

COMMONWEALTH OF AUSTRALIA

AUSTRALIAN DESIGN RULE 25A 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 and to minimise the possibility of inadvertent adjustment of steering locks to the 'anti-theft' position when the vehicle is in motion.

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 25A - Anti-Theft Locks.

VEHICLE CATEGORY	RULE	AMENDMENT IRED ON OR AFTER
	. 25A	ALD ON ON ALIEN
Passenger Cars Forward Control Passenger Vehicles up to 8 seats 9 seats Other Passenger Cars Passenger Car Derivatives Multi-Purpose Passenger Cars Omnibuses up to 3.5 tonnes GVM up to 12 seats over 12 seats up to 4.5 tonnes GVM over 4.5 tonnes GVM Motorcycles Mopeds Specially Constructed Vehicles Other Vehicles not listed above up to 4.5 tonnes GVM over 4.5 tonnes GVM	1 Jan 1985 1 Jan 1986 1 Jan 1978 1 Jan 1978 1 Jan 1978 1 Jan 1987 N/A N/A N/A N/A N/A N/A N/A	

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

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PO Box 594 CIVIC SQUARE

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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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