



TRAFIKVERKET  
SWEDISH TRANSPORT ADMINISTRATION



# Checklist

For those thinking of getting an alcohol ignition interlock (alcolocks)

# Introduction

The alcolock is based on a technique which means that a vehicle will not start if alcohol is found in the air exhaled by the driver. The Swedish Transport Administration, Trafikverket together with Swedish Abstaining Motorists' Association, MHF and alcolock suppliers have produced a list of technical specifications and tips describing what you need to think of when you are considering purchasing an alcolock.

The alcolock is a technical device which is connected to the vehicle's ignition system. Before the vehicle is started, the driver must blow into the alcolock's mouthpiece and take a breath test. If this contains alcohol equal to or more than the legal limit , which in Sweden is 0.2 pro mille (0.1 mg/l), it will not be possible to start the engine. Alcolocks are used nowadays when an individual has been convicted of drunk driving and also as a quality assurance tool.

Since 2003, work is being done to develop standards for alcolocks at a European level, CENELEC standard (European Committee for Electrotechnical Standardization). Tests are also being conducted of the alcolock in order to get it approved in accordance with the CENELEC standard. If you would like to know which alcolocks are approved according to the standard, please refer to MHF's website; [www.mhf.se](http://www.mhf.se)

*SS-EN50436-1 was adopted in 2005 and is used in the drunk-driving programme.*

*SS-EN50436-2 was adopted in 2007 and is used for alcolocks that have a mouthpiece for preventive control, and for the quality assurance of transports.*

This checklist should be regarded as a recommendation, which may help you when determining the requirements for a tender. Besides your own alcolock needs or user requirements which you wish to make and which are based on your area of operations, we recommend that the alcolock you choose complies with the CENELEC standard referred to above.



# Quality parameters

## Fitting/Removal

### Fitting the central unit

It is important that you make sure that the company that fits your device does not leave any unsightly holes or marks, in the event of a removal of the alcolock. If the company fitting your device does leave holes or marks, these should be done on areas of the dashboard which can easily be changed if the alcolock is removed. Please follow the manufacturer's recommendations for fitting and removal..

### Safe positioning

Ensure that the alcolock is positioned in a safe place on the dashboard, i.e. do not place directly on impact surfaces in case of collision. Avoid positioning the alcolock in front of airbags or other technical equipment.

### Attaching the hand unit

There are a number of suppliers on the market today that sell fixing brackets (with a click-on function), that do not leave any marks on the dashboard.

## Technical/Use

### Power consumption

The power consumption when in the standby mode should be as low as possible and should not be greater than 20 mA. It is best if the alcolock does not use any power at all.

### Tamper protection

Most alcolocks are equipped with a log function. This enables you to see whether the alcolock is being used as intended. Should the driver of the vehicle attempt to circumvent or manipulate the alcolock, this information will be stored in the lock.



### **Blowing into the device**

The alcolock should be easy to blow into, i.e. its functionality should not be too complicated. It may be a good idea to get in touch with a few alcolock suppliers in order to test blow different devices.

### **Logbook**

We recommend that you use a logbook. All breath tests both when sober and when intoxicated, are logged in the alcolock and can be read off. In this way, you can see whether anybody has tried to use the device with alcohol on their breath and what time it occurred.

### **Routines in the event of alcohol detection in breath sample**

As an employer or standards authority it is important to develop routines which describe what to do when an alcohol is detected on a driver's breath following a breath test. Can the results be linked to the company's alcohol and drug policy or should the alcolock only be regarded purely as an ignition interlocking device? Most alcolocks usually produce a temporary lock on a vehicle the first time alcohol

is detected following a breath test, but the alcolock may even react to different types of substances which may interfere with the device, for example windscreen washer fluid, and some types of food etc. It is a good idea to produce some form of instruction as to how the driver should react when this occurs. A good piece of advice is, if possible, to rinse the mouth with water and take the breath test again after a period of approximately 10 minutes.

### **□ Calibration**

The alcolocks available on the market today must be calibrated. It is important that you follow the manufacturer's recommendations to ensure that the alcolock is working correctly. Devise a plan as to when and how often the alcolock should be calibrated so that this is not forgotten about. If you have set requirements for alcolocks when you purchased transport services, you should also request an annual calibration certificate from the transport operator.

### **□ Service emergency start**

No technology is infallible, and therefore, the alcolock should be equipped with a so-called emergency start procedure. If a fault should arise with the alcolock, the user can contact the alcolock supplier and receive a code or similar to unlock the device. With the code, you can temporarily circumvent the alcolock so that the vehicle may be driven to a service station.

### **□ Use**

Make sure that the alcolock comes with clear and simple user instructions which should be kept in the vehicle. The instructions must be easy to interpret and understand. It is important that drivers are aware that they should not eat or drink immediately before blowing into the alcolock. Avoid eating or drinking approximately 10 minutes before you blow into the alcolock, or have water available so that you can rinse your mouth and minimise the risk of there being alcohol on your breath.

### **□ Service**

When purchasing alcolocks, the supplier should be able to provide an account of the costs which may arise in connection with general service requirements. The supplier should also be able to account for the costs which may arise within a three-year period.

# Operation

## ❑ Changing drivers

In order for the alcolock to be as user-friendly as possible, certain basic settings should be preset based on what is practical for the user. These include the alcolock being fitted with a function which allows a change of driver. This means that in the event of a driver change, for example in a taxi, it is the driver who is leaving the vehicle who must press the driver change over button when a work shift ends, so that the next driver has to blow into the alcolock in order to be able to start the vehicle. The recommended re-start period should be 30 minutes. This means that if the driver stops for a short period, he/she does not have to blow into the alcolock again as long as the stop is less than 30 minutes long.

## ❑ Emergency service

To avoid operational disruptions, the alcolock supplier should have a 24-hour phone service. The staff should be able to guide the driver through the breathalyser procedure and identify and resolve any problems that arise with the alcolock.

## ❑ Local service workshops

In the event of service and calibration, it is much easier if there is an authorised retailer or service workshop in your locality.



# Economy

## □ Costs associated with the alcolock

The alcolock supplier should be able to inform you of the costs associated with the alcolock. For example:

- What does the alcolock cost to buy?
- What does the alcolock cost to buy?
- How much does it cost when the device is calibrated on a regular basis?
- What does it cost to change the mouthpiece?
- What do other types of service cost?
- What it cost to make use of the emergency phone service?
- What is the annual cost for managing the logbook?
- What costs are associated when removing the alcolock and restoring the vehicle to its original condition?





Swedish Transport Administration. SE-781 89 Borlänge.  
Visiting address: Röda vägen 1.  
Phone : +46 771 921921. Text telephone: +46 243 750 90.

[www.trafikverket.se](http://www.trafikverket.se)