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

GB/T 25985-2010

**Protective of devices against unauthorized use of motor
vehicles**

(English Translation)

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Foreword

The modification of this Standard uses ECE R116 Regulation "Uniform Provisions Concerning the Protection of Motor Vehicles Against Unauthorized Use" (Revision 2) and all supplements, errata issued before November 2008. It deleted Clause 2 Overall definition, Clause 3 Authentication application, Clause 4 Authentication, Clause 9 Authentication extension and type change, Clause 10 Product consistency, Clause 11 Penalty on product inconsistency, Clause 12 Official discontinued production, Clause 13 Transitional terms, Clause 14 Names and addresses of authentication testing organization and management department, Attachment 1 Information file, Attachment 2 Authentication management, Attachment 3 Authentication marks of ECE R116-

02 because they did not comply with China standard system.

To facilitate ECE R116 clause control, this Standard added an informative Annex A.

Annex A of this Standard is informative. Annex B ~ Annex G are normative.

This Standard was proposed by National Development and Reform Commission, People's Republic of China.

This Standard shall be under the jurisdiction of National Technical Committee on Automobile of Standardization Administration of China (SAC/TC 114).

The drafting organization of this Standard. China Automotive Technology Research Center.

Main drafters of this Standard. Sun Zhendong, Zhu Tong.

Protective of devices against
unauthorized use of motor vehicle

1 Scope

This Standard specifies the requirements and test methods for protective of devices against unauthorized use of motor vehicle.

This Standard is applicable to M1 and N1 vehicle device to prevent unauthorized use, applicable to vehicle alarm system (VAS) permanently installed on M1 vehicle and N1 vehicle of which the maximum total designed mass is not greater than 2000 kg, applicable to alarm system on M1 vehicle as well as N1 vehicle (only for 12V voltage system car) of which the maximum total designed mass is not greater than 2000 kg, applicable to immobilizer as well as immobilizer of its M1 vehicle and N1 vehicle (only for 12V voltage system car) of which the maximum total designed mass is not greater than 2000 kg. Other types of vehicles and devices equipped on those vehicles as accessories shall refer to this Standard.

2 Normative references

The following standards contain the provisions which, through reference in this Standard, constitute the provisions of this Standard. For dated references, subsequent amendments (excluding corrections) or revisions do not apply to this Standard. However, the parties who enter into agreement based on this Standard are encouraged to investigate whether the latest versions of these documents are applicable. For undated reference documents, the latest versions apply to this Standard.

GB/T 2423.4-1993, Basic environmental testing procedures for electric and electronic products - Test Db. Damp heat, cyclic (eqv IEC 60068-2-30.1980)

GB/T 2423.17-1993, Basic environmental testing procedures for electric and electronic products Test Ka. Salt mist (eqv IEC60068-2-11.1981)

GB 4208, Degrees of protection provided by enclosure (IP code) (GB 4208-2008, IEC60529:2001, IDT)

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

GB 14023, Vehicles, boats and internal combustion engine - Radio disturbance characteristics - Limits and methods of measurement for the protection of off-board receivers

3 Terms and definitions

For the purposes of this document, the following terms and definitions apply.

3.1 vehicle type

the vehicle that has no differences in the following main aspects.

3.2 device to prevent unauthorized use

the device that is designed to prevent the normal start-up of other major power sources for the engine or vehicle in common with one or more of the systems listed below.

3.3 steering

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

3.4 combination

a combination of change of start-up locking system that is specially designed and manufactured

3.5 key

a device to unlock locking system; and this locking system only uses this device to operation

3.6 rolling code

an electronic code that is composed of several elements of random change combination after each time of steering system operation

4.1 The device to prevent unauthorized use shall be designed to meet that

only when it does not work in order to complete the following operations.

4.3 Insert the key into the lock to activate the working system. Under the state

described in 4.1 that it has been started or it has been in the starting position, the key cannot be pulled out, except the case described in 5.1.5.

4.6 The key to the mechanical locking system shall include not less than 1000

different combinations. If less than 1,000 vehicles were built in a year, the number of combinations shall be equal to the number of vehicles. In all vehicles of one vehicle type, the occurrence of the same combination shall not exceed 1/1000.

4.7 Electric / electronic locking system (such as remote-control lock) shall

have at least 50,000 kinds of changes and be incorporated into the rolling code, and/or scanning 5,000 changes shall at least require 24h.

4.8 For characteristics of device to prevent unauthorized use, 4.6 or 4.7 shall

apply.

4.11.2 If the device to prevent unauthorized use is locked by the pulled-out

key, before the device to prevent unauthorized use is locked, the key shall at least have 2 mm of movement amount or add the manual control function to prevent the key accidentally pulled out partially pulled out.

4.11.3 4.10, 4.10.1 or 4.10.2, 4.11.2 are only applicable to the device to prevent unauthorized use that uses mechanical key.