



CD/K/008:2008  
ICS 13.310; 43.040.60

## **EAST AFRICAN STANDARD**

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**Devices to prevent the unauthorized use of motor vehicles (anti-theft devices) — Specification**

**EAST AFRICAN COMMUNITY**

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## Foreword

Development of the East African Standards has been necessitated by the need for harmonizing requirements governing quality of products and services in East Africa. It is envisaged that through harmonized standardization, trade barriers which are encountered when goods and services are exchanged within the Community will be removed.

In order to meet the above objectives, the EAC Partner States have enacted an East African Standardization, Quality Assurance, Metrology and Test Act, 2006 (EAC SQMT Act, 2006) to make provisions for ensuring standardization, quality assurance, metrology and testing of products produced or originating in a third country and traded in the Community in order to facilitate industrial development and trade as well as helping to protect the health and safety of society and the environment in the Community.

East African Standards are formulated in accordance with the procedures established by the East African Standards Committee. The East African Standards Committee is established under the provisions of Article 4 of the EAC SQMT Act, 2006. The Committee is composed of representatives of the National Standards Bodies in Partner States, together with the representatives from the private sectors and consumer organizations. Draft East African Standards are circulated to stakeholders through the National Standards Bodies in the Partner States. The comments received are discussed and incorporated before finalization of standards, in accordance with the procedures of the Community.

Article 15(1) of the EAC SQMT Act, 2006 provides that "Within six months of the declaration of an East African Standard, the Partner States shall adopt, without deviation from the approved text of the standard, the East African Standard as a national standard and withdraw any existing national standard with similar scope and purpose".

East African Standards are subject to review, to keep pace with technological advances. Users of the East African Standards are therefore expected to ensure that they always have the latest versions of the standards they are implementing.

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## Devices to prevent the unauthorized use of motor vehicles (anti-theft devices) — Specification

### 1 Scope

1.1 This specification covers devices designed to prevent the unauthorized use of categories M1 and N1 motor vehicles, with or without bodywork, that are intended for use on public roads and that have a maximum design speed exceeding 25 km/h, but excluding vehicles that run on rails, agricultural tractors and machinery, and engineering plant.

NOTE Compliance with the requirements of this specification, other than the requirement for locks given in subsection 5.7, can be assessed only after the installation of the device in the motor vehicle.

### 1.2 Fitting of device

Every vehicle in categories M<sub>1</sub> and N<sub>1</sub> must be equipped with a device to prevent unauthorized use. The fitting of this device on vehicles of other categories shall be optional.

### 2 Normative references

The following standards contain provisions which, through reference in this text, constitute provisions of this standard. All standards are subject to revision and, since any reference to a standard is deemed to be a reference to the latest edition of that standard, parties to agreements based on this standard are encouraged to take steps to ensure the use of the most recent editions of the standards indicated below.

No normative references are cited in this standard.

### 3 Definitions

For the purposes of this specification,

#### 3.1

##### "protective device"

the totality of the components designed to prevent the unauthorized use of the vehicle. The protective device is constituted by combining a device preventing the engine from being started by means of the normal control with one of the following devices.

The protective device may be one:

- acting on the steering,
- acting on the gear-shift control,
- acting on the transmission, or
- preventing the engine from running.

NOTE Devices preventing the release of the vehicle's brakes only are not considered to be "protective devices".

#### 3.2

##### "steering mechanism"

the steering control, the steering column and its accessory cladding, the steering shaft, the steering gear box, and all such other components as those designed to participate in absorbing energy in the event of collision with the steering-wheel.

3.3

"vehicle"

- a category M<sub>1</sub> vehicle, i.e. a vehicle used for the conveyance of passengers and containing not more than eight seats in addition to the driver's seat, and
- a category N<sub>1</sub> vehicle, i.e. a vehicle used for the conveyance of goods and having a maximum mass not exceeding 3.5 t.

**4 General requirements**

4.1 The protective device shall be so designed that it is necessary to put it out of action in order to enable:

- 4.1.1 the engine to be started by means of the normal control, or
- 4.1.2 the vehicle to be driven or shifted forward under its own power.

4.2 When the device is in action, those of its parts which are necessary for compliance with the condition of 4.1.2 above shall be incapable of being rendered ineffective by simple means.

4.3 The engine shall be started and the requirements of subsection 5.1 shall be satisfied only by the action of one key on a single lock; except in the case laid down in subsection 5.1.6, the key shall not be capable of being completely removed from the lock unless the protective device referred to in 4.1 has come into action or been set to act.

4.4 The protective device referred to in 4.1 above shall be so designed that it cannot rapidly and without attracting attention be opened, rendered ineffective or destroyed.

4.5 The protective device shall be mounted on the vehicle as an item of permanent equipment. It shall be fitted in such a way that even after removal of its housing it cannot, when in the locked condition, be dismantled otherwise than with special tools. If it would be possible to render the protective device ineffective by the removal of screws, the screws shall, unless they are non-removable screws, be covered by parts of the locked protective device.

4.6 The locks used shall comprise not less than 1 000 different combinations, that is, the key appropriate to one combination shall not be capable of opening more than an average of one lock in 1 000. In the vehicles of one type the frequency of occurrence of each combination shall be approximately one per 1 000.

4.7 Protective devices shall be such as to exclude any risk, while the vehicle is in motion, of accidental locking likely to compromise safety.

4.8 If the operation of the protective device requires the use of an energy reserve other than the energy of the driver, that energy reserve shall be used only to activate the device's locking and unlocking system. The protective device shall be kept in position by purely mechanical means.

4.9 The protective device may be additionally equipped with an external acoustic warning device which will be activated on any attempt to unlock the device, render it inoperative or destroy it; the signals emitted shall be brief and shall end automatically after not more than 30 seconds; they shall recommence only if the device is activated again. In addition, the signals may be emitted by the normal warning device fitted on the vehicle.

**5 Particular requirements**

In addition to the general requirements prescribed in Clause 4, if the protective device is of a type acting on the steering, on the transmission or on the gear-shift control, it shall comply with the particular requirements prescribed below for such types of device.

**5.1 Protective devices acting on the steering**

5.1.1 A protective device acting on the steering shall lock the steering.

**5.1.2** It shall not be possible for the steering to be locked inadvertently when the key is in the lock of the protective device, even if the device preventing the starting of the engine has come into action or been set to act.

**5.1.3** It shall not be possible to switch on the ignition of a petrol-engined vehicle or to start the engine of a diesel-engined vehicle by means of the normal control, until a lock acting on the steering has been opened.

**5.1.4** When the protective device is set to act, it shall not in any event be possible to prevent engagement of the bolt in its counterpart.

**5.1.5** The bolt shall engage to a sufficient depth to ensure that the protective device continues to be effective even after it has undergone some degree of wear.

**5.1.6** If the protective device is such that the key can be removed in a position other than the position in which the steering is locked, it shall be so designed that the manoeuvre required to reach that position and remove the key cannot be effected inadvertently.

**5.1.7** The protective device shall be strong enough to withstand, without damage to the steering mechanism likely to compromise safety, the application in both directions parallel to the axis of the steering shaft, and in static conditions, of a torque of 196 N.m.

## **5.2 Protective devices acting on the transmission**

A protective device acting on the transmission shall prevent the rotation of the vehicle's driving wheels.

## **5.3 Protective devices acting on the gear-shift control**

**5.3.1** A protective device acting on the gear-shift control shall be capable of preventing any change of gear.

**5.3.2** In the case of manual gear-boxes, it shall be possible to lock the gear-shift lever in the following positions only: reverse plus neutral, or reverse only.

**5.3.3** In the case of automatic gear-boxes, locking shall be possible in the "parking" position only: additional locking in the "neutral" position shall be permissible.

## **6 Inspection**

Assess the number of possible combinations of each lock in the sample for compliance with the applicable requirements of 4.7.

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