

CCV INSPECTION REGULATIONS

MECHANICAL SECURITY

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FOREWORD

Theft of and out of vehicles can be mitigated by installing security systems, both ex-factory as well as afterwards (aftermarket). Users and risk bearers both want to be sufficiently assured that the security provided is functional and has been correctly installed in/on the vehicle. The desired functionality, as well as the installation, can be demonstrated through certification.

This document describes the requirements and assessment methods of Security systems and is used in the CCV Certificatieschema Systemen Voertuigbeveiliging (CCV Certification Scheme for Vehicle Security Systems).

The CCV Certificatieschema Systemen Voertuigbeveiliging (CCV Certification Scheme for Vehicle Security Systems) does not stand alone. Certified security systems are installed by installation companies that are recognized on the basis of the CCV Erkenningsregeling Inbouwbedrijven Voertuigbeveiliging (CCV Recognition Scheme for Vehicle Security Installation Companies). The CCV Risicomodel Voertuigbeveiliging (CCV Vehicle Security Risk Model) provides guidance regarding which security should be installed.

The CCV is the scheme manager of these documents. These documents are approved by the CCV Commission of Stakeholders Vehicle Security.

This text of this compliance scheme is issued under the auspices of the Centrum voor Criminaliteitspreventie en Veiligheid (Centre for Crime Prevention and Safety) in Utrecht.

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1 SUBJECT AND SCOPE

1.1 SUBJECT AND SCOPE

This document describes the requirements and the inspection method of security systems in vehicles as part of the Keurmerk CCV Voertuigbeveiliging (CCV Vehicle Security Certification Mark).

Vehicles refers to, among others: passenger vehicles, trucks, motorcycles, work equipment, trailers, and watercraft. It can not be excluded that these certified systems can be applied to objects other than vehicles, such as shipping containers.

This document is applied in conjunction with the CCV Certificatieschema Systemen Voertuigbeveiliging (CCV Certification Scheme for Vehicle Security Systems).

1.2 TRANSITIONAL PROVISIONS

This document replaces the CCV Inspection Regulations Mechanical Security version 1.0. This document may be used from the date of publication and its use is mandatory from the specified effective date.

In accordance with the provisions in version 1.0, until 1 September 2021, the use of the Inspection Regulation MP03 - Mechanical security for vehicles and (parts of) watercraft, in combination with the document "Inspection Regulations for Security Systems - AB04 - Administrative Provisions" is permitted.

1.3 OVERVIEW OF THE MOST IMPORTANT CHANGES

The most important changes regarding these documents are:

- Editorial changes.
- The requirements 5.1.6, 5.1.9, 5.4.3, 5.4.3, 5.4.4, 5.4. 12 and 5.4.13 are better described.
- Requirements 5.4.5, 5.4.9 4 and 5.4.11 have been adapted.

2 REFERENCES

The following documents that are referred to are relevant to these inspection regulations. Only the quoted version applies to dated references (static reference). The latest version of the document (including supplemental and correction sheets) referred to applies to undated references (dynamic reference).

Transition periods referred to in these documents are binding, unless other certification terms and conditions have been laid down in this certification scheme and the inspection regulations.

Other standards or documents mentioned in these standards and documents apply, as indicated herein.

The certification body is in possession of all of the documents mentioned. The supplier is in possession of the documents marked with a * (if applicable to the system).

CCV Certificatieschema Systemen Voertuigbeveiliging (CCV Certification Scheme for Vehicle Security Systems)		*	CCV Website
CCV Inbouwvoorschrift Voertuigbeveiliging (CCV Installation Regulations for Vehicle Security)		*	CCV Website
CCV Keuringsvoorschrift Voertuigbeveiliging (CCV Inspection Regulations for Vehicle Security)		*	CCV Website
Keurmerk CCV Voertuigbeveiliging - termen en definities (CCV Vehicle Security Certification Mark - terms and definitions)			CCV Website
NEN-EN 1670:2007	Building hardware - Corrosion resistance - Requirements and test methods	*	NEN, Delft
NEN-EN-IEC 60529:1991/A2: 2013/C1:2019	Degrees of protection provided by enclosures (IP Code)	*	NEN, Delft
ECE R116	Regulation No 116 of the Economic Commission for Europe of the United Nations (UN/ECE) – Uniform technical prescriptions concerning the security of motor vehicles against unauthorised use	*	internet
NEN-EN 12320:2012	Building hardware - Padlocks and padlock fittings - Requirements and test methods	*	NEN, Delft
ART MBT-04: 2019	HOMOLOGATION DIRECTIVE MECHANICAL SECURITY SYSTEMS FOR TWO-WHEELED VEHICLES		Stichting ART

3 TERMS AND DEFINITIONS

3.1 TERMS AND DEFINITIONS

For the purposes of this document, the following terms and definitions apply. All terms and definitions used in and with the documents accompanying the Keurmerk CCV Voertuigbeveiliging (CCV Vehicle Security Certification Mark) are included in the document “Keurmerk CCV Voertuigbeveiliging - termen en definities” (CCV Vehicle Security Certification Mark - terms and definitions).

Attack test	Test in which the effectiveness of the blocking is removed with established tools: <ul style="list-style-type: none"> - Intelligent test, non-destructive in which the lock mechanism or the cylinder is manipulated - Brute force test: destructive.
Blocking system (mechanical)	Assembly of locking tab and locking cup.
Blocking mechanism	Part of the system that is moved directly by the key mechanism.
CCV	Centre for Crime Prevention and Safety. The CCV is the scheme manager and owner of the inspection regulations.
Commission of Stakeholders	The committee that provides support for the scheme and is responsible for the content of the inspection regulations. This committee represents interested parties and involved parties.
Cylinder	Assembly of cylinder core and cylinder housing
Cylinder housing	Fixed 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.
Masterkey	Key with which it is possible to open a group of locks, each of which also has its own unique key.
MO	Modus Operandi: the way in which a vehicle or mechanical security is sabotaged / stolen.
Non-vehicle bound system	A system that is not part of the vehicle or watercraft and that can be removed without the use of tools, whether or not by means of a key (non-permanently mounted system).
Key	Mechanical, coded (metal) instrument that only fits into the key mechanism to which it belongs.
Key card	A card where the key number and other relevant key information is displayed.
Key mechanism	Part of the lock that “recognizes” the key.
Key number	Number and/or letter designation indelibly marked onto a key or label, or electronic coding on a corresponding key card, which is connected to the key’s encoding.
Key variety, practical	The number of encryption options actually applied.
Key variety, theoretical	The arithmetically determined maximum number of encoding options per profile.
Lock	A mechanism used to lock an object or to block or lock a moving part of the vehicle.
Lock housing	Part of the lock containing the key mechanism and the locking mechanism.
Locking cup	Part of the blocking device in which the locking tab is received.
Locking tab	Part of the blocking system that is moved directly through the cylinder core.

Time-to-defeat	The time during which a part of the security system or the entire system withstands an attack test and the blocking functionality is effective.
Vehicle-mounted system:	A system, including controls, that is permanently mounted onto the vehicle or watercraft (ex-factory or afterwards) (Permanently mounted system)

These security devices can basically be divided into different categories:

- security devices that prevent unwanted movement of the vehicle;
- security devices that prevent any unwanted connection or disconnection to parts of a combination;
- security devices that prevent the unwanted opening of containers, the cargo space of a commercial vehicle or the cabin;
- security devices that prevent the unwanted removal of an watercraft's outboard motor.

A SECURITY DEVICE THAT PREVENTS THE UNWANTED MOVEMENT OF THE VEHICLE

Pedal lock	Using these products, at least 2 pedals, including the accelerator pedal, are clamped in such a way that driving the vehicle becomes virtually impossible.
Steering wheel clamp	Using these products, it is not possible to turn the steering wheel more than half a turn. The removal of the steering wheel must also be obstructed.
Gearbox lock	Using such a product, the gearbox shift mechanism is blocked, and it is not possible to operate the gear lever: - For automatic transmission vehicles in the P position. - For vehicles with a manual transmission in neutral or reverse. (It is preferable to choose the reverse position for this, because in neutral gear, the vehicle can be towed or pushed away)
Steering column lock	Using this system, the steering column is locked into a position that makes driving away impossible.
Wheel clamp:	A mechanism that can be locked so that the locked wheel can no longer rotate freely and thus prevents the vehicle from being taken against one's wishes.

SECURITY DEVICES THAT PREVENT UNDESIREED CONNECTION OR DISCONNECTION TO PARTS OF A COMBINATION

Kingpin lock	A mechanism that fits around the ball (the "kingpin") of a semi-trailer, can be locked and, when locked, prevents the semi-trailer from being taken against one's wishes or the Kingpin from being dismantled.
Coupling lock (drawbar lock)	A mechanism that encloses the coupling of the drawbar (or is built into the coupling), can be locked and, when locked, will prevent the trailer or caravan from being taken against one's wishes.
Towing eye lock	A mechanism that fits into the towing eye of a semi-trailer, can be locked and, when closed, will prevent the semi-trailer from being taken against one's wishes.

Weight distribution and sway control hitch:	A product that is intended to slightly lift and level a trailer or caravan, whereby it can be locked in that state, and thereby preventing the trailer or caravan from being taken against one's wishes.
Parking element:	An anchor that has been cast or laid into the floor and/or wall of a storage room or garage, is bolted or paved. This anchor is placed in such a way that it can only be removed with a great deal of effort. . The object is attached to a fixed point by means of the anchor.

SECURITY DEVICE TO PREVENT UNWANTED OPENING OF A CONTAINER, THE CARGO SPACE OF A COMMERCIAL VEHICLE OR THE CABIN

Container lock	A mechanism that can be locked and, when locked, will prevent the doors of a container (or: the loading space of a commercial vehicle) from being opened against one's will or the container from being taken in its entirety.
Door, lock, bonnet lock	A mechanism that can be locked and, when locked, will prevent the door of the cargo space or bonnet from being opened against one's will.
Permanently mounted lock (exterior):	A permanently mounted system for side doors or rear doors where the door lock must be opened from the exterior.
Permanently mounted lock (interior):	A permanently mounted system for side or rear doors where the mechanism used to open door locks located within the vehicle (inside the closed-off area).
Detachable door lock (exterior)	A non-permanently mounted security device that protects against the unwanted opening of side or rear doors, whereby the security device is located outside the vehicle.
Detachable door lock (inside)	A non-permanently mounted security device that protects against the unwanted opening of side or rear doors, whereby the security device is located within the vehicle (inside the closed-off area).
Product category interior:	Supplementary mechanical security devices that attacks are made against exclusively inside the vehicle.
Product category exterior:	Supplementary mechanical security devices that attacks are made against exclusively outside the vehicle.

SECURITY DEVICE THAT PREVENTS THE UNWANTED REMOVAL OF OUTBOARD MOTORS IN WATERCRAFT

Outboard motor lock	A mechanism that can be locked and, when locked, will prevent the outboard motor from being taken against one's wishes.
Clamping screw/clamping bolt	A construction that secures an outboard motor to a ship.
Clamping screw replacement lock	A lockable construction that replaces (one of the) bolts that secure an outboard motor to the ship.
Sleeve lock	A construction that can be slipped over the toggles of outboard clamping screws and can then be sealed.
Nut lock	A lockable construction that will prevent the outboard motor mounting nut from being removed with conventional tools.

4 CLASSIFICATION

4.1 GENERAL

Vehicle bound mechanical security systems have an equivalent preventive effect as electronic security systems from class 1 as defined in the CCV Vehicle Inspection Approval Regulations.

Non-vehicle bound systems are additional security systems whose preventive effect depends on their usage ("locked by the user"). They do not fit into a specific risk class defined by the CCV.

4.2 CLASSIFICATION

The requirements for the different types of products may differ depending on their application. Due to this, the product requirements have been divided into two categories:

- | | |
|--------------------|--|
| Class Standard (*) | Effective products, for the occasional thief. The products have a nominal time-to-defeat of at least 3 minutes using hand tools that are easy to carry and that can be hidden on the body. |
| Class Heavy (**) | Effective products, for professional theft. The products have a nominal time-to-defeat of at least 5 minutes using when using heavier tools. |

Appendix 1 lists the tools that are used for testing in class Standard and class Heavy.

5 INSPECTION REQUIREMENTS

5.1 GENERAL

5.1.1

The system must be secure (assessed by the manufacturer, and a statement must be provided as proof).

5.1.2

The system must bear a mark (name or registered logo) and type (specific or general type designation) on one of the parts that are visible when in use.

5.1.3

It must not be possible for the security system to be moved against ones wishes from the released position to the locked position.

5.1.4

All system components must comply with these inspection requirements and are only supplied complete. The certification mark and certificate of approval apply to the system as well as to its components.

5.1.5

The same requirements of systems that intervene on several car parts, for example, steering wheel/pedal, apply to individual systems.

5.1.6

A security system that is combined with other security systems must as a whole meet the testing requirements. These systems must not influence each other's operation.

5.1.7

The system must be supplied with a user manual.

The user manual must contain at least:

- Operating conditions;
- Operating instructions;
- How to deal with defects;
- An overview of product components that are relevant to the user.

5.1.8

The system must be available with assembly instructions.

The assembly instructions must contain at least:

- Projections of product components
- Installation scheme
- Periodic maintenance with checklist
- An overview of product components.

5.1.9

Systems must be supplied with the necessary fasteners.

5.1.10

The system, when notified by the certification body, is adapted to the specific M.O. for the specific make and type of vehicle. See appendix 2.

5.2 LEGAL REQUIREMENTS

5.2.1

If requirements exist in accordance with Dutch or European legislation for the system or a system component, then these must also meet these requirements.

5.2.2

Electrical or electronic components that are used in security systems must comply with the CCV Keuringsvoorschrift Voertuigbeveiliging (CCV Inspection Regulations for Vehicle Security).

5.2.3

Product parts that have an influence on parts of a vehicle designated for this purpose by the legislator that are important for road safety must have an authorization from the National Road Traffic Service (RDW).

5.2.4

The security product must be designed and installed in such a way that every vehicle and watercraft equipped with it still meets the technical requirements (type approval).

5.3 ROAD SAFETY REQUIREMENTS

5.3.1

When activated or not activated, the security product must not endanger road safety in any way.

5.3.2

Unless express written permission has been given by the vehicle's manufacturer, the product should not permanently intervene or attach to any part of a vehicle's brake product.

5.4 TECHNICAL REQUIREMENTS FOR MECHANICAL SECURITY

5.4.1

The system must be provided with a unique lock number or production code or a traceable feature through which the product batch can be determined.

The type designations and/or brand name under which the approval has been issued must be clearly shown on the most important part(s).

5.4.2

Keys must have a permanently legible identification, for example, a brand name.

5.4.3

The key number must be applied onto the key, onto a tagged label, or onto a supplied key card. If the key number is applied to a label that has been attached with a ring, the authorization holder must assure that when a key is presented, the key number can be checked or verified.

5.4.4

A visible lock number and key number may not have a recognizable connection.

5.4.5

Locks must be delivered with a minimum of two to a maximum of five identical keys.

5.4.6

Original spare keys must be available locally in the Netherlands by specifying the key number.

5.4.7

If new or additional keys are supplied by the manufacturer or his representative, this must only be done upon presentation of proof of ownership, such as a key card or proof of warranty. The data on keys provided will be stored by the manufacturer or his representative for at least 3 years.

5.4.8

Reordered original keys must be indelibly marked "C" (copy) or "D" (duplicate).

5.4.9

The key mechanism must have a practical key variety of at least 5,000 per profile, to be determined according to ART MBT04, 4.1.12 up to and including 4.1.15 of ART MBT04.

5.4.10

The key mechanism design should aim to exclude the use of any keys except for the correct key.

5.4.11

Supplying Masterkeys is not allowed.

5.4.12

Keys of vehicle-bound systems with a fixed locking mechanism may only be removed in the locked position.

5.4.13

Mechanical connecting articles in systems must, after mounting, be protected against unscrewing.

6 DESCRIPTION OF THE TESTS

6.1 GENERAL

- The system and system components are tested, as indicated below. The tests are carried out where applicable (for example, locks are subject to corrosion, dust, and freeze test requirements).
- The order in which the tests will be performed is determined by the testing institute.
- The system and system components are tested in an arrangement that approaches reality as closely as possible.
- The system components are tested in the condition in which they have been assembled and delivered. Doing so, the most obvious set-up/application is considered, regardless of any instructions from the supplier in the operating manual. The system is placed in accordance with the operating manual or in such a way that is the most logical for the user.
- The positioning of the product parts during the tests that are to be performed is determined by the testing institute and, if possible, according to the operating manual. If a manufacturer has special requirements, it must be demonstrated that the position in which the tests have been carried out is maintained during installation.
- Before carrying out the attack tests, the system and its construction/placement and technical specifications are studied, and based on this, a choice is made from the tools.
- The selected tools may be used, sharpened, and handled at the discretion of the testing institute.
- The test must be performed six times, four of which are brute force tests, and two are intelligent tests. The total number of tests must be carried out, even if the exact division into brute force and intelligent attack tests cannot be carried out.
- At the end of each test (except the attack test), the system components must function according to the manufacturer's specifications and must not have undergone any deformation and/or changes that could adversely affect the operation of the system components at that point in time or over time.
- Parts and accessories that can be easily replaced may be damaged.
- Damaging the normal operation of the system (opening, closing) through the attack test, is no longer possible.
- The test set-up used during a type test is retained (together with a reference copy of the security system) by the testing institute.

6.2 TESTS TO BE PERFORMED

T1	Corrosion test (Functionality test and corrosion resistance, to be assessed by the test house in consultation with the certification body)	In accordance with EN 1670 Grade 3
T2	Dust test (functionality test after exposure to dust)	In accordance with NEN-EN-IEC 60529 IP5 (8 hours, Arizona dust)
T3	Heat test Temperature $T = 85^{\circ}\text{C}$ ($\pm 2^{\circ}\text{C}$) Acclimatization time $t = 4$ hours	In accordance with ECE R116 6.4.2.2.2
T5	Freeze test	See paragraph on specific tests
T6	Drop test	See paragraph on specific tests
T7	Endurance test	See paragraph on specific tests
T8	Cutting test (80 kN)	In accordance with EN 12320
T9	Torque test	Moment * 1000 Nm ** 2000 Nm

T10	Tensile test of the system	* 30 kN ** 60 kN
T11	Attack test	See paragraph on specific tests
T12	Tensile test of storage elements	* 30 kN ** 60 kN

6.3 SPECIFIC TESTS

6.3.1 ENDURANCE TEST

The manufacturer must declare that a system submitted for approval must be able to undergo a complete opening and closing cycle 5,000 times, after which it will still function properly (while observing the maintenance instructions).

Testing method: Visual inspection of the declaration.

6.3.2 DROP TEST

Test method per cycle: 1 meter free fall onto a concrete surface

Number of cycles: 50 x for individual locks, 5 x for the entire system

6.3.3 FREEZE RESISTANCE

Test method per cycle: In a conditioned test room

Duration per cycle: 30 hours

Number of cycles: 1

Test conditions:

- a. Place the lock at the top of the container with 1 litre of boiling water. Seal this, for example with a plastic bag.
- b. Let stand/withdraw for 24 hours.
- c. 6 hours freezer -20°C
- d. It must be possible to open the lock with the key within 60 seconds after taken it out of the freezer.

6.3.4 ATTACK TEST

Systems must have a nominal time-to-defeat of at least 3 minutes (standard *) or 5 minutes (heavy **), as stated in the application. A system would meet the inspection requirements if the minimum required number of points is obtained for that applicable class. This is further explained under attack test results.

Tools

The most recent list containing the brands and type designations of the tools that are used (per class) can be obtained from the testing institute. Appendix 1 indicates which tools can be used. Electric tools (220 V, power current) are not allowed, but rechargeable tools are.

If practice shows that other attack methods/tools are used, these will be selected by the testing institute in consultation with the certification body.

Attack test result

Class standard	Class Heavy	Points to be earned
Time-to-defeat < 2 minutes:	Time-to-defeat < 4 minutes	<u>0</u>
Time-to-defeat between 2 and 3 minutes	Time-to-defeat between 4 and 5 minutes	1
Time-to-defeat > 3 minutes	Time-to-defeat > 5 minutes	<u>2</u>

Number of tests	6
Maximum number of points that can be earned	12
Minimum number of points needed for a positive result	10

The earning of 0 points in just one test will always result in rejection.

Attack tests that are performed during re-certification do use the above point system, but only to build up a history of a system.

An attack attempt is stopped if the system can actually be removed (and the vehicle can be moved or, in case of watercraft, the outboard motor or propellers can be removed) and the system loses its other anti-theft properties.

6.4 TESTING COMMERCIAL VEHICLE DOORS

Specific requirements for commercial vehicle doors

- Systems in the interior category and blockings that are accessible from the inside have a time-to-defeat of at least 1 minute in accordance with the provisions as stated in these Inspection Regulations.
- Systems in the exterior category have a time-to-defeat of at least 3 minutes of parts that are accessible from the outside in accordance with the provisions as stated in these Inspection Regulations.

Tools

The same tools as those in class standards will be used when performing the attack tests. However, it is taken into account that the space inside or outside a vehicle (such as a security device mounted on a tow bar) to use certain tools is limited.

- The system components are tested in the condition in which they have been assembled and delivered. This involves looking at the installation manual supplied with the system. If a system is vehicle-specific, the testing institution will, while consulting, determine how and in which vehicle the security system will be tested.
- Should a manufacturer have special requirements, it must be demonstrated these have been adhered to when it was installed into the position in which the tests have actually taken place.
- The system is tested under “normal” conditions (on or in a delivered vehicle (part) or, if previously inspected, or in consultation with the certification body, simulated on an “undeformable” set-up). The set-up supplied with a type inspection is retained (together with a reference copy of the security system) at the testing institute.

APPENDIX 1 - TOOLS

This concerns all normally available tools with possibly minor adjustments. Tool make and type numbers may change, tools of comparable characteristics and quality are chosen for replacement.

CLASS STANDARD

TOOLS	MAKE	TYPE
Bolt cutters 60 cm	BAHCO/ FACOM	4559-24" / 178/24 red 990.BF1 (600mm, 24")
Pliers / concrete weaver (pliers)	KNIPPEX	99-300 (28 - 30 cm)
Pipe wrench 24 cm	GEDORE	145-10
Saw blades HS	BAHCO	HS 12" 18 TPI
Saw blades HSS. Bi- metal	SANDFLEX / BAHCO	300 mm 12" 18 TPI or 24 TPI
Saw blades wolfram	WOLFRAM	K4 Tungsten Carbid / RemGrit GH 12"
Adjustable wrench	GEDORE	60-10 250 10"
Set of spanners/wrenches (20 pcs)	GEDORE	No. 1B
Set of screwdrivers (6 pcs)	GEDORE	154 S series
Chisels	Swiss Tools	Max 250 mm
Bench hammer 500 grams	GEDORE / Peddinghaus	500 1H-500 / Hickory 500 gr.
Various pliers	KNIPPEX	Max. length 20 cm
Tubular lock picker	HPC / Wendt	Miscellaneous
Lock picking set	HPC / Wendt	Various sets
Lock pick gun	ILCO	PickTool
Lock pick	MBA / miscellaneous	Granite Pick / Magic Bullet
Paper clip, ballpoint, awl etc.	--	
Cable clamp 60 cm	FELCO	C.16
Nail puller 50 cm	HABERO	120 - 500
Impact wrench/dent puller	MIDLOCK	Impact weight 1,000 gr
Pipe wrench 58 cm	GEDORE	175 - 2
Tyre lever	GEDORE	38/20" (50 cm)
Cordless drill (14,4 V) drill bits: High Speed Steel Kobalt	MAKITA/HITACHI Various brands	BDF440 / DS14DSL (3.0 Ah) D338RN HSSE/A777
* Battery grinder	BOSCH	GWS 12V 76 (3.0 Ah)
* disc: cutting disc	BOSCH	76 x 1.0
Electronic manipulation tools	ZIEH FIXEER / Wendt	Electropick EPG-3600

CLASS HEAVY

All tools of class Standard with extension of the tools mentioned below.

It concerns all standard available tools, with possible minor adjustments. Make and type numbers of the tool may change, in the event of replacement, tools of comparable characteristics and quality are chosen.

TOOLS	MAKE	TYPE
Concrete iron shears 90 cm	BAHCO/FACOM GEDORE	4559-36 (900mm, 36") TA8178900
Pipe wrench 40 cm	GEDORE	145-16
Adjustable wrench (24")	GEDORE	62-600 24"
Spanners/wrenches	GEDORE	L > 40 cm
Screwdrivers	GEDORE	L > 40 cm
Chisel	HABERO	L > 250 mm
Pointed chisel	HABERO	L > 250 mm
Fist hammer 1500 gram	HABERO	620 H-1500 (1,5 Kg)
Impact puller / dent puller	MIDLOCK	Slaggewicht 1500 gr
Pipe spanner 70 cm	GEDORE	175 - 3
Cordless grinder	BOSCH /	div. 14,4 V
Disc: cutting disc	miscellaneous	115 x 1.0 mm dik
Impact bar (point) 100 cm	HABERO	152-1000 (1 m)
Impact bar (flat) 140 cm	HABERO	151-1500 (1,4 m)

APPENDIX 2 - M.O. AND INSPECTION REQUIREMENTS

Effective vehicle security is characterized by:

- The correct security measures that are applicable to the risk.
- The correct installation method.

The CCV Risicomodel Voertuigbeveiliging (CCV Vehicle Security Risk Model) indicates which security measures must be applied.

In the addition of functionalities (such as blocking, alarming, detection,) the requirements of the security system are also focused on known M.O.

As scheme manager, the CCV has a Commission for Attack Resistance Assessment (CBA) that has the following tasks:

- Analysing (new and changing M.O.)
- Indicating the extent to which adapted inspection requirements must take effect.

Input for the CBA can be:

- Signalling that the theft percentage exceeds a certain limit, to be determined by the CvB Vehicle Security,
- Signals from the field
- The police determine that new M.O. has been established, or, for example, a location where several vehicles have been stolen is discovered.
- At the request of the parties.

The CBA investigates:

- What the M.O. is and which tools have been used,
- Whether this M.O. is practical and if it can be widely used,
- To what extent the manufacturer has to adapt the system to account for this M.O. and for which brand(s) and type(s).
- To what extent the requirements for the systems or their installation must be adapted.

The CBA records the analysis and conclusions in a report and makes it available to the certification body. With this report, the certification body informs the supplier and specifies within what time period the system must be adjusted.

CENTRE FOR CRIME PREVENTION AND SAFETY

The Centre for Crime Prevention and Safety is the centre that develops and implements coherent tools to increase social security. The CCV encourages cooperation between public and private organisations to integrally reduce crime and forms a link between policy and practice.

With these instruments developed by the CCV, instruments developed by other parties, or (technical) instruments already present at the market level, there may be a need to demonstrate the quality of achieved performances.

The CCV manages compliance schemes for this, for which a structure has been set up with the participation of interested parties.

The Centre for Crime Prevention and Safety is located in Utrecht:

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The Centre for Crime Prevention and Safety is an initiative of the Ministry of Justice, the Ministry of the Interior and Kingdom Relations, the Dutch Association of Insurers, the employers' organization VNO-NCW, the Association of Dutch Municipalities and the Council of Chief Constables.