JACKLOC IS A REGISTERED TRADEMARK

IMPORTANT

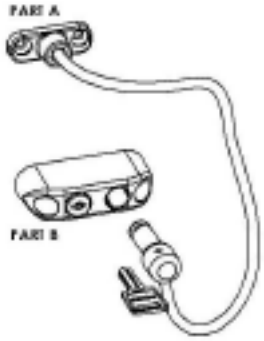
The high performance Jackloc restrictor can be fitted to most window and door materials and styles with several options of fixings and anchorage when installing the swivel plate (part A) and the lock body (part B)– see overleaf components. Assessment and the correct choice and methods of screw or bolt fixings is paramount for safety / security, with due consideration to the type of materials, i.e. timber, steel, aluminium, Uvpc, etc., and window or door configuration, i.e. side hung / top hung casement, pivot, tilt/turn, sliding sash, etc. Microclimate must also be considered. In marine or heavily polluted environments stainless steel fixings must be used.

Each installation project must be surveyed and evaluated prior to fixing the Jackloc window restrictor to determine the appropriate fixings / anchorage and of the designated restricted opening. Care must be taken to survey each window / door to ensure that the general and specific condition of the material(s) are sound and are not in disrepair to ensure that the Jackloc can be securely fitted. **The Jackloc restrictor must not be fitted to areas of decaying timber, corroding steel or units that are in disrepair.**

General guide refer to:
BS4183:1967: machine Screws & Screw Nuts.
BSI 580: 2007: Screws
DIN 933 Bright Zinc Plated.
SAE Fastener Standards Manual: 2007.

The price of safety cannot be measured

JACKLOC MK2 FITTING INSTRUCTIONS



The standard length of the Jackloc cable is 200 mm with special lengths available. It is important to position the lock and swivel body prior to fixing in order to determine the window / door fixed opening. , usually, 150 mm (6") or 100 mm (4"). One or other body part may be fixed to outer frames, weatherboards, jamb styles provided the material(s) is sound.

To operate the Jackloc, ensure that the bullet attached to Part A is pushed into the lock housing of Part B and turn the key to the lock position. Check pull on the cable to confirm.

The bullet can only be removed when the key is in the unlock position. The key must be used to re-lock the restrictor

JACKLOC QUALITY CONTROL PROCEDURE

1. All components are inspected to a sampling batch plan at the factory.
2. Samples are fully inspected prior tothe commencement of each production run and tested to 1000N
3. During each production run the components are monitored for specification compliance.
4. At 1 hour intervals during the batch production run a further sam ple test is carried out to a maximum of 1000N.
5. A final batch test sample is carried out to the specified 1000N.
6. Each production batch is recorded and further sample testing is carried out and approved.
7. Production date and batch identification is marked on each box accordingly.

JACKLOC MAINTENANCE PROCEDURE

1. Clean body and cable components occasionally with a damp cloth only.
2. Frequently check that the Jackloc body fixings , Part A & B, by manually identifying any excessive movement of the screw fixings. Should there be excessive play, remove the plastic cover caps and screws. Asses the failure of the fixing(s) and refit appropriate screws / bolts, etc. In some instances die tap back plates and screws may have to be used. Refit caps.
3. Frequently check that the key lock operates correctly and spray PTFE or other approved lubricant into the barrel lock as necessary, and in any case at least every 6 months. Locks which are located within a marine or heavily polluted environment every 3 months.
4. Check the anchorage of the linkage into the swivel or stud plate by pulling the cable manually. If there is excessive movement of the cable within the anchorage plate, replace the complete linkage with new. Treat with P.T.F.E or other lubricate at least every 6 months.

BRITISH STANDARD TESTING BS EN 14351-1:2006

The Jackloc has been static load tested to BS EN 14351-1: 2006 and conforms to the British Standard above.

UKAS tested to applied force of 3000N and passed, based on the test method of the BS6375 1987 part 2 test 6.

Tested and conforms to BS EN 1670: 1998 Class 3 – subjected to a neutral salt spray test.