



## From MBA USA

A newsletter for GSA Certified Safe and Vault Technicians and GSA Approved Inspectors.

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### X-10 DRIVE CAM CHANGE



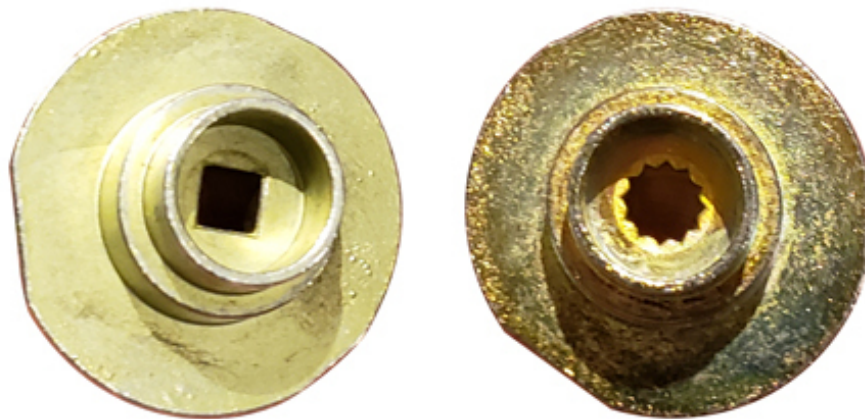
*Combination Wrench*

This is a combination wrench. One end is called an open end wrench and the other is called a box end wrench, or sometimes (logically) a closed end wrench. Thus, it is a combination of two types of wrenches. I'm beginning

this newsletter with a description of a tool you are probably already familiar with to explain the new design of the drive cam in the Kaba-Mas X-10.

The biggest error made by technicians installing X-10 locks is not properly seating the spindle in the drive cam. I tend to explain the error like this; You are putting a square peg in a square hole, but you can't see the square hole. If you put the square peg (spindle) on top of the square hole (drive cam) and install the spindle screw, the screw can tighten the two parts together and seem to work. Eventually the two parts will slip and as the operator turns the dial, they also turn the hub and spindle but not the drive cam. The lock will operate electronically, but the mechanical portion of the lock has a problem and the lock will not open.

This has been such a concern that the DoD Lock Program had someone design an installation tool that would ensure the proper seating of the spindle. Now a solution by Kaba-Mas is to make a change in the drive cam.



*Original and New Style X-10 Drive Cams*

Think of the original drive cam on the left in the picture above as the square, open end wrench, and the new drive cam on the right as the easier to use 12-point box wrench. Now, the likelihood of installation errors will be greatly reduced.

I have been told that the change will occur when the current supply of

original design drive cams is depleted. The new drive cam will be in all X-10, CDX-10 and DKX-10 locks.

You can find more information on the Kaba-Mas X-0 Series of locks by clicking on the link below.

Regards,

**Andy Dennison, CMST, CML**

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