



COMMONWEALTH OF AUSTRALIA

AUSTRALIAN DESIGN RULE 25
FOR
ANTI-THEFT LOCKS

As Endorsed by the
 Australian Transport Advisory Council

The intention of this Australian Design Rule is to specify the requirements for a lock to limit unauthorised use of the vehicle.

The Australian Transport Advisory Council has recommended to Commonwealth, State and Territory Governments that all motor vehicles specified below shall be equipped with devices complying with Australian Design Rule 25 - Anti-Theft Locks.

VEHICLE CATEGORY	RULE AMENDMENT		
	MANUFACTURED ON OR AFTER		
	25		
Passenger Cars			
Forward Control Passenger Vehicles up to 8 seats	N/A		
9 seats	N/A		
Other Passenger Cars	1 Jan 1972		
Passenger Car Derivatives	1 Jan 1972		
Multi-Purpose Passenger Cars	1 Jan 1973		
Omnibuses up to 3.5 tonnes GVM			
up to 12 seats	N/A		
over 12 seats	N/A		
up to 4.5 tonnes GVM	N/A		
over 4.5 tonnes GVM	N/A		
Motorcycles	N/A		
Mopeds	N/A		
Specially Constructed Vehicles	N/A		
Other Vehicles not listed above			
up to 4.5 tonnes GVM	N/A		
over 4.5 tonnes GVM	N/A		

N/A - Not Applicable
 GROSS VEHICLE MASS - Abbreviated to 'GVM'

The Australian Transport Advisory Council has also recommended to Commonwealth, State and Territory Governments that motor vehicles which comply with the requirements of Australian Design Rule 25A - Anti-Theft Locks, need not comply with the requirements of Australian Design Rule 25.

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AUSTRALIAN DESIGN RULE NO. 25 - ANTI-THEFT LOCKS

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' position 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.

25.2 Design of Lock

25.2.1 The lock shall be a five 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 Clause 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 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.

25.2.5 When the key is removed, the lock shall be in the 'anti-theft' position.

25.2.6 With the lock in 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.

