

Vehicle security alarm systems —

Part 3: Code of practice for the protection of vehicles and goods in transit

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The preparation of this British Standard was entrusted by the Furniture and Household Equipment Standards Policy Committee (FHM/-) to Technical Committee FHM/45, upon which the following bodies were represented:

- Association for Payment Clearing Services

Association of Burglary Insurance Surveyors

Association of Chief Police Officers of England and Wales

Association of Metropolitan Authorities

British Retailers Association

British Security Industry Association

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Construction Security Advisory Service

Consumer Policy Committee of BSI

Department of the Environment (Building Research Establishment)

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EEA (the Electronics and Business Equipment Association)

Electrical Contractors Association

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

- Automobile Association

Car Radio Industry Specialist Association

Department of Trade and Industry (Radiocommunications Division)

Department of Trade and Industry (Standards and Quality Policy Unit, Quality, Design and Education Division)
- National Freight Corporation (NEC) Ltd.

Road Haulage Association Ltd.

Society of Motor Manufacturers and Traders Limited

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Foreword

This Part of BS 6803 has been prepared under the direction of the Furniture and Household Equipment Standards Policy Committee in response to requests from vehicle operators and insurers for recommendations for the protection of goods conveyed by road vehicles and of the vehicles themselves.

Protection may be required against overt theft resulting in obvious loss, or damage to the vehicle, or against surreptitious theft which may not be immediately apparent. For overt theft the type of attack necessary to obtain access to the goods will be related to the size and weight of these and protection will need to be selected accordingly.

This standard does not give recommendations for the degree of protection necessary for particular circumstances and this should be selected in relation to the consequences of loss and the likely risk thereof; for goods conveyed by contract carrier this may be more difficult to assess than for an operator's own property.

BS 6803 is published in Parts as follows:

- *Part 1: Specification for systems installed as original vehicle equipment;*
- *Part 2: Code of practice for systems installed after vehicle marketing;*
- *Part 3: Code of practice for the protection of vehicles and goods in transit.*

Requirements concerning the physical security of vehicles are given in BS AU 209.

Attention is drawn to Customs and Excise Notice 464 of 1980 in respect of bonded goods.

The use of radio as a communications medium is controlled by the Department of Trade and Industry (Radiocommunications Division) who should be consulted before a security alarm system using radio frequency is offered for sale or installation.

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.

Summary of pages

This document comprises a front cover, an inside front cover, pages i and ii, pages 1 to 10, 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.

1 Scope

This Part of BS 6803 provides recommendations for the protection of vehicles and goods in transit primarily by means of an alarm system intended to provide warning of intrusion or attempted intrusion into, or unauthorized interference with, a vehicle or its load and by immobilization of the vehicle.

The alarm systems covered by this standard are intended for installation in goods carrying vehicles.

The recommendations of this standard do not apply to those specialized vehicles utilized primarily for the transportation of cash, bullion and securities ("cash-in-transit" vehicles).

NOTE The titles of the publications referred to in this standard are listed on the inside back cover.

2 Definitions

For the purposes of this Part of BS 6803 the definitions given in BS 6803-1 apply, together with the following.

goods carrying vehicle

vehicle constructed or adapted for the specific purpose of the carriage of goods in transit

3 Protection selection

3.1 General

Protection should be selected having regard to the type(s) of attack considered to pose the greatest risk and/or create the most significant loss. Protection against the following possibilities should be considered:

- a) penetration of the load compartment of a vehicle for the purpose of theft of, or from, the load when the vehicle is:
 - 1) parked and unattended;
 - 2) stationary whilst attended;
 - 3) being loaded or unloaded;
- b) theft of a complete vehicle, or trailer, for the purpose of obtaining access to its load, including hijack, i.e. the taking over by force of an attended vehicle in transit;
- c) theft of a vehicle for use in conjunction with another crime, or for its own intrinsic value. The general principles for the alarm protection of vehicles given in Parts 1 and 2 of BS 6803 apply to protection against such thefts; however, the high value of many goods carrying vehicles, even in an unloaded condition, in most cases necessitates an enhanced level of alarm protection.

In general, for prolonged fitment and where resistance to accidental breakage is required, bolt-type seals should be preferred with light metal

The possibilities of interference or tampering by the public or by employees should be borne in mind when selecting protection and action should be taken to reduce these. Special precautions should be taken in areas or with items prone to vandalism.

3.2 Physical protection

3.2.1 Vehicle construction. In addition to electronic protection by alarm system(s), the level of physical protection of the vehicle and/or its load should be considered, in particular the construction of the vehicle and its suitability for carrying a particular load. In general, private cars and light vans without a separate secure load compartment should not be used for the conveyance of goods of significant value.

The existing physical construction of the vehicle to be protected should be examined prior to considering the provision of any alarm protection and the vehicle should be the subject of additional physical reinforcement where appropriate. Vulnerable areas and/or aspects of construction include:

- a) vehicle wall and roof construction materials and thicknesses;
- b) exterior fixings, such as hinges for doors, locking mechanisms for roller shutters and locking levers on barn doors;
- c) door lock types, strengths and differs;
- d) existing apertures in the vehicle, including those in the floor.

The construction of an internal secure load compartment should be considered where a separate secure area for goods does not exist and is required.

3.2.2 Security seals. Seals should be considered in those circumstances where the form of protection required need offer only a deterrent against, or evidence of, intrusion without the immediate creation of an alarm condition.

It should be noted that security seals are not necessarily locks but merely indicators of unauthorized conventional entry to a load compartment, demountable body or container and that, once removed, it should not be possible to re-instate a seal without this being detectable.

The physical strength of a seal is important when considering the need for resistance to accidental breakage during handling, and resistance to corrosion can be important when a seal is required to withstand prolonged harsh environmental conditions, such as those endured by a sea container stowed on the deck of a ship.

or plastics seals used in less harsh environments and in more controlled security conditions such as multi-drop operations.