

Vehicle security alarm systems —

Part 1: Specification for installed systems

Committees responsible for this British Standard

The preparation of this British Standard was entrusted by the Consumer and Contract Goods Standards Policy Committee (CCM/-) to Subcommittee CCM/45, upon which the following bodies were represented:

Association for Payment Clearing Services	Electrical Installation Equipment Manufacturers Association (BEAMA Ltd.)
Association of Burglary Insurance Surveyors	Electricity Association
Association of Chief Police Officers of England and Wales	European Association of Security Equipment Manufacturers
Association of Security Consultants	Fire Brigades Union
British Gas plc	Home Office
British Retail Consortium	Home Office Crime Prevention Centre
British Security Industry Association	Lloyd's Underwriters Technical Services
British Telecommunications plc	Loss Prevention Council
Construction Security Advisory Service	Metropolitan Police
Consumer Policy Committee of BSI	Ministry of Defence
Department of the Environment (Building Research Establishment)	National Approval Council for Security Systems
Department of the Environment (Property Holdings)	National Association of Goldsmiths of Great Britain and Ireland
Department of the Environment (Property Services Agency)	National Association of Security Services
EEA (the Association of Electronics, Telecommunications and Business Equipment Industries)	Post Office
Electrical Contractors Association	Security Services Association
Electrical Contractors' Association of Scotland	Tobacco Advisory Council
	Wine and Spirit Security Liaison Ltd.

The following bodies were also represented in the drafting of the standard, through subcommittees and panels:

Automobile Association	Department of Transport
Car Radio Industry Specialist Association	National Freight Corporation (NFC) Ltd.
Consumers' Association	Radiocommunications Agency
Department of Trade and Industry (Standards and Quality Policy Unit, Quality, Design and Education Division)	Road Haulage Association Ltd.
	Society of Motor Manufacturers and Traders Limited

This British Standard, having been prepared under the direction of the Consumer and Contract Goods Standards Policy Committee, was published under the authority of the Standards Board and comes into effect on 15 April 1993

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Foreword

This Part of BS 6803 has been prepared under the direction of the Consumer and Contract Goods Standards Policy Committee in response to requests from the Home Office, the police, insurers, consumers and vehicle manufacturers. BS 6803 is revised and published in Parts as follows.

- *Part 1: Specification for installed systems;*
- *Part 2: Specification for components (in preparation);*
- *Part 3: Code of practice for the protection of vehicles and goods in transit.*

This revised edition of BS 6803-1 supersedes both BS 6803-1:1987 and BS 6803-2:1986 which are withdrawn.

Requirements concerning the physical security of vehicles are given in BS AU 209; the BSI committee responsible for that standard is currently drafting a specification for vehicle immobilizers to which this standard will eventually refer (see 4.9).

It should be recognized that no alarm system is foolproof nor will it guarantee the detection of persons who are determined and experienced. The purpose of an alarm system is to provide a degree of security relative to particular identified risks.

The successful operation of a vehicle security alarm system requires the active cooperation of the vehicle user in carrying out the necessary procedures carefully and thoroughly. The usefulness of the whole system and its social acceptability can be jeopardized by lack of care. This care has to extend to the security of keys and of information regarding the system; to its design, installation and method of operation and to ensuring adequate maintenance, to preserve the protection against criminal activity and to reduce the incidence of false alarms.

The use of radio as a communications medium is controlled by the Radiocommunications Agency who should be consulted before a security alarm system using radio frequency is installed.

A British Standard does not purport to include all the necessary provisions of a contract. Users of British Standards are responsible for their correct application.

Compliance with a British Standard does not of itself confer immunity from legal obligations. In particular attention is drawn to The Road Vehicle (Construction and Use) Regulations 1989, SI 1078 (as amended) [1], The Road Vehicle (Lighting) Regulations 1989, SI 1796 (as amended) [2] and to Regulations governing electromagnetic compatibility.

Summary of pages

This document comprises a front cover, an inside front cover, pages i and ii, pages 1 to 6, an inside back cover and a back cover.

This standard has been updated (see copyright date) and may have had amendments incorporated. This will be indicated in the amendment table on the inside front cover.