



**ANTI-THEFT MECHANISM VERIFICATION**

Named Insured/Applicant Policy Number Expiration Date Effective Date

Agent

The vehicle(s) listed below are equipped with the type of operable Anti-Theft Mechanism device(s) indicated. Please designate the type of device(s) by entering the appropriate symbol(s) across from the vehicle.

Vehicle	Type(s) of Anti-Theft Mechanism(s)	Company Use Only

This is to certify that the designated operable anti-theft mechanism device(s) are installed in the vehicle(s) indicated.

Signature of Named Insured/Applicant

Signature of Installer Date of Installation

SYMBOL	DESCRIPTION
A1	Ignition or starter cut-off switch which is not visible from the driver's position unless protected by a separately installed lock.
B1	An alarm system meeting all of the following standards: (1) Alarm, triggered by entry of doors, hood and trunk, must be in the engine compartment. The switch must not be visible from the driver's seat unless protected by a separately installed lock. (2) Hood equipped with either a lock and latch mechanism or inside hood latch control. (3) If equipped with a motion detector the alarm must sound for no more than 10 minutes and then reset itself. (4) If internally inactivated, the maximum time delay permitted to disarm the system after re-entry is 20 seconds.
C1	Vehicle Identification numbers etched into all windows (except vent) and on or near the front and rear bumpers at least 1/4" in height.
A2	An alarm system meeting all of the following standards: (1) Alarm, triggered by entry of doors, hood and trunk, must be in the engine compartment. The switch must not be visible from the driver's seat unless protected by a separately installed lock. (2) Hood equipped with either a lock and latch mechanism or inside hood latch control. (3) If equipped with a motion detector the alarm must sound for no more than 10 minutes and then reset itself. It cannot be disarmed independently from the remainder of the system. (4) If internally inactivated, the maximum time delay permitted to disarm the system after re-entry is 20 seconds. (5) If the system is equipped with either a redundant starting means or internal hood lock.
B2	An alarm system meeting all of the following standards: (1) Alarm, triggered by entry of doors, hood and trunk, must be in the engine compartment. The switch must not be visible from the driver's seat unless protected by a separately installed lock. (2) Hood equipped with either a lock and latch mechanism or inside hood latch control. (3) If equipped with a motion detector the alarm must sound for no more than 10 minutes and then reset itself. It cannot be disarmed independently from the remainder of the system. (4) If internally inactivated, the maximum time delay permitted to disarm the system after re-entry is 20 seconds. (5) The alarm must be equipped with a forced prompter which activates the horn or flashes the headlights for a minimum of five minutes.
C2	High security ignition replacement lock which cannot be removed using a conventional slide hammer or lock puller.
A3	An alarm system meeting all of the following standards: (1) Alarm, triggered by entry of doors, hood and trunk, must be in the engine compartment. The switch must not be visible from the driver's seat unless protected by a separately installed lock. (2) Hood equipped with either a lock and latch mechanism or inside hood latch control. (3) If equipped with a motion detector the alarm must sound for no more than 10 minutes and upon ceasing, must reset itself. (4) If equipped with a motion detector which sounds an alarm upon lifting or shaking the vehicle provided that it may be separately disarmed from the remainder of the system. (5) If internally inactivated, the maximum time delay permitted to disarm the system after re-entry is 20 seconds. (6) If system is equipped with either a redundant starting means or internal hood lock.
B3	A fuel cut-off which requires the driver to trip a switch to open the fuel line each time the vehicle is started and which meets the following criteria: (1) The fuel line is blocked when the power is off. (2)The switch to open the fuel line is hidden from view but accessible from the driver's seat. (3) The vehicle cannot be started unless the fuel cut-of switch is tripped and the fuel line is opened. (4) A parking/service attendant override switch may be provided but must be disguised or hidden from view.
C3	Ignition cut-off system which disables the engine so that it cannot be started and which meets the following criteria: (1) If designed to disable at a pre-set engine speed it must do so within a range of 1,000 to 1,700 rpm. (2) The disconnect/ground wiring must blend with factory installed wiring. (3) The disarm switch must be disguised or hidden from view unless operated by a separately installed lock. (4) A parking/service attendant override switch may be provided but must be disguised or hidden from view.
A4	LoJack Retrive Vehicle Recovery System.