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**NATIONAL STANDARD OF THE
PEOPLE'S REPUBLIC OF CHINA**

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Protective devices against unauthorized use of motor vehicles

汽车防盗装置

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1 Scope

GB 15740 sets the requirements for the anti-theft devices fitted to motor vehicles: the mechanical protection that locks the steering, transmission or controls, the electromechanical and electronic devices, and the immobilizer that prevents the engine being started without the correct key or transponder. It fixes the general and special requirements for each, the requirements for additional devices, the rules for judging whether a variant is the same type, and the implementation timetable, with normative annexes carrying the wear cycle, strength, environmental and electromagnetic compatibility tests. Issued on 29 September 2024, in force since 1 January 2026, replacing GB 15740-2006. This page is published from the official record of the standard held by the Chinese standards administration: the identification, the dates, the classification and the edition it replaces are taken from there. The clause text, the tables and the numeric limits are not reproduced on this page - they are in the document itself, which is delivered in full in English translation.

This document specifies the general requirements, special requirements and test methods for devices to prevent unauthorized use of motor vehicles. This document applies to devices to prevent unauthorized use for M category and N category vehicles, and to immobilizers

for M1 vehicles and N1 vehicles with a maximum design gross mass not exceeding 2000 kg.

2 Normative references

The provisions of the following documents constitute the essential clauses of this document through normative references in this text. Among them, for referenced documents with dates, only the versions corresponding to the dates are applicable to this document; for referenced documents without dates, the latest versions (including all amendments) are applicable to this document.

GB 12676 Technical requirements and testing methods for commercial vehicle and trailer braking systems

GB/T 19951 Road vehicles - Disturbances test methods for electrical/electronic component from electrostatic discharge

GB 21670 Technical requirements and testing methods for passenger car braking systems

GB/T 28046.4-2011 Road vehicles - Environmental conditions and testing for electrical and electronic equipment - Part

3 Terms and definitions

The following terms and definitions apply to this document.

3.1 device to prevent unauthorized use A device consists of a system that is designed to prevent the unauthorized starting of the engine or other main power source of the vehicle and at least one of the following systems jointly.

3.2 steering The steering wheel, steering column and its covering parts, steering shaft, steering gear and all parts that directly affect the effectiveness of the device to prevent unauthorized use.

3.3 combination Specially designed and manufactured combination of starter locking systems.

3.4 key A device corresponding to mechanical and/or electronic solutions for operating a locking system, which can only be operated by means of this device.

3.5 digital key A key designed to be transferred to multiple devices or equipment through a dedicated procedure, authorized by a primary user. NOTE. A primary user refers to a user who can authorize the vehicle to use the digital key. A vehicle has one or more primary users.

3.6 rolling code An electronic code consisting of a combination of several elements that changes randomly after each operation of the transmitting unit.

4 General requirements

4.1 The device to prevent unauthorized use shall be designed to ensure that the following operations can be completed only when it is inoperative.

4.2 Before or simultaneously with the actions described in

b) of 4.1, the device to prevent unauthorized use shall be able to operate normally.

4.3 The use of the same key shall be able to meet the requirements of

4.4 Except as provided in 5.1.5, for systems that operate by inserting a key into a lock, the key shall not be removed until the vehicle has been started or is in the starting position as provided in 4.1.

4.5 The design of the device to prevent unauthorized use and the parts of the vehicle related to its operation shall ensure that the device to prevent unauthorized use cannot be opened quickly and accidentally or damaged or rendered ineffective by low-cost, easily concealed, easy to carry or manufacture tools.

4.6 The device to prevent unauthorized use shall be installed on the vehicle as an original part. Its installation method shall ensure that when it is in a locked state, it cannot be disassembled without the use of special tools even if its housing is removed. If the removal of the screws makes the device to prevent unauthorized use ineffective, the screws shall be covered by parts fixed to the device to prevent unauthorized use, or anti-disassembly screws shall be used.

4.7 The keys used in the mechanical locking system shall include no less than 1,000 different combinations. If fewer than 1,000 vehicles are manufactured in a year, the number of combinations shall be at least equal to the number of vehicles. The occurrence rate of the same combination in all vehicles of a certain model shall not be greater than 1/1000.

4.8 For M1 and N1 vehicles with electric/electronic locking systems (such as remote control locking), there shall be at least 50,000 variations programmed into rolling codes and/or a minimum scanning time of 10 days or at least 24 hours to scan 5,000 variations.

4.9 Motor vehicles equipped with digital keys (including but not limited to those using Bluetooth communication, near field communication (NFC), ultra-wideband communication (UWB), cellular mobile communication, etc.) shall meet the following requirements.

4.10 There shall be no visible codes on locks and keys.

4.11 For mechanical key devices to prevent unauthorized use, the design, manufacture and installation of the lock shall ensure that when it is in the locked position, the lock cylinder cannot be turned with a torque less than

2.45 N · m using any key other than the key provided, and.

4.12 When the vehicle is in motion, the device to prevent unauthorized use shall not be locked due to any accidental operation error or accidental locking that may endanger safety, and shall meet the following requirements. unauthorized use. The device to prevent unauthorized use shall be able to remain in the locked position without the need for auxiliary power.

4.14 Before the device to prevent unauthorized use is released, the vehicle's power system cannot be started in the normal way.

4.15 For devices to prevent unauthorized use equipped with brake locking systems, the release of the locking device shall not automatically release the brakes against the driver's intention when the brakes are locked. For devices to prevent unauthorized use equipped with brake locking systems that prevent the release of vehicle brakes, the working part acting on the brake is only allowed to maintain the locked position by purely mechanical means. In this case, the provisions of

5.1 Devices to prevent unauthorized use acting on the steering mechanism

5.1.1 The device to prevent unauthorized use acting on the steering locking system shall be able to disable the steering. The steering function shall be able to be restored before the power system starts normally.

5.1.2 When the anti-theft function is disabled, the device to prevent unauthorized use shall not hinder the steering function of the vehicle.

5.1.3 The devices to prevent unauthorized use of M1 and N1 vehicles shall comply with the requirements of 4.12, 5.1.1,

5.1.4 after being subjected to a wear test of 2500 locking cycles in each direction according to the test method specified in A.2.1 of Appendix A. The devices to prevent unauthorized use of other types of vehicles shall comply with the requirements of 4.12, 5.1.1,

5.1.4 after being subjected to a wear test of 2500 locking cycles in each direction according to the test method specified in A.2.2.

5.1.4 When the device to prevent unauthorized use is in the locked position, it shall meet one of the following requirements.

5.1.5 If the mechanical key of the device to prevent unauthorized use can be pulled out from a position other than the position for locking the steering mechanism, the design shall ensure that the manual operation to reach the position and the action of pulling out the mechanical key shall not be achieved unintentionally.

5.1.6 For M1 and N1 vehicles, if the steering system remains locked and some components fail when the torque specified in 5.1.4a), 5.1.4b) or 5.1.4c) is applied, the system complies with the requirements.