

AUSTRALIAN DESIGN RULE NO. 25A - ANTI-THEFT LOCKS

- 25A.1 Functions of Lock Positions
- 25A.1.1 An 'engine on' position shall permit the normal functioning of the engine.
- 25A.1.2 An 'engine off' position shall prevent normal functioning of the engine.
- 25A.1.3 An 'anti-theft' position shall prevent normal functioning of the engine and also inhibit unauthorised use of the vehicle.
- 25A.2 Design of Lock
- 25A.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.
- 25A.2.2 The lock shall provide for at least the functions nominated in Clause 25A.1.
- 25A.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.
- 25A.2.4 When the key is removed the lock shall be in the 'anti-theft' position.
- 25A.2.5 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.
- 25A.2.6 Where the requirements of Clause 25A.2.5 are met by a device which prevents steering of the vehicle, the following additional requirements shall apply.
- 25A.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.
- 25A.2.6.2 Where the design of the lock to achieve the requirements of Clause 25A.2.6.1 embodies two or more separate rotary movements of the locking device, adjustment from the 'engine-off' position to the 'anti-theft' position must require either
- (a) a design linear axial movement of the key of not less than 2mm, or
 - (b) actuation of an additional blocking device separately controlled. The gear selector may constitute such a blocking device.

(Paragraph Deleted)
*Amended July 1978

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