

Australian/New Zealand Standard™

Vehicle immobilizers

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AS/NZS 4601:1999

This Joint Australian/New Zealand Standard was prepared by Joint Technical Committee EL-031, Intruder Alarm Equipment and Installations. It was approved on behalf of the Council of Standards Australia on 5 November 1999 and on behalf of the Council of Standards New Zealand on 2 November 1999. It was published on 5 December 1999.

The following are represented on Committee EL-031:

Australian Chamber of Commerce and Industry
Australian Electrical and Electronic Manufacturers Association
Australian Security Industry Association
Australian Security Intelligence Organization
Department of Defence
Institution of Engineers Australia
Insurance Council of Australia
Metal Trades Industry Association of Australia
New Zealand Security Industry Association
Security Agents Institute of W.A.
Tasmania Police
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(Incorporating Amendment No. 1)

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PREFACE

This Standard was prepared by the Joint Standards Australia/Standards New Zealand Committee EL-031, Intruder Alarms Equipment and Installation.

This Standard incorporates Amendment No. 1 (March 2003). The changes required by the Amendment are indicated in the text by a marginal bar and amendment number against the clause, note, table, figure or part thereof affected.

The objectives of this Standard are to provide a consumer's guide to good quality after-market vehicle security immobilizer systems (VSISs) and to provide a benchmark for reference by insurance companies when determining whether to offer lower insurance premiums for vehicles fitted with a VSIS.

It is hoped that insurance companies will use this Standard as the benchmark to determine whether owners of vehicles with a VSIS will be granted lower insurance premiums.

During the development of this Standard the Federal Chamber of Automotive Industries (FCAI), representing the manufacturers of motor vehicles, did not support the publication of the Standard for the following reasons:

- (a) For original equipment immobilizer fitment, vehicle manufacturers follow European requirement ECE R97, this being internationally recognized, adopted as regulation in some countries and proposed for adoption as an ADR requirement in Australia.
- (b) The Standard incorporates unique requirements when compared to ECE R97.
- (c) Potential adverse effects on motor vehicle reliability and serviceability as a result of electrical items not authorized by the vehicle manufacturer being fitted and operating in conjunction with original equipment electrical systems on the vehicle.

These concerns have been acknowledged. However, the Committee believe that the system requirements specified in this Standard are acceptable for aftermarket vehicle immobilizers.

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