

97-GP SERIES

CANCELLATION
March 1971

CANADIAN GOVERNMENT SPECIFICATIONS BOARD

Standards
for

AUTOMOTIVE VEHICLE SAFETY

Standards 97-GP-101 to 97-GP-301 inclusive, covering safety features for automotive vehicles, have been cancelled. They have been replaced by the Motor Vehicle Safety Regulations of the Ministry of Transport, which are available from Information Canada.

Publication 97-GP, Guide to Traffic Safety, has also been cancelled.



CANADIAN GOVERNMENT SPECIFICATIONS BOARD

STANDARD

FOR

IMPACT PROTECTION FOR THE DRIVER FROM THE
STEERING CONTROL SYSTEM - PASSENGER CARS

97-GP-203

24 MAY 1968

THIS STANDARD SPECIFIES REQUIREMENTS FOR STEERING CONTROL SYSTEMS THAT WILL
MINIMIZE CHEST, NECK, AND FACIAL INJURIES TO THE DRIVER AS A RESULT OF IMPACT.

DEPARTMENT OF DEFENCE PRODUCTION, OTTAWA, CANADA

CANADIAN GOVERNMENT SPECIFICATIONS BOARD

STANDARD
for

IMPACT PROTECTION FOR THE DRIVER FROM
THE STEERING CONTROL SYSTEM - PASSENGER CARS

1. PURPOSE AND SCOPE

1.1 This standard specifies requirements for steering control systems that will minimize chest, neck, and facial injuries to the driver as a result of impact.

2. APPLICABLE PUBLICATIONS

2.1 The following publications are applicable to this standard:

2.1.1 Society of Automotive Engineers (SAE)
J944, Steering Wheel Assembly Laboratory Test Procedure,
December 1965

2.1.2 Canadian Government Specifications Board (CGSB)
97-GP-209, Seat Belt Assemblies - Passenger Cars,
Multipurpose Passenger Vehicles, Trucks
and Buses.

2.2 Reference to the CGSB 97-GP-209 is to the latest issues,
unless otherwise specified.

3. APPLICABILITY

3.1 This standard applies to:

Passenger Cars

4. DEFINITIONS

4.1 "Steering control system" means the basic steering mechanism and its associated trim hardware, including any portion of a steering column assembly that provides energy absorption upon impact.

* See par 6.2

4.2 The term "jewelry" in par 5.3 refers to watches, rings and bracelets without loosely attached or dangling members.

5. DETAIL REQUIREMENTS

5.1 Except as provided in par 5.2, when the steering control system is impacted by a body block in accordance with SAE J944, or an approved equivalent, at a relative velocity of 15 miles per hour, the impact force developed on the chest of the body block transmitted to the steering control system shall not exceed 2,500 pounds.

5.2 A Type 2 seat belt assembly (see par 6.1) that conforms to 97-GP-209 shall be installed for the driver of any vehicle with forward control configuration that does not meet the requirements of par 5.1.

5.3 The steering control system shall be so constructed that no components or attachments, including horn actuating mechanisms and trim hardware, can catch the driver's clothing or jewelry during normal driving maneuvers.

6. NOTES

6.1 Type 2 seat belt assembly is a combination of pelvic and upper torso restraints.

6.2 The requirements in this standard are identical with those in United States Federal Motor Vehicle Safety Standard No. 203, Impact Protection for the Driver from the Steering Control System - Passenger Cars, and changes in that standard will be duly incorporated in CGSB Standard 97-GP-203.

6.3 Certification to US Standard No. 203 applicable at date of manufacture will certify conformance to CGSB Standard 97-GP-203.

6.4 The publications listed in Section 2 are available from the Canadian Government Specifications Board.

6.5 Further related information may be found in the CGSB Guide to Traffic Safety, also available from the Canadian Government Specifications Board.

Correspondence regarding this standard should be addressed to the Canadian Government Specifications Board, c/o Department of Defence Production, Ottawa 4, Canada.