Vehicle Standard (Australian Design Rule 25/00 – Anti-Theft Lock) 2006

I, JAMES ERIC LLOYD, Minister for Local Government, Territories and Roads, determine this vehicle standard under subsection 7 (1) of the *Motor Vehicle Standards Act 1989*.

Dated 3 September 2006

[SIGNED]

James Eric Lloyd

Minister for Local Government, Territories and Roads

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0. LEGISLATIVE PROVISIONS

0.1. NAME OF STANDARD

0.1.1. This Standard is the Vehicle Standard (Australian Design Rule 25/00 – Anti-Theft Lock) 2006.

0.1.2. This Standard may also be cited as Australian Design Rule 25/00 — Anti-Theft Lock.

0.2. COMMENCEMENT

0.2.1. This Standard commences on the day after it is registered.

0.3. REPEAL

0.3.1. This Standard repeals each vehicle standard with the name Australian Design Rule 25/00 — Anti-Theft Lock that is:

(a) made under section 7 of the Motor Vehicle Standards Act 1989; and

(b) in force at the commencement of this Standard.

0.3.2. This Standard also repeals each instrument made under section 7 of the Motor Vehicle Standards Act 1989 that creates a vehicle standard with the name Australian Design Rule 25/00 — Anti-Theft Lock, if there are no other vehicle standards created by that instrument, or amendments to vehicle standards made by that instrument, that are still in force at the commencement of this Standard.

PURPOSE AND SCOPE

This Australian Design Rule (ADR) is part of the Australian motor vehicle standards system and is a vehicle standard for the purposes of the Motor Vehicle Standards Act 1989.

The function of this Australian Design Rule is to specify requirements for a lock to inhibit unauthorised use of the vehicle and to minimise the possibility of inadvertent adjustment of steering locks to the anti-theft position when the vehicle is in motion.

APPLICABILITY

This ADR applies to the design and construction of devices to be fitted to vehicles as set out in the table hereunder

Vehicle Category	ADR Category Code *	UNECE Category Code *	Manufactured on or After	Acceptable Prior Rules
Moped 2 wheels	LA	L1	Not Applicable	
Moped 3 wheels	LB	L2	Not Applicable	
Motor cycle	LC	L3	Not Applicable	
Motor cycle and sidecar	LD	L4	Not Applicable	
Motor tricycle	LE	L5	Not Applicable	
Passenger car	MA	M1	1 July 1988	Nil
Forward-control passenger vehicle	MB	M1	1 July 1988	Nil
Off-road passenger vehicle	MC	M1	1 July 1988	Nil
Light omnibus	MD	M2		
up to 3.5 tonnes *'GVM'* and up to 12 seats	MD1		1 July 1988	Nil
up to 3.5 tonnes *'GVM'* and more than 12 seats	MD2		Not Applicable	
over 3.5 tonnes and up to 4.5 tonnes *'GVM'*	MD3		Not Applicable	
over 4.5 tonnes and up to 5 tonnes *'GVM'*	MD4		Not Applicable	
Heavy omnibus	ME	M3	Not Applicable	
Light goods vehicle	NA	N1	Not Applicable	
Medium goods vehicle	NB	N2		
over 3.5 tonnes up to 4.5 tonnes *'GVM'*	NB1		Not Applicable	
over 4.5 tonnes up to 12 tonnes *'GVM'*	NB2		Not Applicable	
Heavy goods vehicle	NC	N3	Not Applicable	
Very light trailer	TA	O1	Not Applicable	
Light trailer	TB	O2	Not Applicable	
Medium trailer	TC	O3	Not Applicable	
Heavy trailer	TD	O4	Not Applicable	

25.0. DEFINITIONS

25.0.1. Refer to Vehicle Standard (Australian Design Rule Definitions and Vehicle Categories) 2005.

25.1. FUNCTIONS OF LOCK POSITIONS

25.1.1. An "engine on" position shall permit the normal functioning of the engine.

25.1.2. An "engine off" positron shall prevent normal functioning of the engine.

25.1.3. An "anti-theft" position shall prevent normal functioning of the engine and also inhibit unauthorised use of the vehicle.

* The category code may also be in the format L_1, L_A etc.

25.2. DESIGN OF LOCK

25.2.1. The lock shall be a 5 or more tumbler lock or other lock of '*Approved'* type giving equivalent protection. The probability of the key operating the lock of another vehicle in the same model range shall be not greater than one in one thousand.

25.2.2. The lock shall provide for at least the functions nominated in Section 25.1

25.2.3. It shall not be possible to adjust the lock from the "engine on" position to the "anti-theft" position without passing through the "engine off" position

25.2.4. When the key is removed the lock shall be in the "anti-theft" position

25.2.5. With the lock m the "anti-theft" position it shall be impossible either to steer the vehicle, or to engage the forward drive gears, or to release a brake, without removal or destruction of the device.

25.2.6. Where the requirements of Clause 25.2.5 are met by a device which prevents steering of the vehicle, the following additional requirements shall apply:

25.2.6.1. It shall not be possible to adjust the lock from the "engine on" position to the "anti-theft" position by a single rotary or linear motion of the key.

25.2.6.2. Where the design of the lock to achieve the requirements of Clause 25.2.6.1 embodies 2 or more separate rotary movements of the locking device, adjustment from the "engine-off" position to the "anti-theft" position must require either:

25.2.6.2.1. a design linear axial movement of the key of not less than 2 mm; or

25.2.6.2.2. actuation of an additional blocking device separately controlled. The gear selector may constitute such a blocking device.