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 They have been replaced by the Motor Vehicle Safety Regulations of the Ministry of Transport, which are available from Information Canada.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.

CANADA

CANADIAN GOVERNMENT SPECIFICATIONS BOARD

STANDARD

FOR

STEERING CONTROL REARWARD DISPLACEMENT - PASSENGER CARS

97-GP-204

24 MAY 1968

Withdrawn/Retirée

THIS STANDARD SPECIFIES REQUIREMENTS LIMITING THE REARWARD DISPLACEMENT OF THE STEERING CONTROL INTO THE PASSENGER COMPARTMENT TO REDUCE THE LIKEHOOD OF CHEST, NECK, OR HEAD INJURY.

DEPARTMENT OF DEFENCE PRODUCTION, OTTAWA, CANADA

15 CENTS

CANADIAN GOVERNMENT SPECIFICATIONS BOARD

STANDARD
for

STEERING CONTROL REARWARD DISPLACEMENT - PASSENGER CARS

Withdrawn/Retirée

1. PURPOSE AND SCOPE

1.1 This standard specifies requirements limiting the rearward displacement of the steering control into the passenger compartment to reduce the likelihood of chest, neck, or head injury.

2. APPLICABLE PUBLICATIONS

2.1 The following publications are applicable to this standard:

2.1.1 Society of Automotive Engineers (SAE)
J850, Barrier Collision Tests, February 1963

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 issue, unless otherwise specified.

3. APPLICABILITY

3.1 This standard applies to:

Passenger Cars

4. DEFINITIONS

4.1 Steering Column means a structural housing that surrounds a steering shaft.

4.2 Steering Shaft means a component that transmits steering torque from the steering wheel to the steering gear.

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* See par 6.3

5. DETAIL REQUIREMENTS

5.1 Except as provided in par 5.2, the upper end of the steering column and shaft shall not be displaced horizontally rearward parallel to the longitudinal axis of the vehicle relative to an undisturbed point on the vehicle more than 5 inches, determined by dynamic measurement, in a barrier collision test (see par 6.1) at 30 miles per hour minimum conducted in accordance with SAE J850.

5.2 A type 2 seat belt assembly (see par 6.2) that conforms to CGSB 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.

6. NOTES:

6.1 Interpretations

6.1.1 When conducting the barrier collision test, a driver dummy may be used without measuring the impact force developed on the chest.

In the event that the vehicle impacts the barrier at a velocity not less than 30 miles per hour nor more than 33 miles per hour, the displacement of the steering column may be corrected to 30 miles per hour by means of the following formula:

$$\frac{D_1}{D_2} = \frac{V_1^2}{V_2^2}$$

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

6.3 The requirements in this standard are identical with those in United States Federal Motor Vehicle Safety Standard No. 204, Steering Control Rearward Displacement - Passenger Cars, and changes in that standard will be duly incorporated in CGSB Standard 97-GP-204.

6.4 Certification to US Standard No. 204 applicable at date of manufacture will certify conformance to CGSB Standard 97-GP-204.

6.5 Publications listed in Section 2 are available from the Canadian Government Specifications Board.

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

Withdrawn/Retirée

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