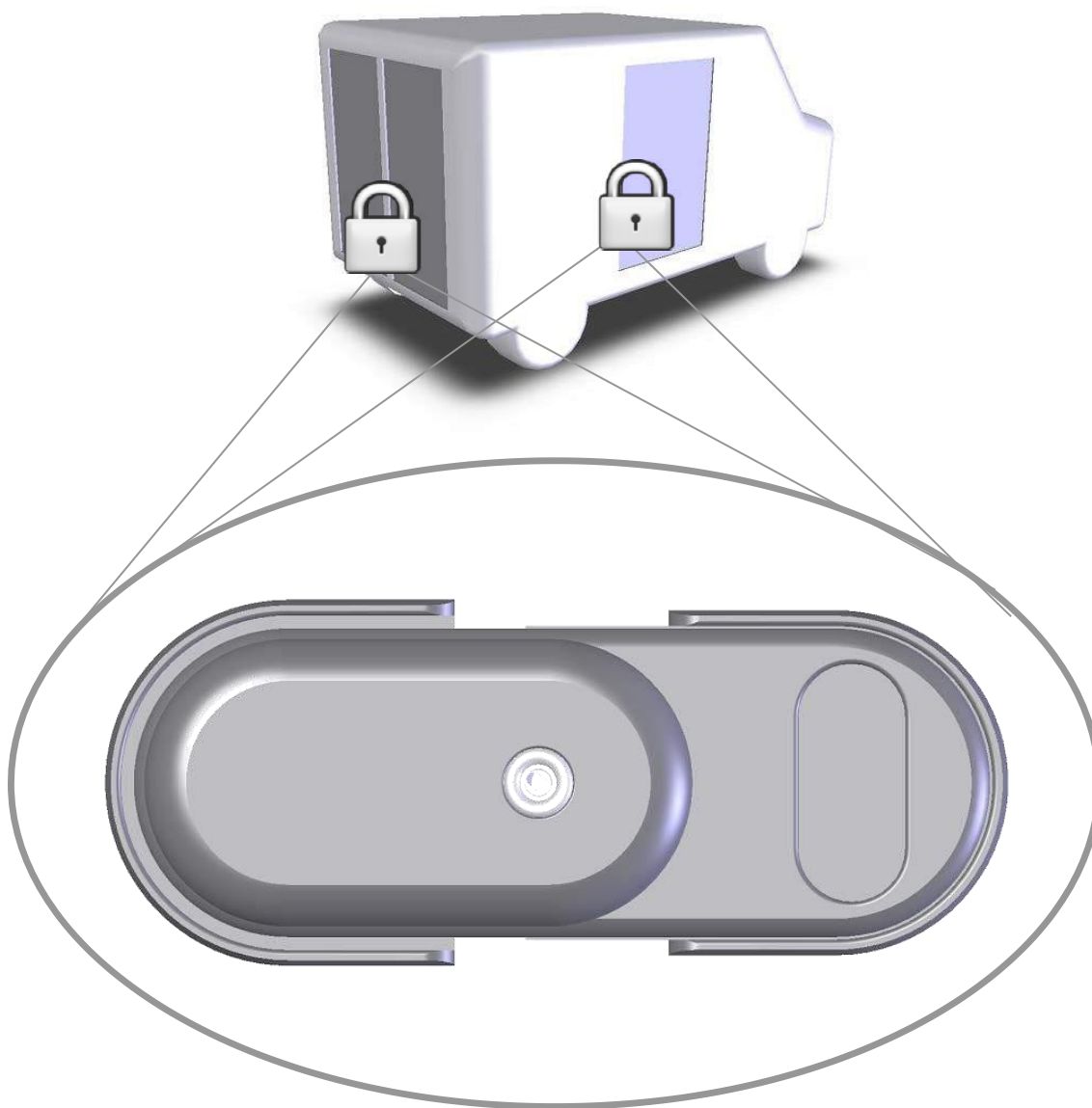




GATELOCK MEDIUM

EXTERNAL LOCKING SOLUTION FOR COMMERCIAL VEHICLES

Series 4 Category Medium Mod. B

Sold Secure Gold certified (SS102:2019). Certificate available on request.

IMPORTANT INFORMATION

Introduction

Dear Customer,

Thank you for choosing the GATELOCK MEDIUM, the most reliable locking solution to protect your commercial vehicle. It is suitable for light commercial vehicles and vans.

Please read the instructions for the use and installation of the GATELOCK MEDIUM carefully, so that you become familiar with installation, use and maintenance and avoid mistakes during the process.

Proper use of the lock

The key-operated lock and its components are suitable for environments with the following characteristics:

- Maximum relative humidity 95%
- Ambient temperature -20°C to +60°C.

The accessories are made in such a way that they can be fitted to original components of the lock. If any unauthorized part is used on the lock, the characteristics of the lock will be compromised. Proper use is a requirement for the use of the lock.

The operation of the lock and accessories supplied by BLOCK SHAFT has been checked. If third-party components are used, the manufacturer must be informed if there is any doubt about the suitability of the product.

To ensure use in accordance with the intended purpose, proceed as follows:

- Provide the persons concerned with the relevant information and the necessary instructions in this regard.
- Have the lock installed by qualified personnel, in accordance with the installation instructions. The regulations in force must be observed.

Use in accordance with the intended purpose is given when the lock and accessories:

- They are used as defined by the specifications and installation data.
- They are not used inappropriately.
- They are treated periodically according to the maintenance and care instructions.
- They are not used beyond their wear limit.
- They are repaired by qualified personnel in case of failure.

The supplier / manufacturer accepts no liability for personal injury or damage to property resulting from inappropriate use or operation that is not in accordance with the intended purpose.

Improper use of the product

Improper use of the device occurs:

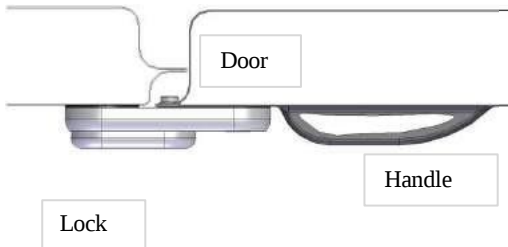
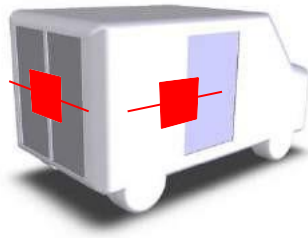
- When the guidelines for the intended use are not followed.
- When correct operation is prevented by foreign and/or non-compliant objects in the opening area, in the enclosure or in the strike plate.
- When the locking system or strike plate has been tampered with, resulting in a change in structure, operation or function.
- When, to keep the tailgate open or as a result of damage, the latch or other additional locking elements are inappropriately disabled.

- When locking elements are fitted and subsequently treated in a way that prevents them from working, for example by painting over moving components such as the latch.
- When, using the key in the cylinder with more than normal hand force or at an abnormal angle, excessive loads are transferred to the closing system.
- When the necessary gap between the door and the door frame, or between the doors, increases or decreases, for example because the tailgate has moved or dropped due to failed hinges, or because of deformation caused by impacts.
- When tools, levers, electric power tools or the like are used to operate or force the locking system.
- When the handle and the key are operated at the same time.
- When the lock is locked or unlocked with inappropriate objects.
- When dimensions other than those given in the technical data are used.
- When other security locks are fitted in addition to the Gatelock.
- When the lock is opened with anything other than the matching coded key.

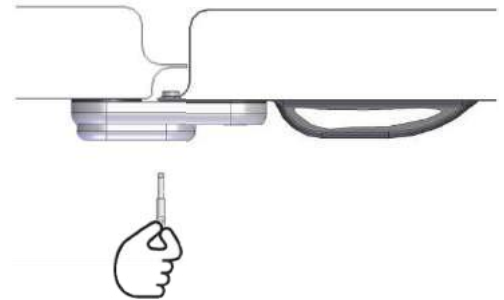
The safety instructions apply to the installation and use of the lock. They must always be observed!

- The manufacturer accepts no liability for damage resulting from use that does not conform to the intended purpose.
- For safety reasons, the lock is designed to be combined with original BLOCK SHAFT parts. Using non-BLOCK SHAFT parts will affect the characteristics of the lock.
- The tailgate must be able to close mechanically with ease, and after installation the lock must operate easily and smoothly.
- The installation and repair of the lock require expertise and must therefore only be carried out by qualified personnel.
- For safety reasons, it is not permitted to convert or modify the lock or to carry out temporary repairs. When replacing components, only genuine replacement parts may be used.
- With regard to the safety features of the lock, the manufacturer is, within the framework of the regulations in force, responsible only when maintenance, operation and modifications have been carried out by the manufacturer or by its agent, in accordance with the manufacturer's instructions.
- BLOCK SHAFT accepts no liability for damage of any kind caused by faulty operation, modification or maintenance.

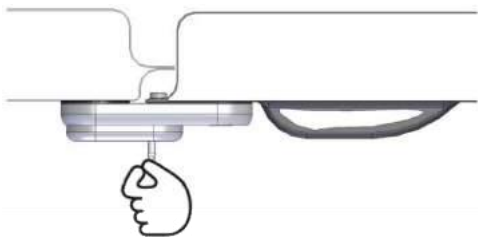
View from above
and door cross-
section



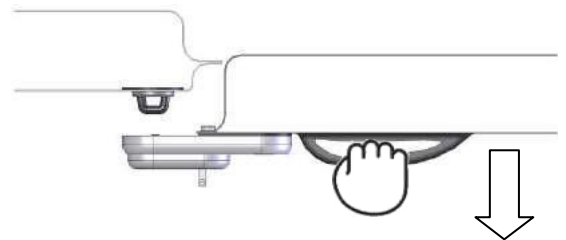
1. Lock closed, door closed.



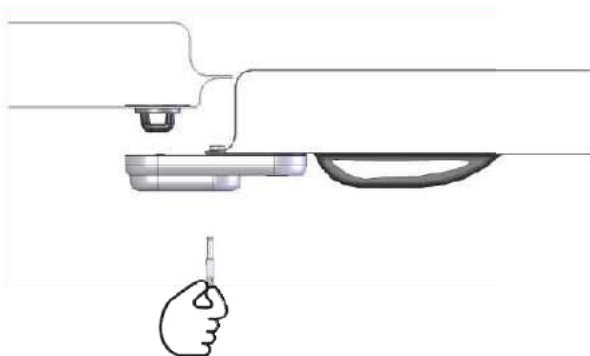
2. Lock closed, door closed. Insert the
key into the cylinder.



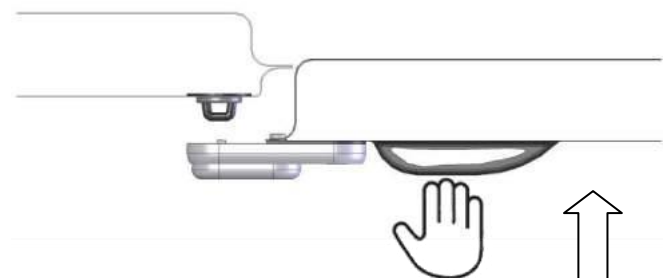
3. Lock open, door closed. Turn the
key about 180°.



4. Lock open, door open.



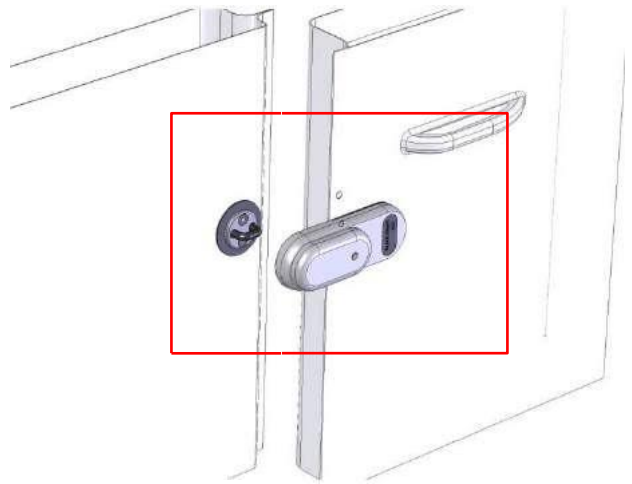
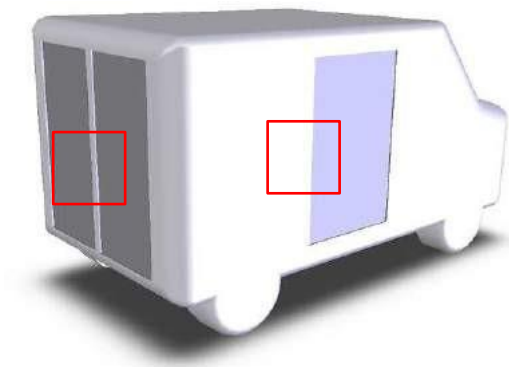
5. Lock armed, door open. Turn the key in the
opposite direction and remove the key.



6. Lock and door closed.
Close the door: the lock closes automatically.

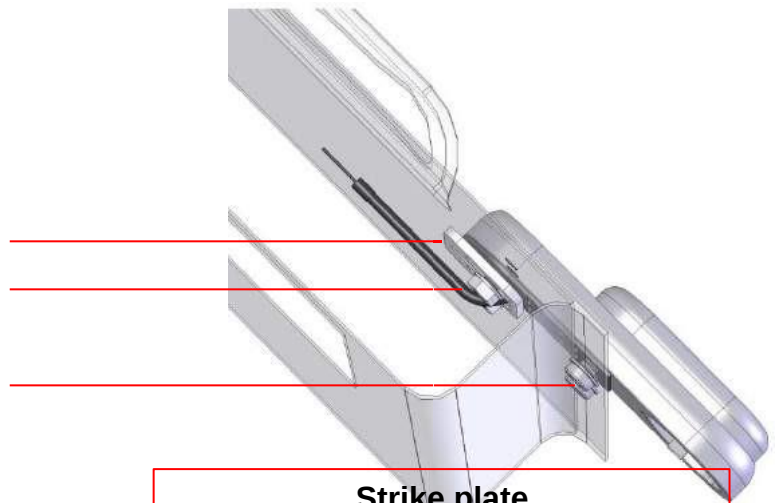
INSTALLATION

GATELOCK MEDIUM is an external locking solution for commercial vehicles. The lock is mounted directly on the doors; to install it, holes must be drilled through the sheet metal, as shown below. The lock can be mounted on the rear and/or side doors (right and/or left side). The lock remains fixed to the doors.



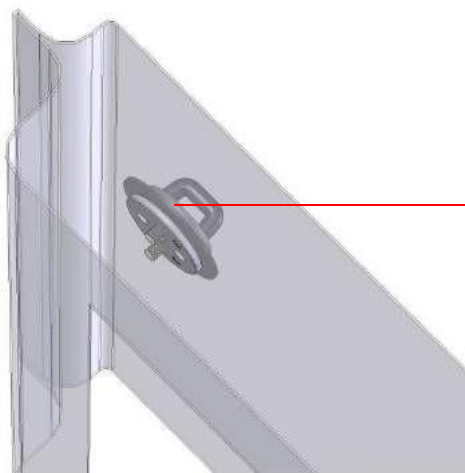
Armor

The lock is installed on the door that opens and is fitted over the edge of the door using two M8 bolts screwed into the armor and two M8 nuts on two studs protruding from the armor, with a special backplate on the inside of the door.



Strike plate

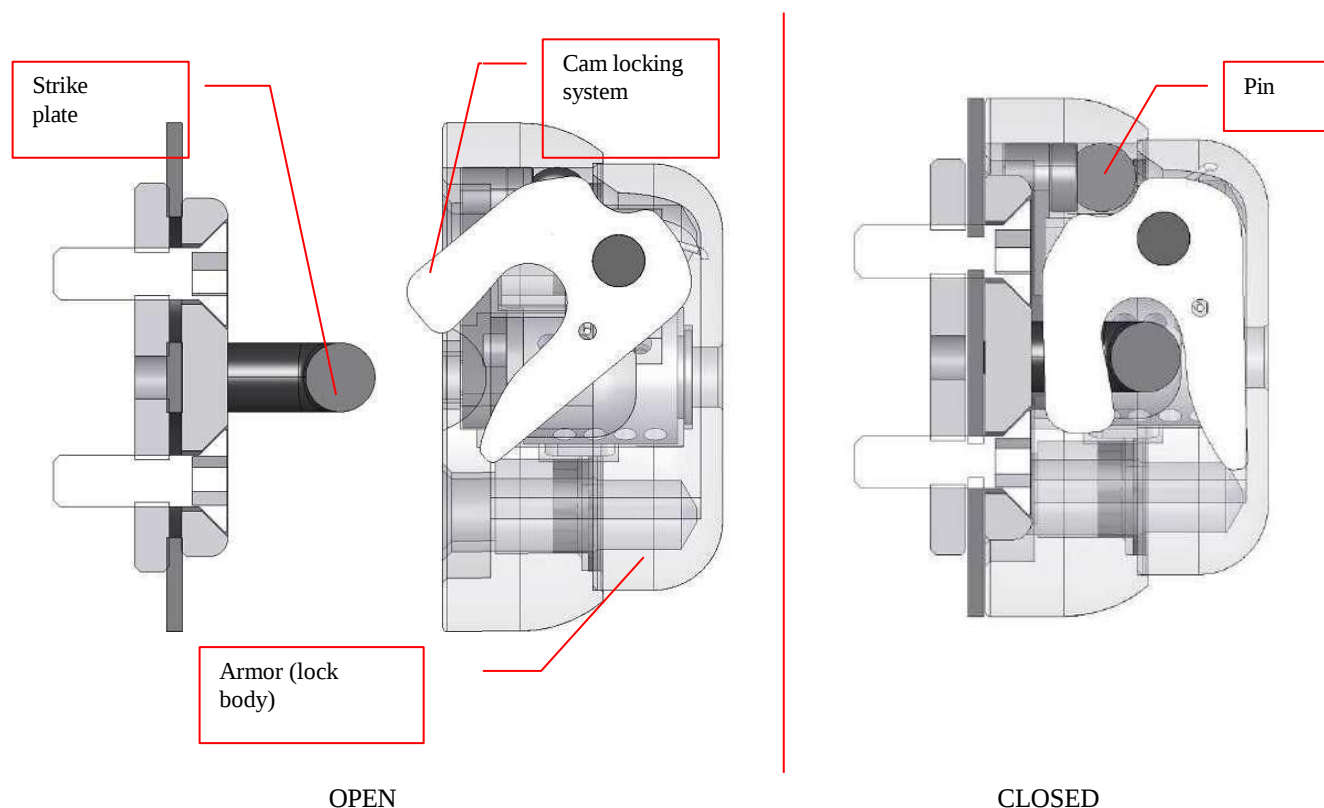
The strike plate is fastened with 2 M6 bolts, screwed onto a special round backplate inside the door.



TECHNICAL CHARACTERISTICS

Cam locking system

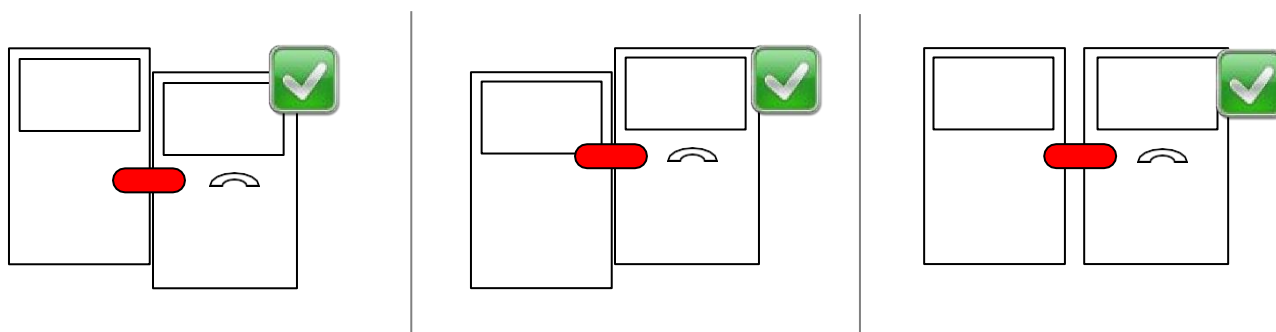
The lock uses a specially shaped, C-shaped cam as its locking member. During closing, this cam wraps around the strike plate fixed to the fixed part of the door. This has several advantages.



First, when the lock is closed, the armor-cam-strike plate coupling forms a single body that effectively resists attacks with various burglary tools (hammer, chisel, crowbar, screwdriver, pliers, etc.). In particular, the strike plate is drawn into the armor and disappears from view almost completely, so it cannot be reached; the cam secures it firmly.

Second, this type of coupling between the armor and the strike plate tolerates considerable movement of the doors, which is especially critical, and so ensures good operation of the lock.

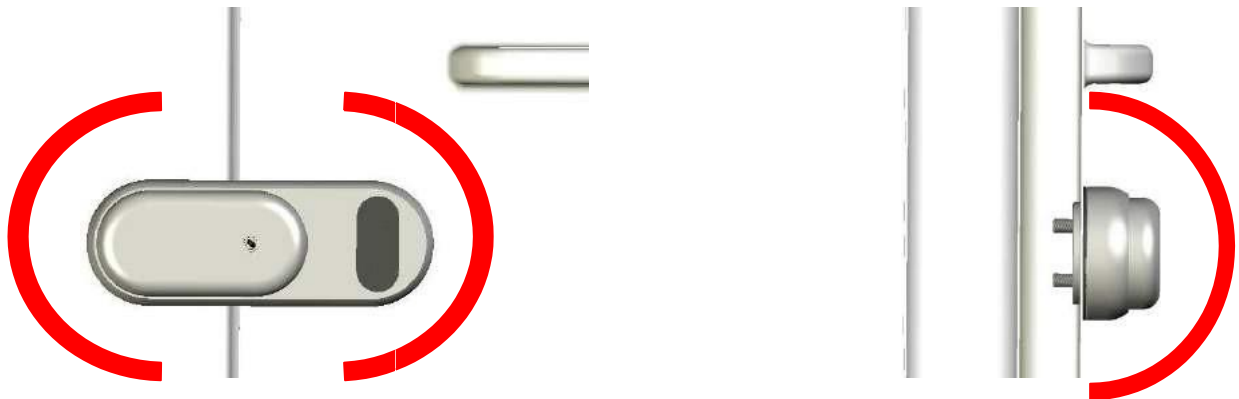
In this way, correct operation of the lock is ensured even on worn or imperfectly aligned doors.



Last, the engagement of the cam and strike plate is smooth thanks to the profile of the cam itself; since there is no spring or hard coupling, the friction during closing is greatly reduced. This means that the strike plate is hardly stressed when the lock closes, and therefore the (often very thin) sheet metal on which it rests is also minimally stressed, avoiding possible deformation or damage to the door.

Geometry

The shape of the lock is completely rounded and continuous, which prevents the most common burglary tools (pliers, wrench, hammer and chisel, etc.) from gripping and prying off the lock. In addition, inside the door the lock can be anchored to the sheet metal with backplates, which prevent tearing if the lock is forced.



Thanks to the sturdy strike plate and the 8 mm thick cam, the device can withstand attacks with unconventional burglary tools, such as a 5 kg hammer and a crowbar, for a long time.

Each locking element is difficult to access and therefore unassailable. In particular, the cam that blocks the rotation is fully integrated into the armor and shielded from the outside by several millimeters of carbo-nitrided steel. The lock body consists of two components, both made from a solid steel bar and then machined on CNC machines.

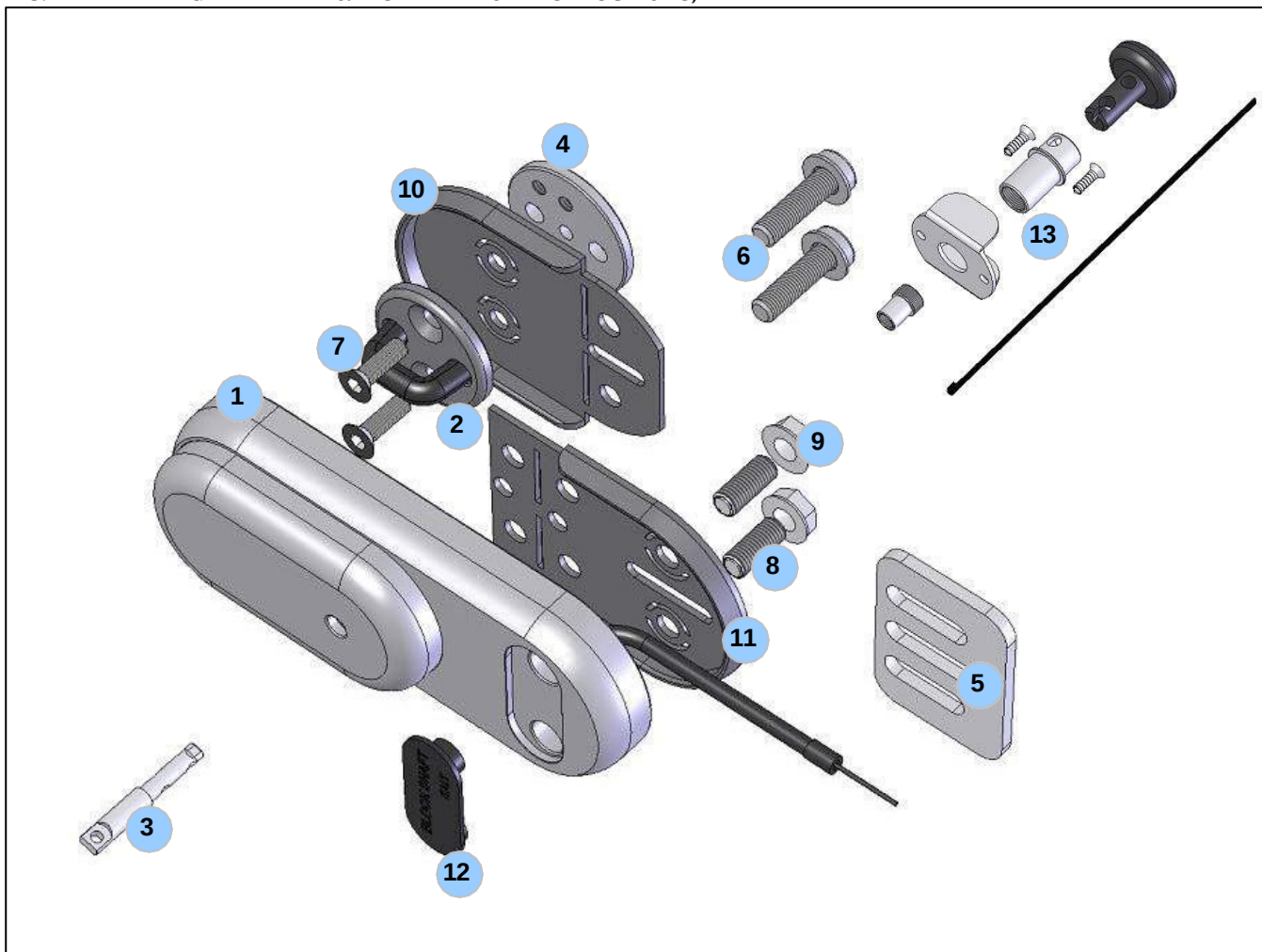
Finally, the construction material (alloy steel and stainless steel), the surface-hardening heat treatment (carbo-nitriding) and the thickness of the structure are the lock's natural defense against drilling and sawing.

Of course, prolonged attacks can cause one of the locking elements to fail. However, the rule is that a lock is always a deterrent and not the definitive solution to the problem of theft; it must resist tampering as far as possible while increasing the risk of being caught for anyone attempting to break in.

In any case, to maximize the effectiveness of the lock, it is always advisable to keep the vehicle's standard lock functional and activated; in this way the hold is maximized thanks to the joint action of the two locks (the original lock of the vehicle and the GATELOCK MEDIUM).

The installation kit includes the following parts:

1. 1 x COMPLETE LOCK WITH SHEATHED CABLE;
2. 1 x STRIKE PLATE;
3. 3 x KEYS + 1 x OWNERSHIP CARD WITH PERSONAL CODE;
4. 1 x BACKPLATE FOR STRIKE PLATE;
5. 1 x BACKPLATE FOR LOCK BODY;
6. 2 x M8 BOLTS, LOW CYLINDRICAL HEAD, WITH WASHERS;
7. 2 x M6 BOLTS, COUNTERSUNK HEAD;
8. 2 x M8 STUDS;
9. 2 x M8 NUTS;
10. 1 x PLASTIC SPACER FOR STRIKE PLATE
11. 2 x PLASTIC SPACER FOR LOCK BODY
12. 1 x PLASTIC CAP FOR THE ANTI-BURGLARY BOLT SEAT
13. 1 x EMERGENCY RELEASE KIT WITH SEAL PROTECTION
14. 1 x RESIN ADHESIVE STICKER (ONLY ON REQUEST);
15. 1 x DRILLING TEMPLATE & INSTALLATION INSTRUCTIONS;



GENERAL INSTALLATION PROCEDURE

The installation sequence consists of a few simple steps that differ from vehicle to vehicle only in a few details. In particular, the mounting height of the lock armor is specific to each vehicle.

STEP 1

First check that the doors are correctly aligned. If the edges of the doors are not perfectly aligned (fig. 1, fig. 3), adjust them using the catch/hook (fig. 2) and/or the hinges. If the doors close correctly, the correct position of the strike plate can then be determined.

If the doors are out of alignment due to wear, replace the hinges or reinforce them if necessary.

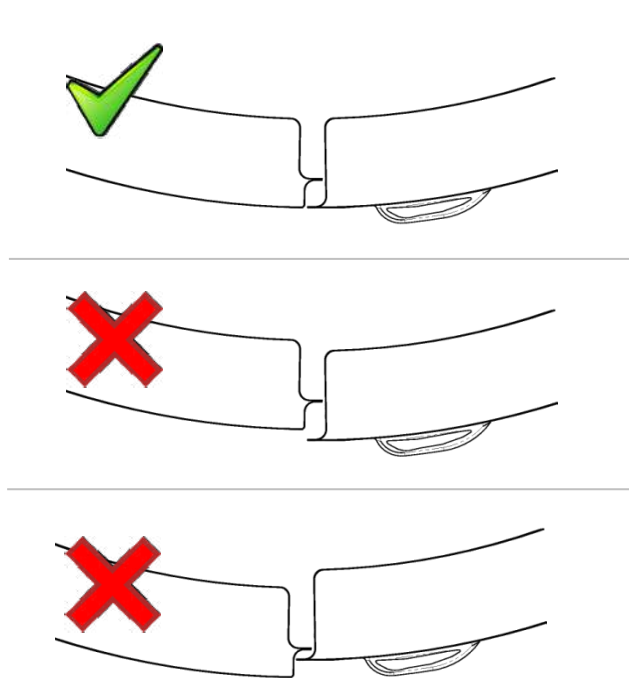


Fig.1

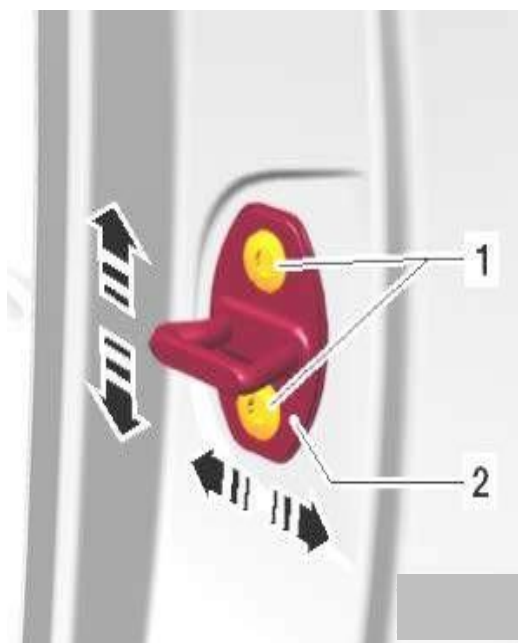


Fig.2

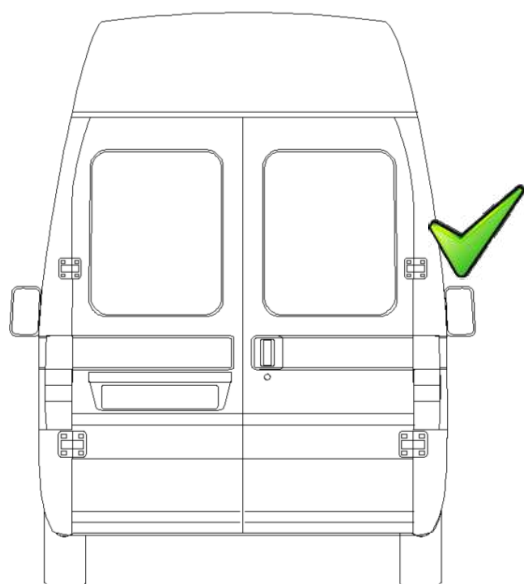
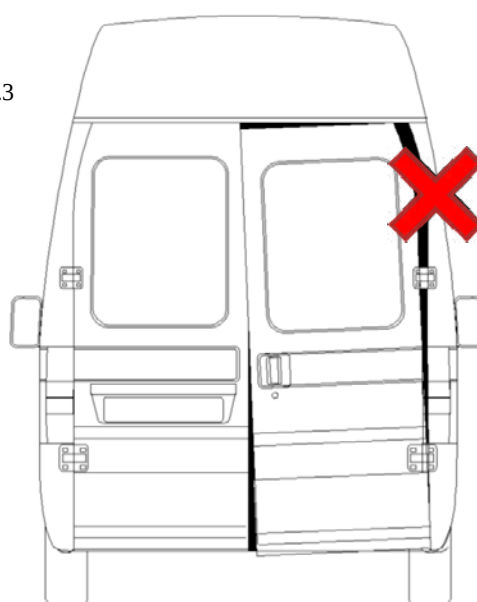


Fig.3



STEP 2

Evaluate one or more possible positions for the lock.

The following generally valid criteria apply:

- The position of the armor relative to the lower edge of the door "H" must be such that effectiveness is maximized, therefore as close as possible to the center of the door (see fig. 4); ideally, the distance from the lower edge of the door to the lock (H) equals the distance from the lock to the upper edge.

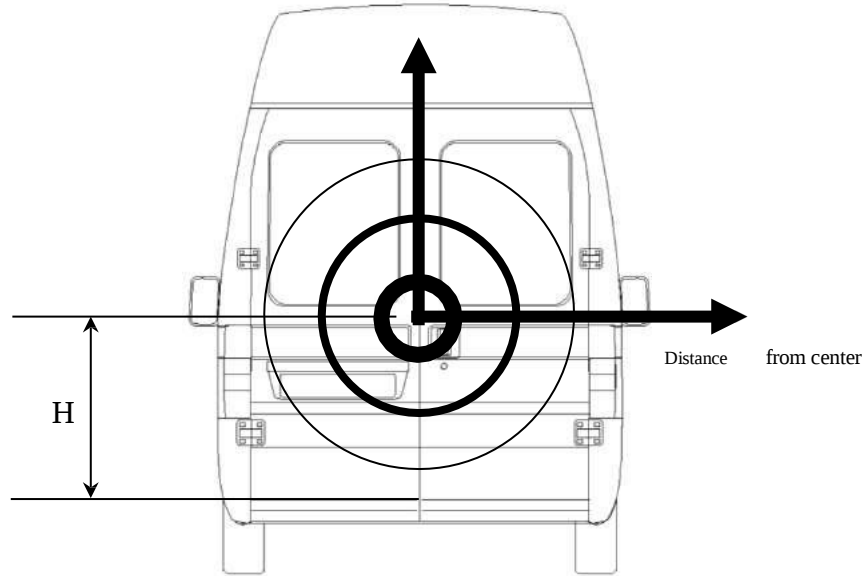


Fig.4

- The position of the first two 9 mm holes is about 10 ± 2 mm from the vertical edge of the door that opens (see fig. 5). This is a very strong area of the door. The stated tolerance is necessary to allow the cylindrical heads of the M8 bolts to be placed within the edge and never beyond it.

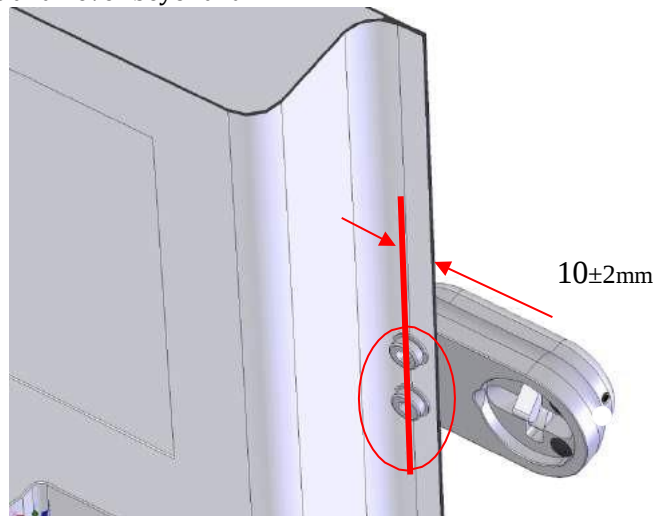


Fig.5

- The position of the strike plate and armor must ensure correct positioning of the backplates and allow the nuts to be inserted, and must also allow subsequent tightening with tools. It may be necessary to bend or mill sheet metal parts that interfere.
- Avoid ribs and sharp bends in the outer sheet metal of the door by mounting the armor (lock body) on a suitably flat and regular surface.
- By following the criteria above, the final and correct position of the lock is determined.

STEP 3

Installation involves removing the inner panels of the door; suitable areas for placing the lock must be identified, free from ribs, moldings, the original lock, rods and levers. It may be necessary to remove the original lock or reshape some parts of the sheet metal.

The lock is fixed with (fig. 6):

- 2 M8 bolts on the armor, through the edge of the door;
- 2 M8 studs screwed into the armor and passing through slots in the backplate, secured from the inside with 2 M8 nuts;
- 2 M6 bolts to fix the strike plate directly to the threaded backplate.

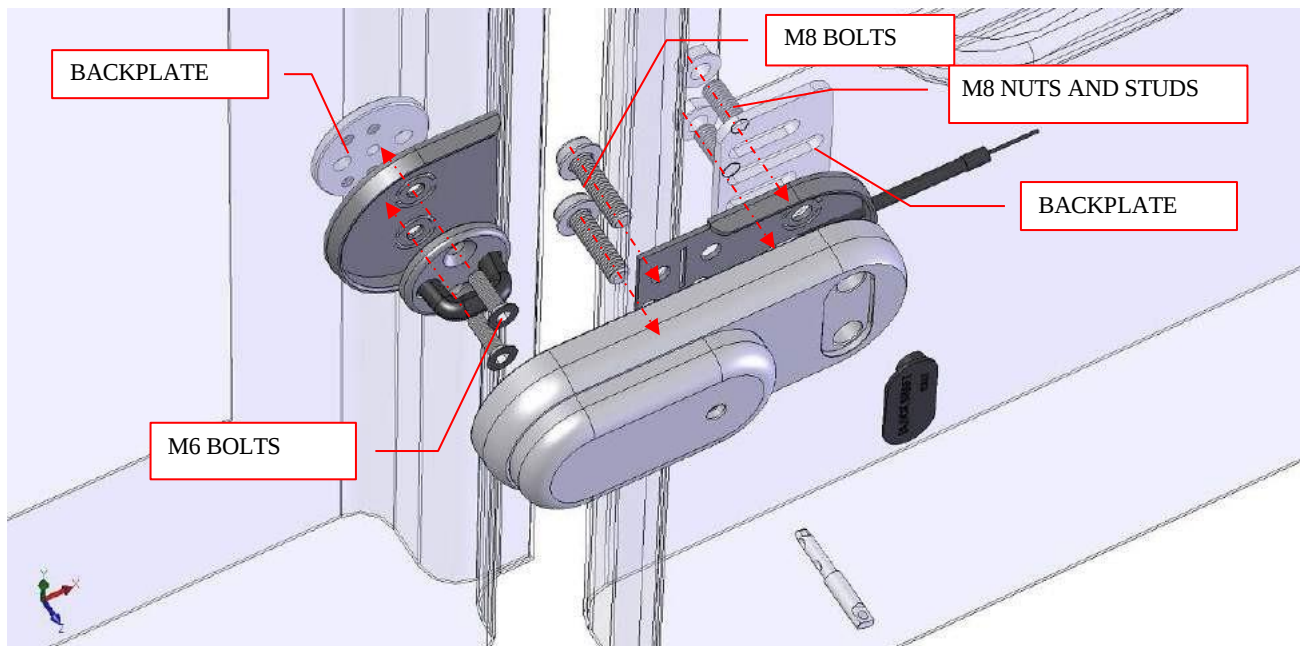


Fig.6

Proceed as follows

Place the drilling template on the door (fig. 7), using the indicated axes as reference points.



BEFORE DRILLING, CAREFULLY CHECK THAT THERE IS NO INTERFERENCE ON THE INSIDE AND THAT THE BACKPLATES CAN BE FITTED.

Drill:

- 4 holes of 9 mm diameter for fixing the armor;
- 2 holes of 9 mm diameter for fixing the strike plate;
- 1 hole of 9 mm diameter for the passage of the emergency release cable.

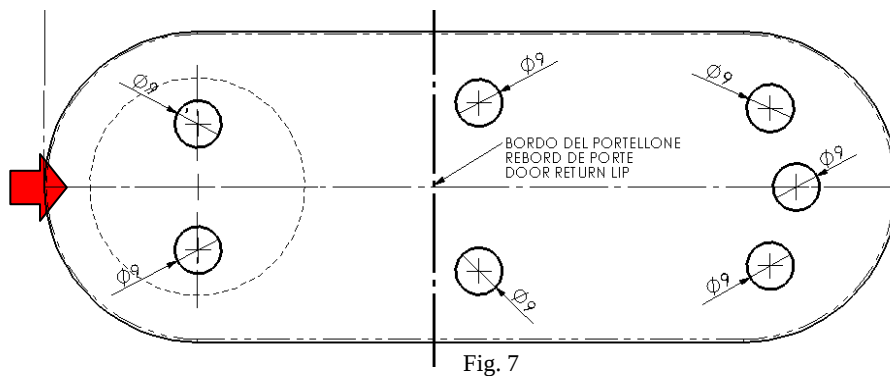


Fig. 7

To position the drilling template, we recommend drawing a horizontal line at the defined height and aligning the template by matching its center line with the line just drawn, and the vertical edge of the door (the side that opens) with the vertical line on the template (otherwise, draw a line about 10 mm from the edge and align it with the center of the first two 9 mm holes) (fig. 8).

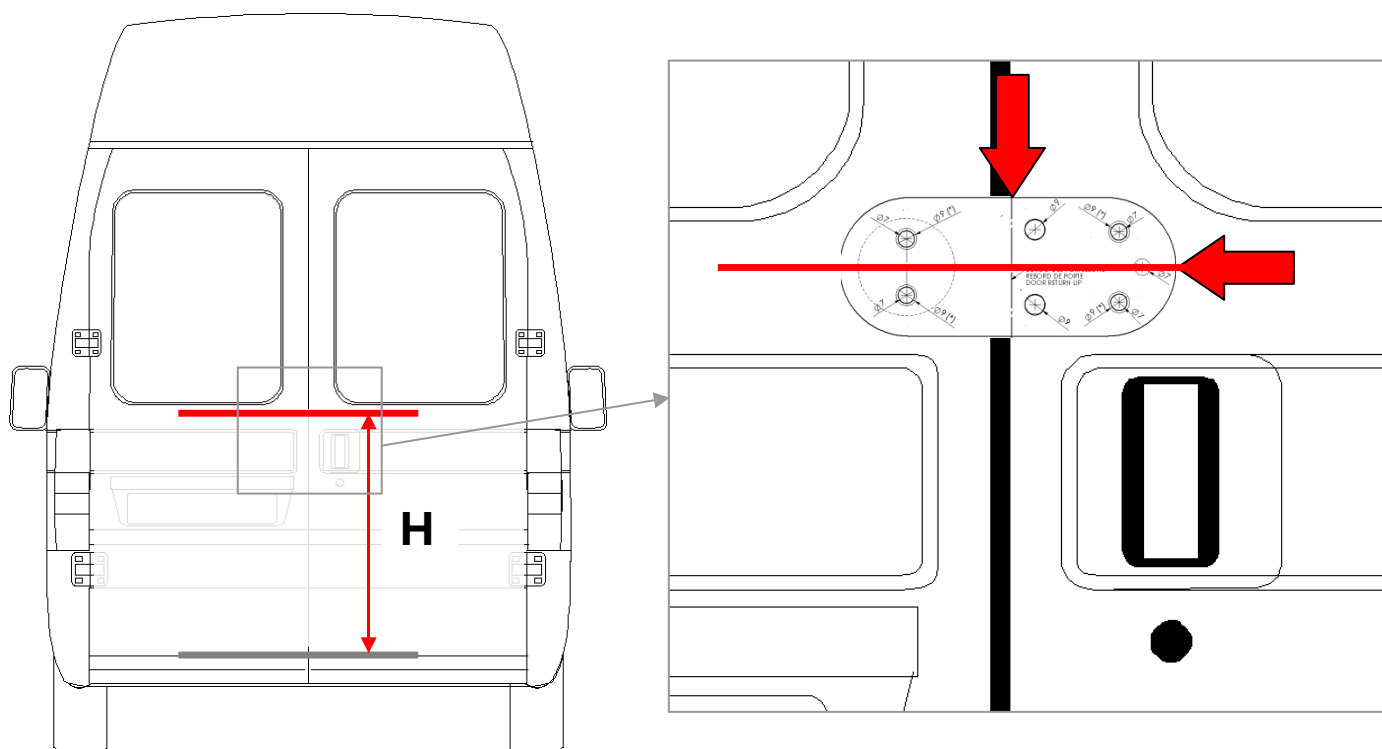


Fig.8

At this point, mark the points where the holes are to be drilled by making a small dent with a center punch, so that the drill is properly centered and does not slip.

STEP 4



Before drilling, remove or move the vehicle's original lock or the handle, and any other products mounted on the door, if they interfere with the holes, in order to avoid damage to internal components and to make the subsequent fitting of the lock and backplates easier.

The armor is normally fixed by drilling holes at the extreme edge of the door for the two M8 button-head bolts. Before drilling, check that the head of the M8 bolt fits within the edge (see fig. 5).

If the sheet metal around the holes is not perfectly flat and therefore does not allow the heads of the M8 bolts to sit flat, we recommend pressing the sheet metal flat with pliers and a piece of plastic (to avoid bending or damaging the outer sheet metal) (fig. 9) or, alternatively, fitting a flat plastic plate to the outer sheet metal (fig. 10) with bolts and aluminium or plastic spacers placed between the plate and the sheet metal; by tightening the bolts, the sheet metal is pulled flat, allowing the bolts to be seated (fig. 11).

Then cover the edges of the holes with protective varnish.



Fig.09



Fig.10



Fig.11

In addition, if there is a double inner sheet with excessive space at the holes, in order to avoid dangerous deformation of the sheet metal with a visible dent as a result (fig. 12), one of the following two solutions is recommended for fixing the bolts (if it is not possible to choose another location that avoids double inner sheets, or the inner plate cannot be moved away by bending it): (A) shim washers (not supplied), fitted on the inside between the two plates (fig. 13), or (B) spacer sleeves (not supplied), fitted on the outside in a counterbore made in the sheet metal. The diameter of the counterbore must not exceed the maximum dimensions of the armor, so that the armor covers the counterbore (fig. 14). Neither option may exceed the gap between the two plates, in order to prevent damage.

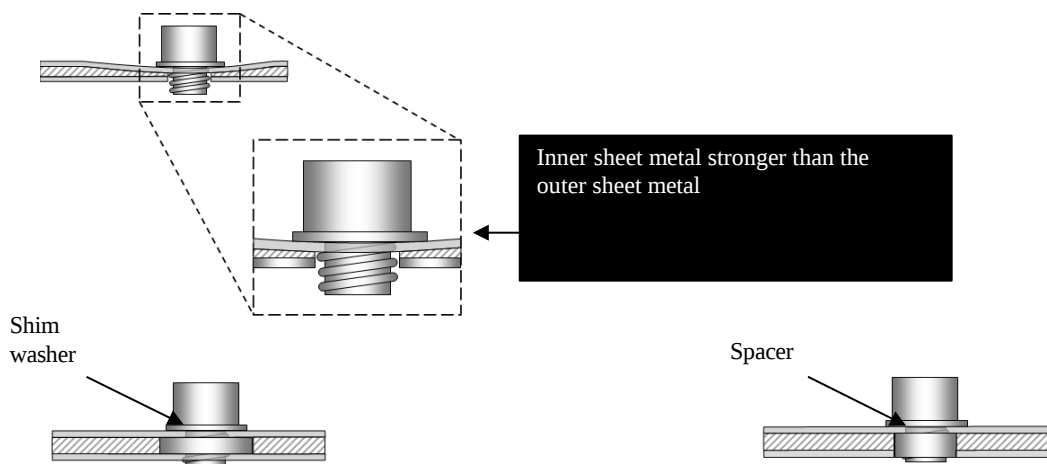


Fig.13

Fig.14

STEP 5

Place the backplates inside the door.

If there is unavoidable interference between the backplate and inner sheets, moldings or ribs, you can modify (cut, shorten, turn, bend) the backplate as required.

At this stage you may need the help of a second person inside the vehicle to hold the backplate in position while the other person tightens the M6 bolts (fig. 15).

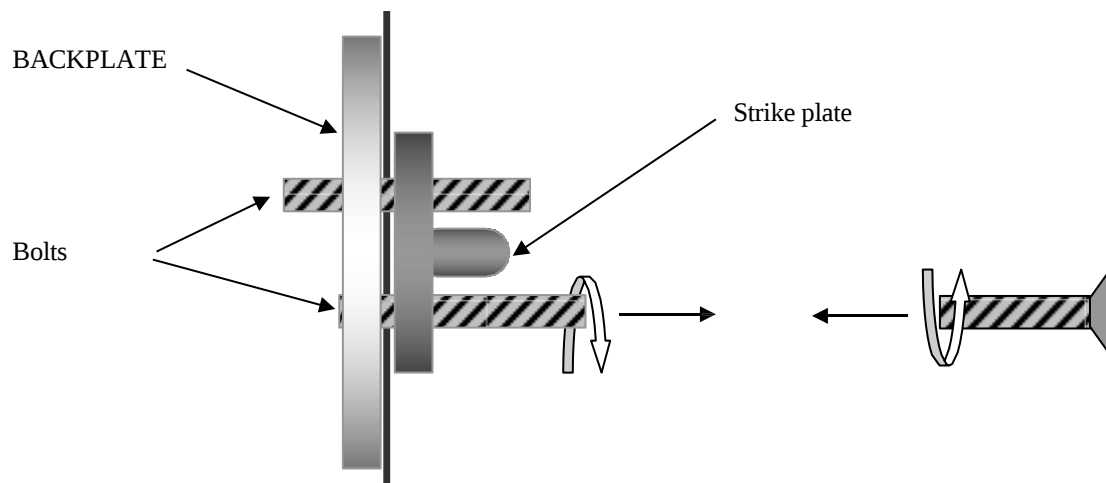


Fig.15

STEP 6

Insert the plastic spacer between the sheet metal and the strike plate (as shown in fig. 16). Fix the strike plate using the M6 countersunk bolts (fig. 16).

For greater resistance to loosening, we recommend applying threadlocker to the bolts or, alternatively, lightly denting the thread of the bolts.

The backplate of the strike plate has 2 different mounting positions. Determine the most suitable one for your vehicle according to the available space (fig. 16).

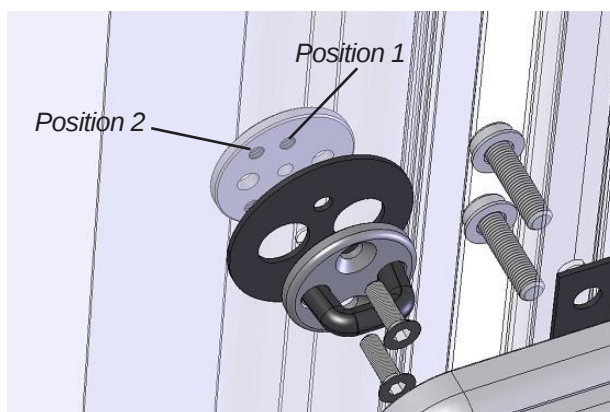


Fig. 16

The strike plate can be installed in 2 different configurations. If neither position is suitable, the backplate can also be rotated by 90° and the 2 M6 bolts secured from the inside of the door with nuts (not supplied with the kit). This way, the lock can be opened from the inside in case of damage, simply by loosening these nuts from the inside.

STEP 7

In the same way, fit the armor using the 2 M8 cylinder-head bolts on the edge of the door and the 2 M8 threaded studs on the armor, plus the two M8 nuts fitted directly from the inside with the backplate interposed, which has slots for the passage of the two studs (fig. 17).

For this mounting, it may be necessary to remove the original lock or simply move it away from its seat.

Where the sheet metal of the door is thick or double (and therefore strong enough not to tear), the backplate can be omitted. The backplate can also be used to give depth to the inner sheet.

If there is unavoidable interference, you can modify (cut, shorten) the backplate as necessary. Always place the special plastic spacer between the armor and the sheet metal to protect the sheet metal.



Do not tighten the M8 nuts fully yet; you will still need to center the armor. At the same time, insert the sheath of the cable for the emergency release. The sheath must be inserted into the hole and pass through the door to reach the interior of the vehicle.

Take care not to pinch the emergency cable, which must be able to move freely.

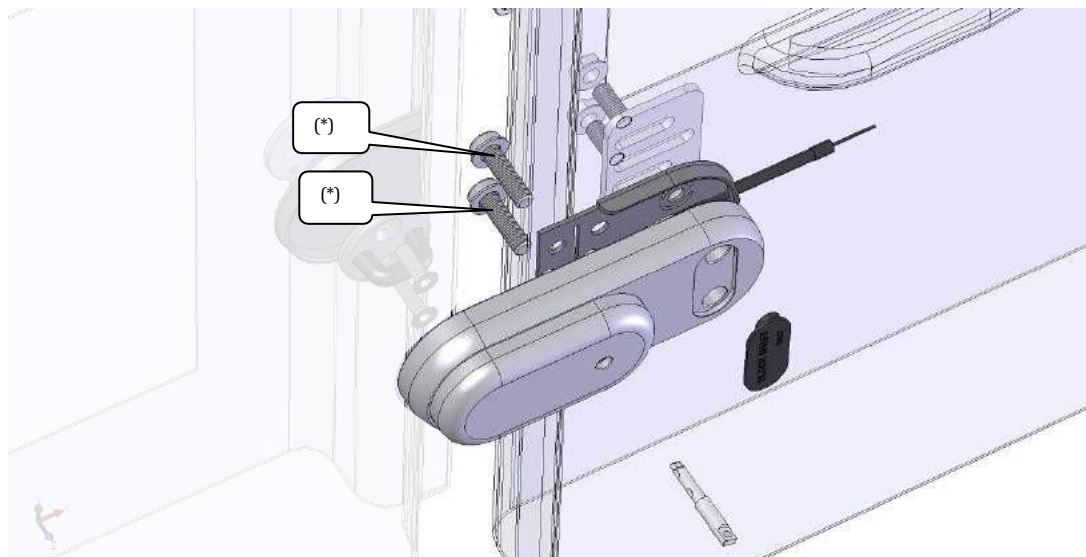


Fig. 17

To compensate for any misalignment or special curvature of the doors, you can fit a second spacer under the armor, cut along the indicated cuts. This allows the lock to flex and the strike plate to align correctly with its seat inside the armor (fig. 18).

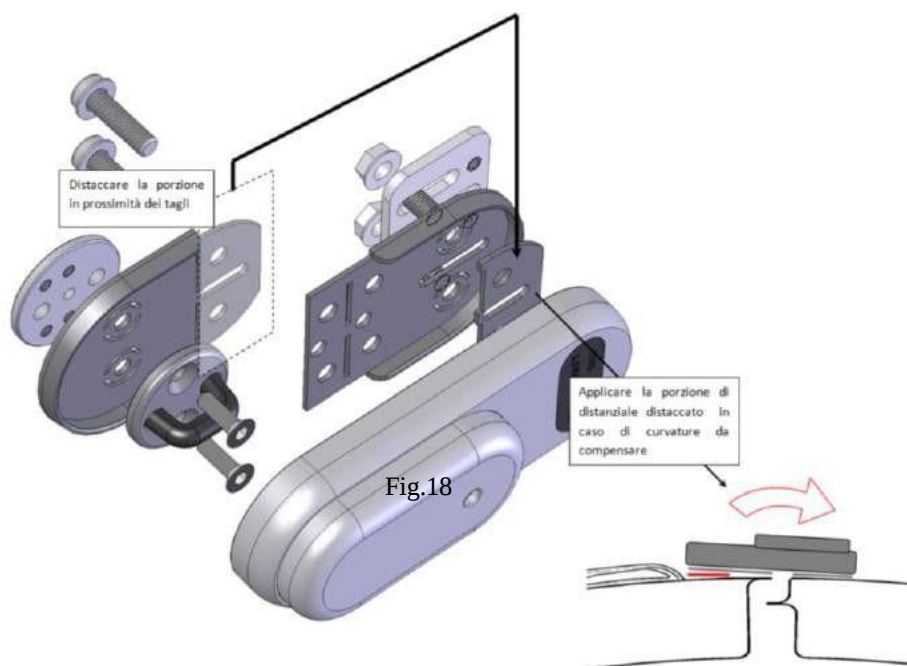


Fig.18

STEP 8

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Close the door a few times to check that the strike plate is correctly aligned. If necessary, align the armor using a rubber mallet. Because the coupling has considerable play and only the strike plate has been fixed definitively, the armor can make small movements to align the two doors perfectly.

This operation must be carried out with the lock open (key inserted and turned 180°).



Make sure that the cam is open before closing the door (otherwise the cam would strike violently against the strike plate) (fig. 19).

If the cam is closed, the lock may jam or the return spring of the cam may be damaged.

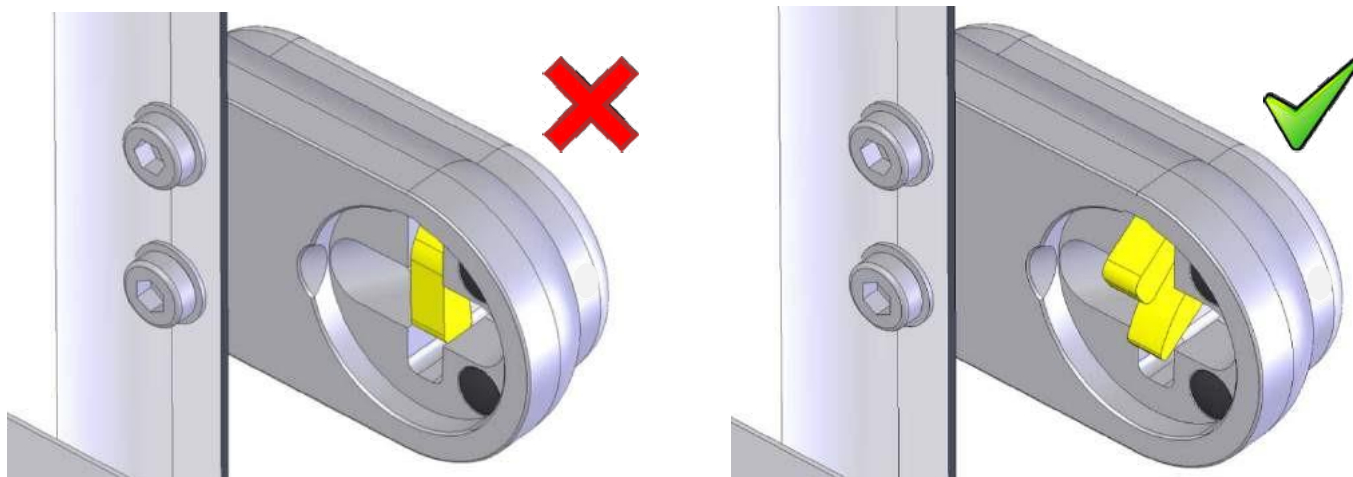


Fig.19

In addition, for models that require the standard lock to be removed, you will need to enter the cargo area through the side door and pull the appropriate levers to release the doors.

Finally, check that the key rotates freely: opening must not require excessive force on the key. Then tighten the nuts and bolts of the armor firmly.

STEP 9

...

Check that the lock works correctly: verify the operation of the locking pin and the cam by operating the internal emergency release. Then tighten all bolts and nuts firmly.

Fit the plastic cap on the armor to seal the cavity (fig. 20). If supplied, fit the customized adhesive resin sticker on top of the cap.

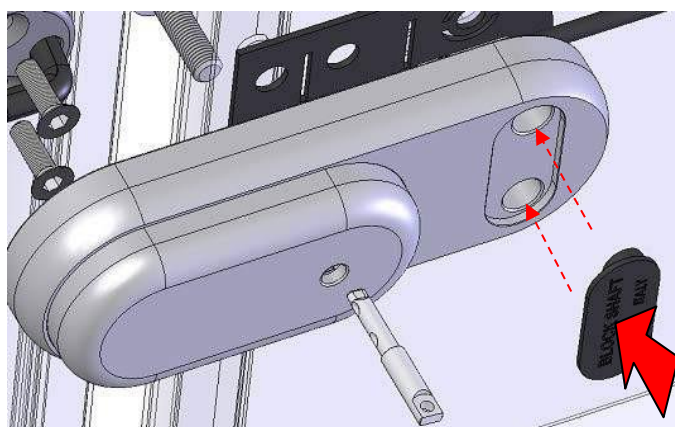


Fig.20

STEP 10

Route the emergency cable to a suitable location (preferably outside the inner door panels, to avoid extra holes and so that the panels can be removed without removing the emergency release) and fit the supplied emergency knob.

The system consists of a pull knob inside a metal support attached to the door and secured with a seal (fig. 21). To gain access from the inside, the seal must be broken (it must be restored after use, to prevent misuse of the lock, for example the cable being left pulled and the lock unlocked) and the knob must be pulled with two fingers placed in the recess provided. When approached from above or below, it is not possible to pull out the knob, which remains protected by a section of the metal support. Therefore, if an opening were made in the outer sheet metal of the tailgate during a break-in attempt, it would not be possible to pull the knob by hand.

In addition, as protection against tampering, the emergency cable, which slides back during opening, is completely hidden by the knob, which has a dedicated internal seat that cannot be accessed.

ATTENTION: The recommended position is close to the armor, so that the cable is as slack as possible and has no sharp bends ($>90^\circ$).

On the sliding door, make sure that the knob does not interfere with the sheet metal. If it does, mount the knob higher on the door.

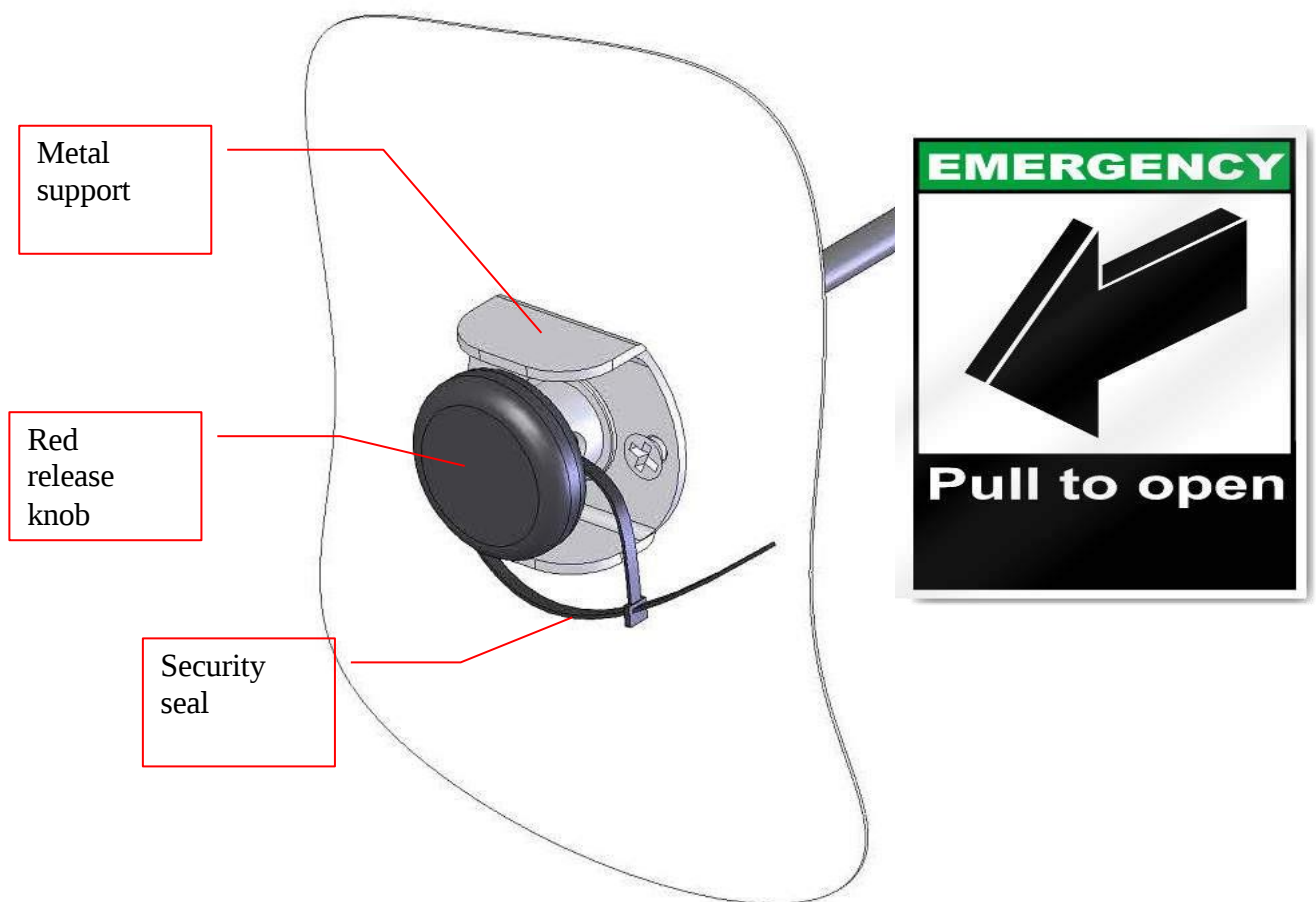
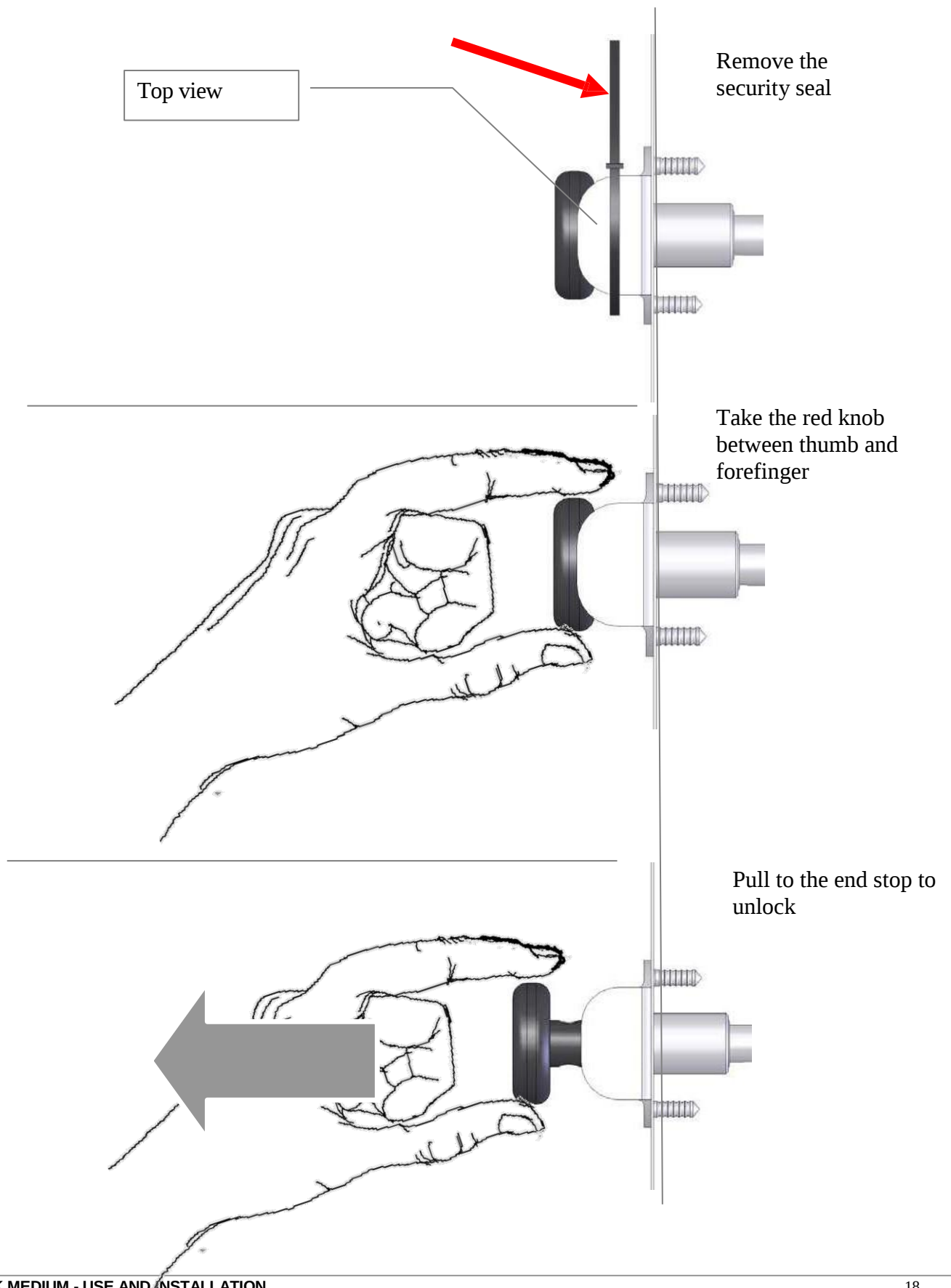


Fig.21

Emergency release: operating sequence





Before installation, with the door open, open the lock and keep the key turned as far as it goes (fig. 22). During opening, the cable travels the same distance as the locking pin (about 1 cm), and the spherical end must also be able to slide freely.

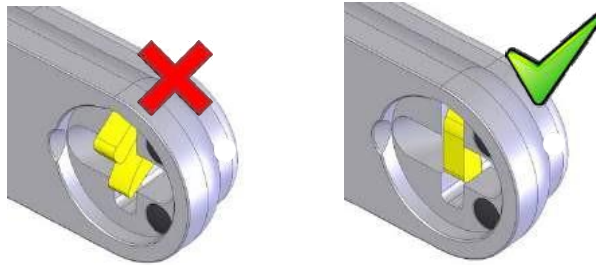
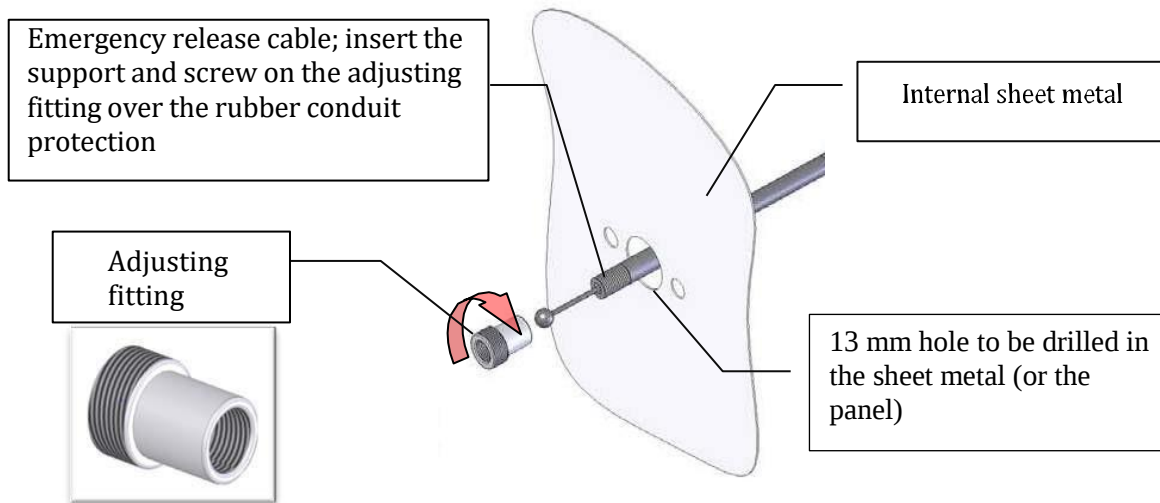


fig. 22

The installation involves the following steps.

Step 1: Drill the door (and/or the panel). Insert the cable into the metal support and screw on the adjusting fitting.



Step 2: Fit the adjusting fitting and screw it onto the tube.

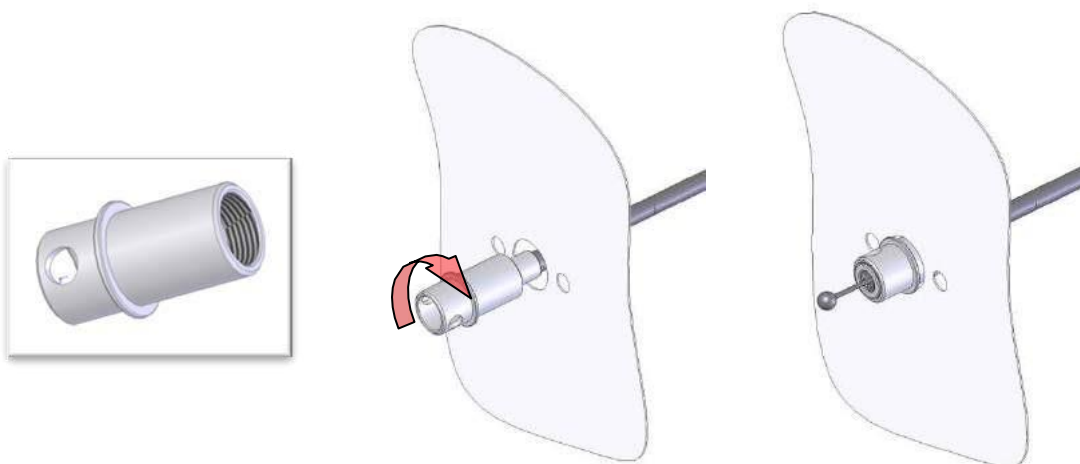
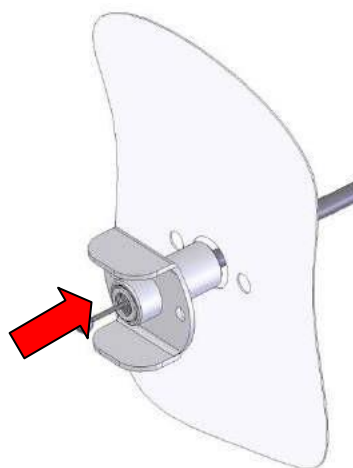


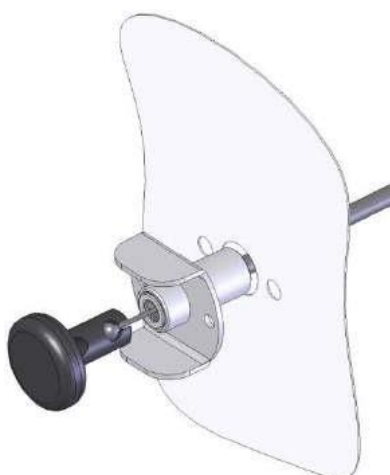
Fig. 24

Step 3: Slide the support onto the adjusting fitting.



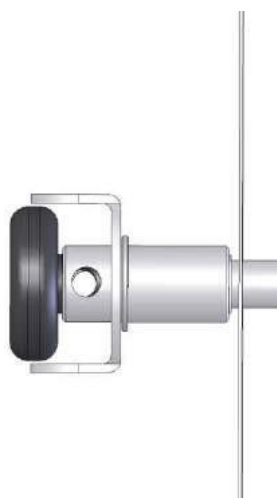
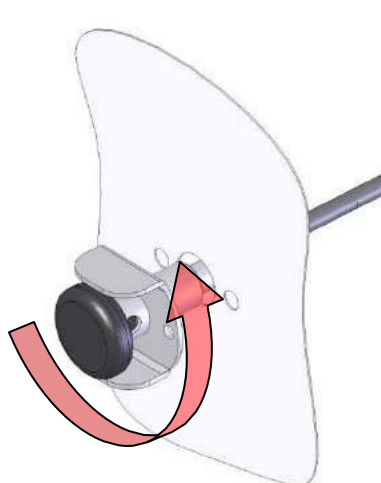
(fig.25)

Step 4: Fit the red knob, placing the steel ball in its seat in the knob.

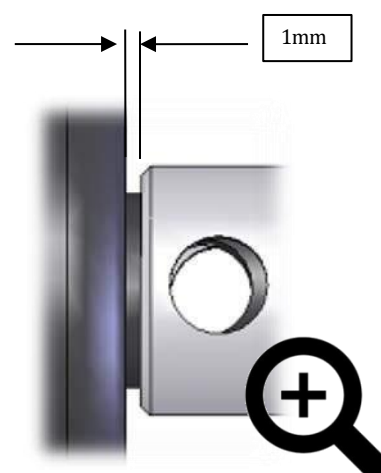


(fig.26)

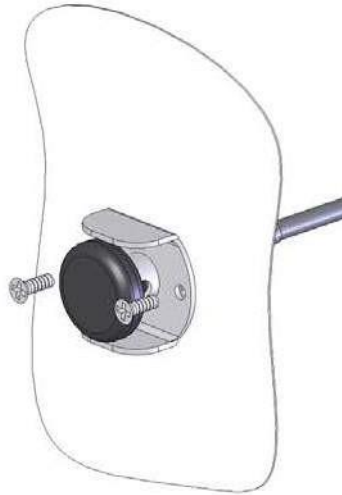
Step 5: Turn the perforated tube in the opposite direction so that the fitting rises, until there is about 1 mm of play between the knob and the tube. Take care not to unscrew the adjusting fitting.



(fig.27)



Step 6: Fix the U-shaped bent plate to the tailgate or the panel using the self-tapping screws (fig. 28). Check that the through hole of the knob and that of the tube are horizontal, so that the security seal can pass through.



(fig. 28)

Step 7: With the lock closed and the knob aligned, fit the security seal (fig. 29). The cable is now hidden and protected against tampering.



(fig. 29)

The same steps as for the tailgate must be followed.

In particular, the lock is normally positioned below the horizontal sliding guide of the door. Check that the strike plate does not interfere with the door as it slides open (fig. 30).

Also check that the emergency release knob does not interfere with the door during opening.

Position the drilling template with its longitudinal axis parallel to the sliding guide and its vertical axis aligned with the edge of the door. If this position causes interference, the template can be moved a few millimeters to the right or left

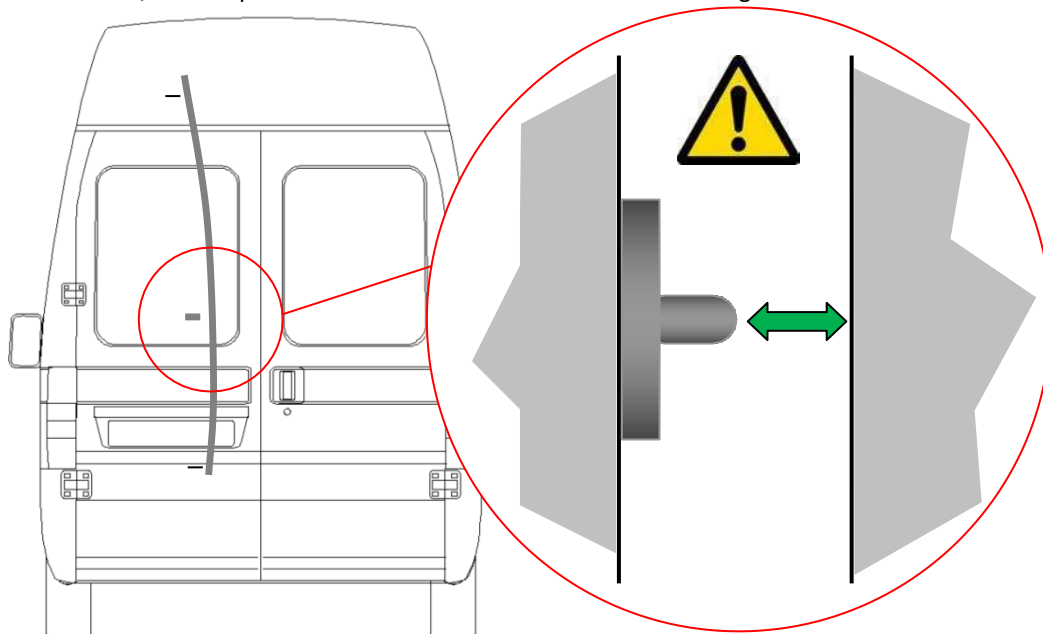
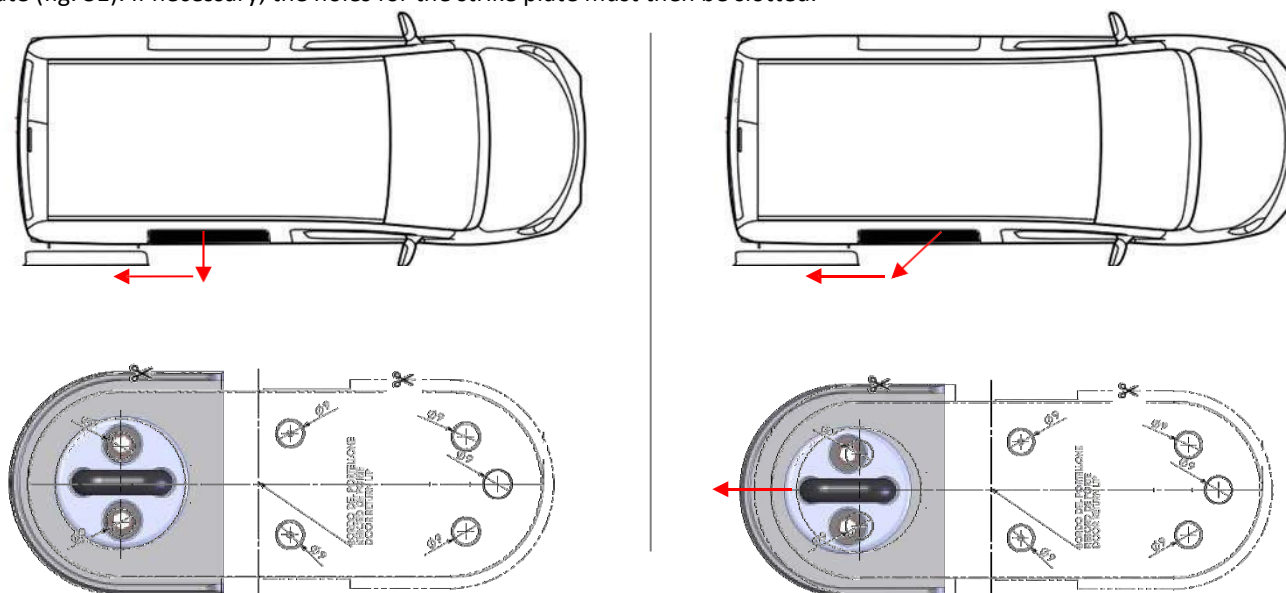


Fig.30

of the vertical axis.

Sliding side doors open in different ways. The door may swing out perpendicular to the vehicle and then slide backwards, or it may move out at an angle and then slide linearly towards the rear. In the second case it may be necessary (only for vehicles with a large opening angle) to move the strike plate by 1-2 mm in the sliding direction of the door, away from the position marked by the template (fig. 31). If necessary, the holes for the strike plate must then be slotted.



INSTALLATION WARNINGS AND INSTRUCTIONS FOR PROPER USE



-
1. **Drill the holes with the dimensions specified in the work instructions;**
 2. **Always check the alignment between strike plate and armor, vertically and horizontally.**
 3. **Check that the locking pin that activates the cam slides freely, using the emergency release cable;**
 4. **During and after installation, never leave the keys of the lock in the load compartment;**
 5. **Lubricate the cylinder every six months with a water-repellent, anti-corrosive, lubricating, cleaning spray (for example WD-40) without additives that can attract dust or dirt. Do not use corrosive unlocking spray.**
 6. **Grease the strike plate and the cam;**
 7. **When washing the vehicle, do not spray water directly onto the cylinder;**
 8. **Proper use of the lock, which avoids unnecessary and strenuous operation, requires that the lock is opened before the door handle is operated.**
-

MAINTENANCE

- Check that the safety components are correctly installed and check them for wear. If necessary, retighten the fixing bolts and replace defective components.
- At regular intervals (at least once every three months), check the operation and handling of the lock with the key.
- At least once a year (more often depending on the intensity of use), grease all moving parts and all sliding surfaces with vaseline and check the operation.
- Lubricate the cylinder every six months (more often depending on the intensity of use) with a water-repellent, anti-corrosive, lubricating, cleaning, degreasing spray that contains no additives that can attract dust or dirt (for example WD-40, specific for locks) and is not corrosive.

In order not to compromise the protection of the parts against corrosion, use only neutral, abrasive-free cleaning products and detergents.

KEY DUPLICATION - HOW IT WORKS

1. It is recommended that the customer signs the card immediately after purchase and keeps it in a safe place. The retailer is obliged to provide duplicate keys only to customers who present the card.

2. If, at the time of the request for additional keys, the back of the card has not been signed, duplicates cannot be made.
3. When a signed card is presented by its holder, the retailer must check and validate the signature on the back of the card by comparing it with the signature on an identity document.
4. If the customer ordering duplicate keys is not the person who signed the back of the card, a written authorization must be presented requesting duplicates, bearing the same signature as on the back of the card and expressly stating the name of the person requesting the duplicates. It must be kept in the retailer's archive. The retailer must validate the signature on the authorization against the signature on the card. The retailer must also verify the identity of the person requesting duplicates by asking for an identity document that matches the details stated in the authorization.
5. The customer must make sure that they take the card back.
6. If the keys are not duplicated at the dealer, the dealer must supply the duplicates within a reasonable time.

WARRANTY TERMS

Block Shaft Srl subjects all its products to stringent quality tests. If, despite these checks, the GATELOCK MEDIUM® malfunctions, we recommend that you contact us immediately.

DURATION & CONTENT

Block Shaft Srl Unip. guarantees, under the terms below, the proper functioning of the external locking solution for commercial vehicles GATELOCK MEDIUM® and that the product is free from manufacturing defects.

If the product fails during the warranty period, Netoma Srl will, at its sole discretion, repair or replace the product or a part of it. Defective parts are replaced or repaired ex works; therefore, the shipping costs of the product are borne by the customer, as are the costs of any requests for inspection by authorized dealers and/or technicians of Netoma Srl. Any delay in restoring the vehicle to working order does not entitle the customer to claim damages, nor does it extend the warranty period.

Warranty claims will only be considered if notified to Block Shaft Srl within eight days of discovering the defect. This is the only warranty provided by Netoma Srl, and any other warranty is therefore excluded. For components not manufactured by Netoma Srl, only the warranties of the respective third-party manufacturers

apply.

WHAT IS GUARANTEED

Block Shaft Srl guarantees that all parts of the GATELOCK MEDIUM® anti-theft device, manufactured and assembled at the factory, are free from defects in workmanship or materials when used correctly.

The warranty is valid for a period of 24 (twenty-four) months from the date of purchase shown on your receipt or invoice.

WHAT IS NOT GUARANTEED

The warranty does not cover:

- Interventions for which it is impossible to determine the date of purchase of the product;
- Any defect due to damage resulting from improper use not in accordance with the technical instructions, accident, theft, attempted theft or fire;
- Since the warranty covers only measures of a technical nature, pecuniary compensation for damage due for any reason is excluded. To this end, it is specified, by way of example only, that no compensation will be paid for damage resulting from technical downtime of the vehicle, incidental or consequential damage such as loss of use, even temporary, of the vehicle, inconvenience or commercial loss.
- Periodic checks, maintenance, repairs or replacement of parts due to normal wear and tear.
- Block Shaft Srl accepts no liability for damage to persons or property resulting from improper use of the product or from malfunctions.

FORFEITURE OF WARRANTY

You lose the right to warranty:

- if the device is damaged due to incorrect installation;
- if the product has been used for purposes and uses other than those for which it is intended and for which it was designed and built;
- if the defects complained of are the result of accidents and negligence;
- if the product has been modified or repaired by unauthorized third parties;

WHAT THE CUSTOMER MUST DO

Report any faults, defects or malfunctions within the time limits mentioned above to the dealer from whom you purchased the device, or contact Netoma Srl directly.

To benefit from the warranty, the customer must:

- make correct use of the device;
- keep the purchase documents (invoice or receipt, and this document), which are required to obtain warranty repair at a service center authorized by Netoma Srl;

The court of Bari, ITALY, has exclusive jurisdiction over any disputes concerning the interpretation or execution of this warranty.