

The invention relates to the locking means with sealing of the transported material objects, especially, by customs with the view of preventing the unauthorized access to them, in particular of refrigerators, vans, cisterns, cars and containers of the railway, sea and air transport, of cargoes transported in the railway cars and containers, trucks etc. The monoblock cable seal comprises a body 1, wherein there is made a blind longitudinal channel 5 into which it is fixed the end 4 of the cable 3, and a through longitudinal channel for cable placement therein. The blind and through channels are made in parallel to each other so that the outlet of the blind channel and the inlet of the through channel are placed on the same lateral face of the body. Into the body there is also made an oblique hole 8, communicating with the through longitudinal channel, wherein it is placed a spring-loaded locking element 9 for interaction with the cable 3. Novelty consists in that the body 1 is made all-metal, one end 4 of the cable 3 is additionally fixed by means of body deformation in the point of blind channel placement with subsequent 180°-bend thereof. Into the body 1 parallel to the oblique hole 8 there is made an additional oblique hole, communicating with the additional through channel 14, made in the body parallel to the through longitudinal channel for cable placement therein, at the same time the outlet of the through channel 7 and the inlet of the additional through channel 14 are placed on the same lateral face of the body, and between the outlet of the through channel 7 and the inlet of the additional through channel 14 there is made a coupling groove for cable placement, protected by lateral prominences. On the outside the body 1 is covered with a plastic high-strength case 2, protecting from the access to the seal elements in locked state. The proposed design of the seal presents a series of advantages in comparison with the known solutions: simplicity, increased reliability and commodity in exploitation.

Claims: 2

Fig.: 3

