mark (E8, 10R-06 2203 approved) - EAC
Compliance Context	Deployable within TAPA TSR 1-2 security solutions
Track Record	7 years - 250 000+ locks produced - SA: ICAM & Ctrack projects, zero claims
Dimensions & Weight	[CONFIRM WITH SUPPLIER]
IP Rating	[CONFIRM WITH SUPPLIER]

PRODUCT DESIGN



RF Remote



Proximity Card Reader



BLE Controller



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DIGIT E-LOCK

BUILT FOR WHERE CARGO CRIME LIVES.

ENGINEERED FOR LOADS WORTH STEALING

WHERE PERFORMANCE MEETS REALITY

DIGIT E-LOCK is designed for:



**REFRIGERATED &
COLD CHAIN LOGISTICS**



**FMCG & RETAIL
DISTRIBUTION**



**LONG-HAUL & CROSS-
BORDER FREIGHT**



**COURIER & LAST-MILE
FLEETS**



**HIGH-VALUE &
PHARMA CARGO**



**CONTAINERISED &
INTER-MODAL LOADS**



**HIGH-RISK
INSURANCE FLEETS**

DIGIT E-LOCK FEATURES	
MECHANICAL SECURITY:	
18 mm hardened steel bolt (1 700 kg withstand)	✓
Internal or external mounting (steel cover on external installs)	✓
Cast aluminium no-rust structure	✓
Steel protective cover (SA standard)	✓
OPERATIONAL FEATURES:	
Automatic anti-stuck icebreaker cycle	✓
Keyless operation (no physical key)	✓
Polarity inversion protection	✓
Silicone-resin sealed electronics	✓
Disinfectable ABS cover	✓
ADVANCED SECURITY FEATURES:	
Digit D-CUT Ready	✓
iBeacon	✓
INTEGRATION & ACCESS:	
GPS/GSM & telematics integration	✓
LOCKED / UNLOCKED status to platform	✓
Remote lock/unlock command	✓
RF remote	✓
Proximity card reader	✓
BLE controller	✓
PLATFORM FEATURES (DIGIT-WEB):	
Door event visibility alongside vehicle tracking	✓
Geo-zone linked unlock rules	✓
Door event reports / audit export	✓



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DIGIT E-LOCK

ACCESSIBLE PROTECTION. ENTERPRISE THINKING.

LOCKED BY COMMAND OPENED BY PERMISSION

CARGO SECURITY - ENGINEERED INSIDE THE
DOOR, NOT HUNG ON IT

FOR MORE INFORMATION GET IN TOUCH

The Digit E-Lock redefines what cargo custody should be. Not hung outside. Not cut in seconds. Not anyone's to open. Always commanded. Always reported. Always yours. If your operation can no longer afford to wonder who opened the doors, when, and on whose authority - let's talk.

**SPEAK TO A DIGITFMS
FLEET SPECIALIST**

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**WHO IS
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DIGIT E-LOCK

THE SMARTEST INVESTMENT IN CARGO CUSTODY TODAY.