

## **Category 5**

### **Introduction**

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The use of modern technology to improve both vehicle security and safety are having a positive effect.

This constant improvement means criminals are required to become increasingly inventive in order to steal vehicles. A good example is engine immobilisers. Without the keys, modern cars are much harder to steal and beyond the abilities of all but the most sophisticated thieves. The criminal response in this case has been to focus on stealing the keys in order to steal the car. This has led to increases in domestic burglary robbery and car jacking

Thatcham are working with ACPO Road Policing through the ITS Working Group, and other partners to develop a range of technologies in this area. One of which has led to the introduction of this new Thatcham Category 5 criteria to tackle the new trend of key theft.

These criteria will allow the fitting of insurance industry approved **systems** to vehicles that will have a direct effect on vehicle crime and burglary. The choice of the word **system** in this case is deliberate, as it is not only the device in the vehicle that is subject to the criteria. For the first time for a Thatcham Category it applies to the entire system. This applies from design, through installation, maintenance and operation, with quality and security requirements being set and audited at every level.

#### **Further Information**

##### **Who was involved in producing this Thatcham Category?**

ACPO ITS led a working group, consisting of; the Insurance Industry, Thatcham, Vehicle Tracking Industry, PSDB and DfT, ACPO ITS (which includes delegates from IM Comms, Alarms, Property Tracking, Security Systems, Road Policing, Police Pursuits Working Group).

This resulted in Thatcham Criteria (category 5), being developed, following consultation with ACPO, PSDB, DfT and industry. The category incorporates the ACPO/PSDB document and best practice guide 14/02 on Vehicle Tracking and Stopping as an annex. It has taken account of the early drafts of European Standards Body, CEN 278 Working Group 14 and will be amended as the CEN Standards are produced so that it is compliant with them.

##### **Why are Thatcham and ACPO / PSDB / DfT working together?**

This technology requires co-operation between the public authorities, the insurance industry and alarm and tracking companies for it to be effective. ACPO, PSDB and DfT have published the police requirements for vehicle tracking and stopping (PSDB Document 14/02). Thatcham on behalf of the insurance industry have a long history of setting criteria for safety and security of alarms and tracking devices fitted to vehicles. The insurance and tracking and alarm industry, through Installation Standards, BSI and other quality control mechanisms have the means to check and validate the quality of companies working at all stages in the service chain in this area.

## **Is it Safe and Secure?**

The work leading to the Thatcham Criteria has considered the requirements for safety and security through each step of the service chain, from design, through manufacture, fitting, operation and maintenance.

The highest standards of quality and security have been defined to ensure that only those manufactures, installers, operators and repairers that meet and maintain these standards can achieve and maintain the Thatcham Criteria.

## **When did Category 5 start?**

Applications for the first wave testing were accepted from December 2003 onwards. The first list of approved Thatcham Category 5 systems was published on the 27<sup>th</sup> February 2004.

## **How do I apply?**

For more information on the criteria, submitting a system. Or information on Performance Test Specifications, please contact Martyn Randle at [martynr@thatcham.org](mailto:martynr@thatcham.org)

### **Note 1:**

Information on installation criteria may be obtained from the Vehicle Systems Installation Board.

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