

HOMOLOGATION DIRECTIVE

MP03

***MECHANICAL SECURITY
SYSTEMS FOR VEHICLES AND
(PART) OF VESSELS***

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PREFACE

The Institute for the Certification of Vehicle Security Systems (SCM) is an independent foundation that is the national knowledge and certification institute for theft and burglary prevention with respect to mobile objects. Its activities focus on quality in security and the organisation of processes for upgrading prevention. The foundation has been issuing guidelines on a regular basis since 1993 in which the requirements are formulated that theft and burglary prevention systems must meet. Interested parties are represented in the Board of Experts: the security industry, the insurance industry, the business community and government bodies. In short, all parties that have to do with security. Agreements are made in close cooperation on behalf of bringing security systems with respect to mobile objects in the Netherlands to a higher level.

Activities

On behalf of realising the desired quality and recognisability in the market, in collaboration with all others concerned the SCM has developed a number of activities:

- Certification of security companies and security products
- Supervision of professional expertise requirements, examinations and diplomas
- Information and educational activities, seminars, symposia
- Research and advice

In the realm of mechanical security systems for vehicles and (parts of) vessels, the SCM works on behalf of security systems against theft and burglary by:

- Formulating requirements for mechanical security systems for vehicles and vessels
- Testing mechanical security systems or having them tested by qualified testing institutes
- Certifying approved products
- Furthering the use of approved products

The adoption of existing labels of approval and homologation directives

In close consultation with the National Centre for Prevention it has been decided that commencing on 1 August 2002 the SCM would adopt all existing labels of approval (VIP-TNO) in the above mentioned realm (**with the exception of the two-wheeler security – ART label of approval**) of the NCP. In this context the SCM will publish new directives that will replace the existing ones.

1. INTRODUCTION

The goal of these homologation directives is to establish minimum requirements with respect to the anti-theft function of (electro) mechanically functioning locks and lock products for vehicles and (parts of) vessels.

These new Homologation Directive MP03 replace the existing guidelines of the NCP (formerly VIP-TNO) and the SCM.

This concerns the following labels of approval:

- MBB-01: Mechanical Security Systems for Industrial Vehicles – VIP-TNO (trucks, trailers, containers)
- MBC-01: Mechanical Security Systems for Caravans – VIP-TNO (trailers, boat trailers, caravans, horse trailers etc.)
- BBM-01: Security Systems for Outboard Motors – VIP-TNO (outboard motors, starters of stern motors, and expensive parts such as screws)

In addition the existing SCM-TNO label of approval for private vehicle security systems is also being replaced.

- MP01: Mechanical security systems for private automobiles

Mechanical security systems with approval as per the 4 homologation directives mentioned above become invalid 12 months after the commencement date of the new Homologation Directive MP 03.

The Homologation Directive can be divided into three parts:

- | | |
|--|----------------|
| - Scope, definition of terms and administrative requirements | Chapters 2 - 4 |
| - Approval requirements | Chapter 5 |
| - Description of the tests | Chapter 6 |

In the Scope, definition of terms and administrative requirements the definitions of terms are given and the procedures and conditions are described that apply to type approval and the production phase of SCM-approved products. Requirements are also set with respect to the manufacturer/importer of SCM-approved products

In the Approval requirements the technical requirements that are set with respect to products to be certified according to these Homologation Directive are described.

In the Description of tests the conditions, execution, and various equipment of the various tests are described.

Should there be any unclear points or differences in English version, the Dutch version shall prevail.

The laws of The Netherlands apply to all contracts.

2. SCOPE

2.1 General

The requirements set in these conditions apply to (electro) mechanical anti-theft products for vehicles and (parts of) vessels.

They replace the existing guidelines MP01 (SCM), MBB-01, MBC-01 and BBM-01(VIP-TNO).

The most important changes in MP 03 in comparison to MP01, MBB-01, MBC-01 and BBM-01 are the following:

- The new homologation directives offer the option of testing and certification by several (accredited) testing institutes (as long as these meet requirements and have established a contract with the SCM).
- If a certified product can be extended by (an) accessory(ies) such that the object to be secured can be fastened to the ‘solid world’, the sign + (plus) is added to the approval number (see also Appendix 3, par. 4.2: Garaging element).
- The test procedures, in particular attack tests, are coordinated as much as possible with the practical possibilities.
- The validity of a approval terminates after 3 years.
- Extension is only possible if the product meets the requirements applicable at that time.
- During the obligatory annual recertification, (attack) tests are carried out in the same way as they were for the original approval.
- The role distribution between the testing institute, in particular, and the certifying institute has been changed: the certifying institute takes decisions concerning approval and revoking approval.
 - The certifying institute issues a certificate upon approval.

Parts of vehicles or vessels that are an indirect or direct part of the security product are considered as parts of the product and must also be presented for approval.

All product parts must meet the Homologation Requirements and must always be delivered complete. The model specifications and/or the brand name under which the approval is issued must be clearly stated on the most important part(s).

If the product or a product part is integrated with equipment meant for other purposes, then this equipment, insofar as it has an influence upon the functioning of the product, must meet the homologation requirements.

2.2 Entrance date and term of validity of the Homologation Directive

The commencement date of the Homologation Directive MP03 is 1 February 2003. As of that date the current directives become null and void. Existing approvals under MP01, MBB-01, MBC-01 and BBM-01 remain in effect until 1 January 2004.

The approvals granted under this Homologation Directive remain valid for at most 3 years, unless they are revoked in the interim or if the Homologation Directive are revoked, after which the approval still remains in effect for at most 1 year. Recertifications are executed on the basis of the approval requirements according to which the type approval is issued.

2.3 Legal requirements

If requirements as per Dutch or European legislation exist with respect to the product or product part, then the product or part must also meet these requirements or be certified according to these requirements.

If the security product makes use of radio waves, for example for switching on or off the security product or for detection, it must meet all relevant European standards.

Product parts that exert an influence upon parts of a vehicle specified by legislation to be significant in terms of safety require the approval of the Ministry of Transport Industries.

The security product must be designed and installed such that every vehicle and vessel that is equipped with it continues to meet technical requirements (type approval).

2.4 Road safety requirements

The security product must in no manner whatsoever, in an activated or non-activated condition, be able to represent a threat to traffic safety.

The product may not permanently encroach upon or be connected with any part of the brake system of a vehicle, unless specific written permission has been granted by the manufacturer of the vehicle.

With regard to clutch locks special attention must be paid to that stipulated in 94/20/EC and ECE R55.

2.5 Documents

The product must be delivered with a user's manual and assembly instructions that are attuned to the product delivered, and this must be at least in the Dutch language.

The user's manual must contain at least the following:

- * operating conditions
- * operating instructions
- * what to do in case of defects or malfunctioning
- * overview of the product parts that are relevant for the user

The assembly instructions must contain at least the following:

- * superimposition of the product parts
- * installation diagram
- * periodic maintenance with checklist
- * an overview of the product parts

3. DEFINITIONS

3.1 Definitions

3.1.1 General

Lock: anti-theft provision for two-wheeled vehicles

Permanently mounted lock: a lock mounted (by the manufacturer or after market) on the vessel or vehicle and can be considered as part of it.

Non-permanently mounted lock: a lock which is no part of the vessel or vehicle and which is detachable without the use of any tools other than a key. A feature of not permanently mounted locks mostly is that they enable the user to connect his vehicle to another vehicle or to an object which is connected with "the fixed world" (tree, fence, lamppost). If this is the case, the sign + (plus) is added to the approval label.

3.1.2 Technical

Anchorage element: object, mounted to the "fixed world", offering a possibility to lock a vehicle to this "fixed world". Anchorage elements do not have to include a lock.

Blocking elements: pin or plate-shaped metal parts in the key mechanism that facilitate actual locking

Blocking unit: system of closing pin and closing socket

Blocking mechanism: part of the lock that is directly moved by the key mechanism

Cylinder: system of cylinder core and cylinder housing

Cylinder housing: permanent part of the cylinder in which the blocking of the cylinder core takes place

Cylinder core: movable part of the cylinder in which the blocking of the cylinder core takes place

Electronic key: key that in addition to allowing normal access to the lock is also suitable for opening the lock electronically.

Approved lock: a lock that fulfils all stipulations and requirements of these homologation directive

Padlock: a lock whose main characteristic is that it consists of a rigid portion (clamp) and lock housing or a lock block that cannot be separated from it, with which it is possible to connect parts of a vehicle or vessel to each other or to a lock product or to a fixed object ('the solid ground')

Master key: key with which it is possible to open a group of locks each of which also has its own unique key

Profile: projection of the vertical diameter of the key

Key: mechanical, coded (metal) instrument that only fits into the key mechanism to which it belongs

Key bit: part of the key that contains its coding

Key mechanism: part of the lock that the key 'recognises'

Key number: ineradicable number and/or letter on a key or label, or electronic coding on an associated key card, that is related to the coding of the key

Key profile: projection of the vertical cross-section profile of a key

Key variety, practical: the actually applied number of coding possibilities

Key variety, theoretical: the mathematically determined maximum number of coding possibilities per profile

Key (product): a structure often consisting of a housing and a (pad-)lock either built-in or fastened to the housing, which prevents the vehicles or parts of vessels thus secured from being removed by an unauthorised person

Key housing: part of the lock that contains the key mechanism and the blocking mechanism

Closing socket: part of the blocking system in which the closing pin is contained

Closing pin: part of the blocking system that is directly moved by the cylinder core

Resistance time: time during which the lock resists the attack test

3.1.3 Definitions of the different types of mechanical security systems

For definitions of the various types of mechanical security systems the reader is referred to Appendices 2, 3, 4 and 5.

3.1.4 Administrative definitions

Applicant: manufacturer or representing agent, authorised in writing by the manufacturer to apply for approval

Approved lock: lock regarding which it has been established after its approval that it meets the requirements of the homologation directive

Approval number: if a product has positively gone through the type approval and the approval holder meets the stipulations of the SCM, the SCM gives that product an approval number

Homologation directive: grouping of all requirements and stipulations formulated by the SCM for the approval of locks for vehicles and vessels.

Certified lock: approved lock that is certified by the SCM

Label number: a number beginning with MP3 that is stuck to an approved product and has a direct relationship with the approval number.

List: if after going through the tests a lock (product) is certified, it is placed on the list of certified products and remains on the list as long as it continues to fulfil the requirements

Recertification: a mandatory re-certification, depending upon distribution in the Netherlands, with a minimum and maximum number of recertifications per year, where in each case part of the type approval is repeated in order to continue to guarantee the quality that is represented by the presence of the label of approval

Type specification: an identity label that the manufacturer assigns to a lock

Type approval: the certification during which a product is first tested and approved

3.2 Classification of mechanical security systems

The requirements that can be set with respect to the various types of products can vary depending upon their application. For this reason we have divided the product requirements into two categories, as follows.

Class Standard * Effective products focused on the impulse thief, with a resistance time of at least 3 minutes using hand tools that are easy to carry along and that can be hidden on the body.

Class Heavy ** Effective products focused on the professional thief, with a resistance time of at least 5 minutes using heavier tools.

4. ADMINSTRATIVE REQUIREMENTS

4.1 General

4.1.1 Execution

The approvals are executed as per the Homologation Directive with appendices by a testing house institute chosen by the supplier.

Before starting testing, at the party requesting the test's request he will be given a list of the tools to be used for the various categories.

4.1.2 Choice of testing institute

The SCM has a list of institutes with which the SCM has established a contract in order for these institutes to be used as testing institutes.

Concerning the choice of testing institutes and the procedures for approval and recertification, reference is made to the standard contract between the testing institute and the SCM (can be obtained from the SCM secretariat).

4.1.3 Application of the homologation directive

If products or parts of products or their functioning does not fall (directly) within the scope of this directive, or if a similarity exists to other directives issued by the SCM, these will be assessed separately by a Technical Commission of the SCM (possibly in consultation with the supplier and/or the testing institute). Adaptations and interpretations will be published within 30 days after their approval by the Board of Experts of the SCM in numbered Annexes.

4.1.4 Publication / List

The SCM sees to the publication of a list of the products that fulfil the standards listed in this Homologation Directive once the SCM has received the signed approval contract. The SCM does this by including approved product in an overview of SCM-approved products, hereinafter referred to as: "The List".

The list is published on Internet via www.scm.nl. New products are placed on this list within 5 workdays after the SCM receives the report from the testing institute.

On request the list is also available by post.

4.2 Type approval

4.2.1 Application for type approval

For the type approval, one can apply directly to the testing institutes on the list published by the SCM.

4.2.2 The applicant

No more than one (1) applicant may be registered per brand of security product. As soon as a type approval for a security product has been assigned (see 4.2.5), one no longer speaks of the applicant but rather the approval holder.

If the applicant is not the manufacturer of the product, both the applicant and the manufacturer (in the form of authorisation) must sign the application.

If the application concerns a manufacturer outside the European Union, the manufacturer will authorise a legal person established in the European Union to file the application for him.

4.2.3 Products and documents to be submitted

For the type approval, at least 8 products (one of them in parts) must be made available to the testing institute, one of which will be stored as a reference sample.

At least the following information must be supplied to the testing institute:

- The commercial documentation on the product including all usage options, to determine whether there are functions that are not permitted in the context of this Homologation Directive and that can be activated by the user.
- User's manual and assembly instructions (possibly in draft form).
- Complete technical documentation of the product offered.
For ex-factory products, other arrangements may be made with the testing institute in this regard.
- Statement concerning identification of product date and product series of the product to facilitate tracing.

4.2.4 The test report

If the results are positive the applicant can have the test report sent to the SCM. This report must contain at least the following:

Specification of the version of the Homologation Directive used, as well as the Annex(es) used.

Product description + applications of the product

Name of the client

Name of the approval holder

Name of the responsible testing engineer

Definitive user's manual and assembly instructions*)

Conclusion

Appendix(ices) containing the test results

Photo of the product in colour*)

*) If desired these can also be sent to the SCM later (separately)

4.2.5 The approval agreement

After inspection of the approval report, the SCM will send the a **Certificate of approval** to the applicant.

Before the product with its SCM approval is placed on The List and labels of approval can be provided,

the approval holder and the supplier must enter into an approval contract with the SCM. The rights and responsibilities of the SCM and the approval holder/supplier are delineated in the approval contract. An example of this contract can be found in appendix 1.

4.2.6 Rights and responsibilities of the approval holder/ supplier.

Within the limits as specified in these guidelines, the approval holder/supplier has the following rights and responsibilities:

- To be authorised to use the name SCM.
- To be included in the SCM-approved products on the List to be published by the SCM.
- To mandatory provide all SCM-approved products meant for the Dutch market with the SCM label of approval, or have this done. In case of ex-factory products, this stipulation may be deviated from in consultation with the SCM.
- To mandatory report in advance, in writing, every technical change in production that might have an influence upon the approval to the SCM and the testing institute where the type approval was carried out.
- To mandatory adhere to the requirements with regard to the recertification of SCM-approved products.
- To mandatory provide, if applicable, the packaging of the security product with the SCM label of approval including a specification of the classification of the product.

4.2.7 Guarantee, repairs and provision of service.

The following requirements apply with respect to the business operations of the supplier who supplies the SCM-approved product in the Netherlands:

- All products that he supplies will be repaired free of charge or replaced by the same product or one of equal value within the guarantee period, this being at least 1 year, to be calculated commencing on the date upon which they are placed into operation. Repair or replacement must be effected within 10 workdays.
- All products supplied must be able to be repaired or replaced for a period of five years after their purchase date. Repair or replacement must be effected within 10 workdays.
- Should it be decided to cease supplying a product to the market, the above mentioned service must be continued for 5 years. If for any reason whatsoever the SCM product begins to be marketed by another supplier, the new supplier shall fully assume the above mentioned service obligations for all products already on the market and shall sign a new approval contract together with the approval holder.
- **Training and dealer support.**
Helpdesk support for customers and private parties must be realised during office hours by means of personal contact with an employee. Direct accessibility is obligatory.
- **Other responsibilities.**
The supplier shall demonstrate to the SCM that he has entered into an industrial liability insurance contract with a coverage of at least € 2.5 million per claim.
The industrial activity must fall within the company objectives specified in the excerpt maintained at the Chamber of Commerce. This excerpt will be made available for assessment to the SCM.

4.2.8 Unfulfilled responsibilities

If one or more of the above mentioned responsibilities are not fulfilled, the following sanctions are possible:

Withdrawal of approval

Obligatory withdrawal of the disputed products from the market

Removal from the list of SCM-approved products

4.3 Use of the SCM name

The approval holder and the supplier are permitted to use the specification ‘SCM-approved’ for approved products. If this approval is withdrawn or if the stipulations of the Homologation Directive are not met, the approval holder and the supplier are no longer permitted to use the name of the SCM.

The approval holder and the supplier are obliged to first show the SCM copies of printing proofs of publications in which the SCM name is used, other than in the term ‘SCM-approved’, for its assessment. If the publication does not fulfil the stipulations, the SCM may refuse its permission in writing. The use of the SCM trademark other than as a label of approval is not permitted, unless this is specifically agreed upon between the approval holder/supplier and the SCM.

4.4 Approval label

4.4.1 General

With the signing of the Approval Agreement, the approval holder accepts the obligation to provide all products manufactured in a series of the SCM-approved model, meant for the Dutch market, with a properly attached approval label, supplied by the SCM, bearing in mind that stated in this context in the conditions, or else to see to it that such a label is affixed.

The following data shall be stated on the above mentioned approval label:

- a text established by the SCM
- label serial number

4.4.2 Issue of approval labels

The first series of approval labels can be issued as soon as the signed approval agreement is received by the SCM. Orders must comprise at least 500 or a multiple thereof. If, however, the approval holder sells more than 1,000 copies in a month, more approval labels can be issued, up to a maximum of 5,000 units.

4.4.3 Ordering labels

The labels can be ordered from the SCM. Delivery time shall be at most 1 week.

4.4.4 Prices of labels

The price of the label is stated on the price sheet (appendix 6) and can be revised annually.

4.4.5 Label model

The label is an auto-adhesive orange sticker with black imprint that can be stuck onto a hard surface.

Dimensions: Width 40 mm.
 Length min. 40 mm (depending on the amount of data)

4.4.6 Sample of label



4.5 Modification in approved products

Every technical modification that may have an influence upon the approval must be made known in writing before it is introduced to the SCM and the testing institute where the type approval was carried out.

This also applies to changes in the user's manual and the assembly instructions.

The change must be reported by sending:

- A brief description of the relevant change and/or, depending upon the testing institute, followed by sending the modified product or part.
- Drawings of the modified parts:
 - * Original drawings of the part on which the relevant modification is clearly shown.
 - If new parts are used, drawings of the new part, as well as a composite drawing on which it is clearly shown which parts may have been taken away or added.

All modifications must be numbered and dated on the drawings.

Once the modification has been assessed, on the basis of the information sent in, the testing institute will inform the approval holder whether the relevant modification, without further testing, can be introduced with an administrative approval (only report to approval holder and the SCM) in production; or else whether an entirely new or partial approval at the expense of the approval holder is necessary.

4.6 Recertification of approved products

4.6.1 Recertification general

As per these guidelines, the certified product is assessed during the production phase after approval by means of so-called recertification. Recertification consists of two parts, specifically periodic production control and random sampling control. This recertification must be executed by the testing institute that executed the type certification.

The SCM informs the approval holder and the testing institute on the basis of the number of labels that have been used when recertification is required. The testing institution informs the SCM about the results of recertifications.

4.6.2 Production control

For production control, the approval holder is asked to deliver one (1) security product for every 1000 that have been supplied with an SCM label of approval, of the same type approval number, with a maximum of one (1) product per calendar quarter, and a minimum of one (1) product per calendar year, to the testing institute. For a first batch of a new approval number production control will involve the first 250 products delivered. During this production control it shall be determined whether the product still fulfils requirements and/or whether the product still corresponds with the security product delivered for the type approval. The SCM retains the right to purchase the relevant product in the market.

In consultation with the SCM and the testing institute, deviating arrangements may be made in this regard.

4.6.3 Supplying recertification samples

On behalf of recertification, products must be made available within 6 weeks, after announcement by the SCM, by the approval holder to the testing institute.

4.6.4 Random sampling control

In addition to standard production controls, the SCM retains the right, should the situation call for this, to have approvals carried out of SCM-approved products originating in the market. The costs of these approvals are for the account of the SCM.

4.6.5 Prices of recertification

The testing institute shall invoice the approval holder for the costs of recertification without the intervention of the SCM.

4.6.6 Procedures in case of deviations / defects in products

4.6.6.1 If the product is changed without notice:

If one of the products, as a result of changes not announced in advance, proves not to correspond with the SCM-approved model, the SCM has the right to deny the approval holder further use of the SCM name; the approval of the relevant model of product may then be revoked.

4.6.6.2 If a product fails approval:

If one of the products fails the tests to which it is subjected, the SCM has the right to temporarily deny

the approval holder use of the SCM name (blocking); the issue of labels shall be suspended immediately. If approval is blocked, the approval holder must:

- Immediately commence an investigation to determine whether deviations are occurring during production or in the materials being used, and correct these immediately if necessary. He must send a written report to the testing institute, within 14 days of the investigation, on the investigation he has carried out, the findings, and the measures that were taken.
- Have the tests that were not passed repeated by the testing institute at the expense of the approval holder on three other products from the same production series (recertification).

If all three products pass this recertification, the possible temporary denial of the use of the SCM name shall be reversed (deblocking) and the issue of labels shall recommence.

If one or more of these three products fails recertification, the SCM shall withdraw its approval from the approval holder and forbid its further use of the SCM name for the relevant model of product.

4.7 Revocation of type approval

If the approval holder does not adhere to the stipulations as set in this Homologation Directive, approval may be revoked effective immediately, possibly after consultation between the testing institute and the SCM. This revocation applies to all products falling under the same acceptance number. A revocation of approval means that all rights of the approval holder, as described in paragraph 4.2.6 of this Homologation Directive, are revoked effective immediately.

5. APPROVAL REQUIREMENTS

5.1 Technical requirements for mechanical locks

Each lock must have its own unique lock number or production code.

Keys must bear permanently visible identification, for example a brand name.

The key number must either be on the key, or on an attached metal or plastic label. If the key number is on an attached metal or plastic label, the approval holder must see to it that when a key is handed over the associated key number can be determined c.q. controlled.

A lock number and a key number must not have any identifiable relationship.

Locks may be delivered with at most three (3) identical keys.

Original spare keys must be able to be obtained locally in the Netherlands by specifying the key number.

If the manufacturer or his representative supplies new or extra keys, this may only take place against presentation of proof of ownership, for example the key card or a guarantee certificate. Data concerning keys handed out must be stored for at least 3 years by the manufacturer or his representative.

Extra original keys ordered later bear the indelible specification 'C' (copy) or 'D' (duplicate).

The key mechanism must have a practical key variance of at least 5,000 per profile.

The design of the key mechanism must focus on ruling out use in another way than with the correct key.

No master keys may be supplied.

5.2 Technical requirements for electrical/electronic (components of) locks

Products that contain electrical or electronic components must be subjected to such standards as the requirements specified in Homologation Directive AA03 for electronic security products for private vehicles, specifically with respect to the methods of switching them on and off..

6. DESCRIPTION OF THE TESTS

6.1 General

- 6.1.1 The testing institute determines the sequence of the tests to be carried out.
- 6.1.2 Product parts are tested in the form in which they are assembled and supplied. For this the testing institute will choose the most logic and handy installation, in spite of directions given by the supplier in the user manual.
- 6.1.3 The positioning of product parts during the tests to be carried out is determined by the certifying institute and if possible according to the instructions for use. In response to special wishes from a manufacturer, it must be demonstrated that during assembly the position in which the tests took place is maintained.
- 6.1.4 Product parts are tested in accordance with the summary in chapter 6.2. Not all tests can or need to be carried out. The testing institute makes these decisions.
- 6.1.5 After the conclusion of each test, the product parts must function according to the specifications of the manufacturer and they must not have undergone any deformation and/or changes that might have a negative effect upon the functioning of the product parts at that time or in the course of time.
- 6.1.6 Parts and accessories that can be easily replaced are permitted to become damaged.
- 6.1.7 It is permitted that the normal functioning of the product (opening, closing) is no longer possible as a consequence of damage during the attack test.

6.2 Testmatrix

T1	Corrosion test:	As per EN 1670 Grade 3
T2	Dust test	As per ECE Reg. 16, par. 7.6.3
T3	Heat test	As per EU 95/56, par. 5.2.2.2
T4	Heat test with condensation test	As per EU 95/56, par. 5.1.3
T5	Freeze test	See 6.3
T6	Drop test:	See 6.3
T7	Endurance test:	See 6.3
T8	Cut test	As per EN 12320: force 80 kN
T9	Torsion test	Torque * 1 kNm ** 2 kNm
T10	Tensile test product	* 30 kN ** 60 kN
T11	Attack test	See 6.4
T12	Tensile test anchorage elements	* 30 kN ** 60 kN

6.3 Execution of specific tests

6.3.1 Endurance test

The manufacturer must certify that a product presented for approval must be able to undergo a complete open and close cycle 5,000 times and then continue functioning properly (with the maintenance instructions being followed).

Test method: visual inspection of the statement.

6.3.2 Drop test

<u>Test method per cycle:</u>	Free fall onto concrete surface
<u>Time per cycle:</u>	15 sec.
<u>Number of cycles:</u>	50 x for separate locks, 5 x for the entire product
<u>Test conditions:</u>	Fall height 1 meter

6.3.3 Freeze test

<u>Test method per cycle:</u>	In conditioned testing room
<u>Time per cycle:</u>	3 hr. 15 min.
<u>Number of cycles:</u>	1
<u>Test conditions:</u>	a. 15 min. shower b. 1 hr. dripping c. 2 hrs. freezing at – 20 °C

The lock shall be opened with the key within 60 seconds after finishing the test.

6.4 Attack test

6.4.1. General

Products must have a resistance time of at least 180 sec. (standard *) or 300 sec. (heavy **).

A product meets approval conditions if it achieves the minimally required number of points for the applicable class.

6.4.2. Tools

At the testing institute one can request the most recent list containing the brand and type names of the tools (per class) to be used. The composition of the list will be subject to changes.

Electrical tools (220V, high-voltage current) are not permitted, rechargeable tools are.

If in practice it is demonstrated that different attack methods/tools are being used, the testing institute may choose these in consultation with the SCM.

With respect to the use of the different tools, the following applies:

Class standard *

- Tools must be easy to handle and easy to take along without this attracting attention.

Class heavy **

- A wider choice of tools is possible here.

6.4.3. Execution of the test

- The product is tested under ‘normal’ conditions, in an assembled condition and as per an assembly consistent with (part of) a vehicle. Here the product is placed as per the manual or in the manner that is most logical for the user.
- Before attack tests are executed, the product and the construction/placement and the technical specifications will be studied and a choice made on that basis of the tools to be used.
- The tools that are chosen may be used, ground, and applied according to the judgement of the testing institute.
- The test must be executed six times.

Brute tests	4
Intelligent tests	2
Total number of tests	6

- If the exact specified proportion of brute and intelligent attack tests cannot be executed, then in any case the specified total number of tests must be executed.

6.4.4. Results of attack tests

6.4.4.1 Class Standard *

A point product is applied during attack tests at type approval:

- Resistance time < 2 minutes : 0 points
- Resistance time between 2 and 3 minutes : 1 point
- Resistance time > 3 minutes : 2 points.

Point product	
Number of tests	6
Maximal number of points to be achieved	12
Minimal number of points required for a positive result	10

A result of one test with 0 points leads in all cases to rejection.

The above mentioned point product is indeed applied during attack tests that are executed during recertification, but only in order to establish a history of a product. So it is not a rejection criterion for recertification (see also par. 3.7.2).

An attempted attack is stopped if the lock (product) can actually be removed (and the vehicle can be moved, or with regard to vessels, the outboard motor or the screw can be removed), or the lock (product) loses its other anti-theft characteristics.

6.4.4.2 Class Heavy **

A point product is applied during attack tests:

- Resistance time < 4 minutes : 0 points
- Resistance time between 4 and 5 minutes : 1 point
- Resistance time > 5 minutes : 2 points.

Point product	
Number of tests	6
Maximal number of points to be achieved	12
Minimal number of points required for a positive result	10

A result of one test with 0 points leads in all cases to rejection.

The above point product is indeed applied during attack tests that are executed during recertification, but only to obtain a history of a product. So it is not a rejection criterion for recertification (see also par. 3.7.2).

An attack attempt is stopped if the lock (product) can actually be removed (and the vehicle can be moved, or in case of vessels the outboard motor or the screw can be removed) or if the lock (product) loses its other anti-theft characteristics.

Approval Agreement

Undersigned parties do declare this agreement with the intention to guarantee the quality of security systems supplied under the approval label in conformity with the requirements as laid down in the Homologation Directive MP03 version 1.

To maintain this the certification institute (SCM) and the approval holder / supplier lay down the following arrangements:

Both parties shall adhere to what is stated in this Directive MP03 version 1, in specific the Administrative requirements as stated in chapters 4.

On behalf of maintenance, inspection and publications per approval number a fee is mandatory. The amount is mentioned in Appendix 6.

In case of non fulfilment of one or more of the obligations mentioned in chapter 4, the following sanctions are possible:

- Withdrawal of the type approval*
- Mandatory recall of the disputed products from the market.*
- Removal from the List of SCM-approved products.*

To this agreement Dutch Law is applicable.

Legal disputes that can not be settled in agreement, will be put to the relevant court in Rotterdam.

So stated and signed in triplicate,			
	On behalf of SCM	On behalf the approval holder	On behalf of the supplier

Date	.....	.....	.....
Place	.....	.....	.....
Name	.....	.....	.....
Function	.....	.....	.....
Signature	.....	.....	.....

Specific stipulations and requirements for mechanical security systems for HGV's and containers

B 2.1 General

An anti-theft locking system of a HGV or container ensures that objects can only be taken using force and special tools or can only be opened on the back or side. These mechanical security systems to prevent theft of and from HGV's can in principle be classified in 3 categories:

- Security systems to prevent unwanted linking to or disconnecting parts of a combination
- Security systems to prevent unwanted opening of a container, boot of an HGV or the cabin
- Security systems to prevent unwanted moving of the vehicle

B 2.2 Lock type definitions

- Container lock: a mechanism that can be locked and that must prevent, in a locked condition, the doors of a container (or of the boot of an HGV) being opened against the owner's wishes or the container in its entirety being taken away
- Kingpin lock: a mechanism that fits around the cylinder (the 'kingpin') of a trailer, that can be locked and when locked prevents the trailer from being taken away by an unauthorised person
- Clutch lock (also known as shaft lock): a mechanism that goes around the clutch of the shaft (or is built into the clutch), that can be locked, and that when locked prevents the trailer or other attachment from being taken away by an unauthorised person
- Pedal lock: this is used to clamp **at least 2 pedals including the gas pedal** in such a way that it is virtually impossible to drive the vehicle.
- Steering wheel clamp: With this product it is not possible to turn the steering wheel more than one-half turn. It also prevents the steering wheel from being removed.
- Triangle eye lock: a mechanism that fits into the towing eye of a trailer, that can be locked, and that when locked prevents the trailer from being taken away by an unauthorised person.
- Gear lever lock: This product blocks the shifting mechanism of the gearbox, making it impossible to operate the gear lever:
 - For automatic vehicles in the P position.
 - For manual vehicles in the neutral or reverse position.

It is preferable to use the reverse position for this, since in the neutral position the vehicle can be towed or pushed away.

- Wheel clamp: a mechanism that can be locked around the entire wheel or around the rim and tyre, so that the enclosed wheel can no longer move freely, thus preventing the vehicle from being taken away by an unauthorised person.
- Combinations of the above equipment: This includes products that have an effect upon several parts of the vehicle. For example, the steering wheel/pedal. The same requirements apply to these as to the separate products.

Specific stipulations and requirements for mechanical security systems for trailers, caravans, and (boat, horse) trailers

B 3.1 General

The theft-proofing locking of a trailer, caravan or other attachment ensures that these objects can only be taken away using force and making use of special tools.

Mechanical security systems to prevent the theft of trailers, caravans, and other attachments can in principle be divided into 2 categories:

- Security systems to prevent unwanted hooking up or disconnecting of parts of a combination
- Security systems to prevent the unwanted moving of the object, such as:
 - Wheel clamps
 - Blocking turning supports
 - Possible combinations of the above named equipment with a garaging element

B 3.2 Key type definitions

- Clutch lock (also known as shaft lock): a mechanism that goes around the clutch of the shaft (or is built into the clutch), that can be locked, and that when locked will prevent the trailer or caravan or other attachment from being taken away by an unauthorised person.
- Block of turning supports: a product that is intended to somewhat lift a trailer or caravan or other attachment and to place it water level, so that it can be locked in that position and thus prevents the trailer or caravan or other attachment from being taken away by an unauthorised person
- Anchoring element: an anchor that is poured or plastered into the floor and/or wall of a storage room or garage or that is built into the paving such that it can only be removed with a great amount of effort, the goal of which is that an object can be attached to it. That object can be attached to it in that a part of for example the shaft falls into the anchor which is then locked, or in that, for example, a chain with a lock makes a connection between the anchor and the object, or a lock product with which the object is already equipped. The object is thus fastened to the 'solid ground'. Lock products with which this is possible and which are supplied with a garaging element and with a chain (if applicable) are given the sign + (plus) as evidence of this as an addition to their approval number.
- Wheel clamp: a mechanism that can be locked around the entire wheel or around the rim and tyre, such that the locked wheel can no longer move freely, thus preventing the object from being taken away by an unauthorised person.

Specific stipulations and requirements for mechanical security systems for outboard motors for pleasure craft

B 4.1 General

An anti-theft locking system of an outboard motor, a stern drive or a screw ensures that these products can only be taken away with force and making use of special tools.

Outboard motors are usually fastened to the mirror or in the well of a ship. The mirror or well can be made of various types of material, such as wood, metal, polyester or a combination of these. Motors with a motor capacity less than approximately 40 HP are generally fastened with a system involving clamp screws that can be tightened by hand, with clamping plates pressing against the inside of the mirror. Motors with a greater capacity are usually fastened with the aid of a structure with (clamping) bolts that go through the mirror.

B 4.2 Lock type definitions

- Outboard motor lock: a mechanism that can be locked and that when locked prevents the outboard motor from being taken away by an unauthorised person.
- Clamping screw / clamping bolt: a structure with which an outboard motor is fastened to a ship
- Clamping screw-replacing lock: a lockable structure to replace (one of the) bolts with which the motor is fastened to the ship
- Tube lock: a structure that can be slid over the toggles of clamping screws and can then be locked
- Nut lock: a lockable structure that prevents the fastening nut from being removed using normal tools.

Specific stipulations and requirements for mechanical security systems of automobiles and delivery vehicles

B 5.1 General

An anti-theft locking system for automobiles and delivery vans ensures that such vehicles can only be taken away with force and using special tools under their own power.

B 5.2 Lock type definitions

- Pedal locks

With these products **at least 2 pedals including the gas pedal** can be clamped such that driving the car is made virtually impossible

- Gearbox locks

With such a product the shifting mechanism of the gearbox is blocked, making it impossible to operate the gear lever:

- For automatics in the P position.

- For manual vehicles in the neutral or reverse position.

It is preferable to choose the reverse position for this because in the neutral position the vehicle can be pushed or towed away.

- Steering wheel clamps

With these products it is not possible to turn the steering wheel more than one-half turn. They also hinder the removal of the steering wheel.

- Wheel clamps

A mechanism that can be locked around the entire wheel or around the rim and tyre, so that the locked wheel can no longer turn freely, thus ensuring that the vehicle cannot be taken away by an unauthorised person.

- Combinations of the above equipment.

This includes products that affect several parts of the vehicle, such as the steering wheel/pedal. The same requirements apply to these as to separate products.

Tariffs

Certificate of approval:

- In case of a Dutch Testhouse zero
- In case of a European Testhouse Euro 500
- In case of a non European Testhouse to be determined

Approval Agreement

Fee Euro 250

Approval labels:

Independent of order size Euro 0,10

N.B. All tariffs are excl. VAT