

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 They have been replaced by the Motor Vehicle Safety Regulations of the Ministry of Transport, which are available from Information Canada.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

97-GP-210
24 May 1968
AMENDMENT NO. 1
16 August 1968

CANADIAN GOVERNMENT SPECIFICATIONS BOARD

STANDARD

for

SEAT BELT ASSEMBLY ANCHORAGES - PASSENGER CARS

5. DETAIL REQUIREMENTS

5.1 Type

5.1.2 Change to read:

Anchorage need not be provided for folding
auxiliary jump seats.



CANADIAN GOVERNMENT SPECIFICATIONS BOARD

STANDARD

FOR

SEAT BELT ASSEMBLY ANCHORAGES -
PASSENGER CARS

97-GP-210

24 MAY 1968

THIS STANDARD SPECIFIES THE REQUIREMENTS FOR SEAT BELT ASSEMBLY ANCHORAGES
TO ENSURE PROPER LOCATION FOR EFFECTIVE OCCUPANT RESTRAINT AND REDUCE
THE LIKELIHOOD OF FAILURE IN COLLISIONS.

DEPARTMENT OF DEFENCE PRODUCTION, OTTAWA, CANADA

CANADIAN GOVERNMENT SPECIFICATIONS BOARD

STANDARD

FOR

SEAT BELT ASSEMBLY ANCHORAGES - PASSENGER CARS

1. PURPOSE AND SCOPE

1.1 This standard specifies the requirements for seat belt assembly anchorages to ensure proper location for effective occupant restraint and reduce the likelihood of failure in collisions.

2. APPLICABLE PUBLICATIONS

2.1 The following publications are applicable to this standard:

2.1.1 Society of Automotive Engineers (SAE)
J826, Manikins for Use in Defining Vehicle Seating Accommodation,
November 1962.

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

2.1.2.1 Reference to 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 "Seat belt anchorage" means the provision for transferring seat belt assembly loads to the vehicle structure.

4.2 "Designated seating position" means any plan view lateral location intended by the manufacturer to provide seating accommodation for a person at least as large as a 5th percentile adult female, except auxiliary seating accommodations such as temporary or folding jump seats.

* See Par 7.1

5. DETAIL REQUIREMENTS

5.1 Type - Except as provided in 5.1.1 and 5.1.2, anchorages for a CGSB 97-GP-209, Type 1 or Type 2 seat belt assembly, as applicable, shall be provided for each designated seating position in accordance with Table 1.

5.1.1 Anchorages for either a Type 1 or Type 2 seat belt assembly shall be provided for each designated seating position in a convertible.

5.1.2 Anchorages need not be provided for folding, auxiliary jump seats or passenger seats in buses.

TABLE 1

Seating Position		97-GP-209 Seat belt assembly required
Forward-facing seat	Outboard	Type 2
	Inboard	Type 1
Rearward-facing seat	Outboard and inboard	Type 1
Side-facing seat		Type 1

5.2 Strength

When tested in accordance with 6.1 or an equivalent dynamic test, no anchorage shall fail when a 5,000 pound load is applied to the body block.

5.2.2 When tested in accordance with 6.2 or an equivalent dynamic test, no anchorage shall fail when a 3,000 pound load is applied to the pelvic body block together with a 3,000 pound load on the upper torso body block.

5.2.3 Permanent deformation, including rupture or breakage, of any anchorage or surrounding area shall not constitute failure if the required load is attained.

5.2.4 Except as provided in 5.2.5, belt assemblies having a common anchorage shall be tested simultaneously.

5.2.5 Common anchorages for forward and rearward facing seating positions shall not be tested simultaneously.

5.3 Location

5.3.1 Type 1 and pelvic portion of Type 2 seat belt assembly anchorages.

5.3.1.1 For installations in which the belt passes around the outside of the seat, a line from the anchorage to the occupant's "H" point shall make an angle with the horizontal as near as practicable to 45 degrees with the seat at the midpoint of its adjustment range.

5.3.1.2 For installations in which the belt passes through the springs or over the seat frame, the anchorage shall be aft of the rearmost position of the springs or seat bottom frame rear bar and the angle between the horizontal and the line of the belt from the occupant's "H" point with the belt snug, but not loaded, shall be as near as practicable to 45 degrees.

5.3.1.3 Anchorages for an individual seat belt assembly shall be located, as near as practicable, 15 inches apart laterally.

5.3.2 Type 2 upper torso seat belt assembly anchorages.

5.3.2.1 With the seat in its rearmost driving position, and the seat back in its nominal design driving position, the anchorage for the upper end of the upper torso restraint shall be to the rear of a line extending 6 inches vertically above the shoulder reference point of the two-dimensional manikin described in SAE J826, and then extending rearward at an angle of 80 degrees above the horizontal. If the angle of the upper torso restraint passing from the shoulder of a seated 95th percentile adult male to the anchorage, or to a structure between the shoulder point and the anchorage, is downward from the horizontal, it shall be not more than 40 degrees.

6. DEMONSTRATION PROCEDURES

6.1 Seats with Type 1 or Type 2 seat belt anchorages - With the seat in its rearmost position, the load specified in 5.2.1 shall be applied at an angle of 5 degrees or more, but less than 15 degrees above the horizontal to an appropriate body block restrained by a Type 1 or pelvic portions of a Type 2 seat belt assembly, as applicable.

6.2 Seats with Type 2 Seat Belt Anchorages - With the seat in its rearmost position, the load specified in 5.2.2 shall be applied at an angle of 5 degrees or more, but less than 15 degrees above the horizontal to an appropriate body block restrained by a Type 2 seat belt assembly.

7. NOTES

7.1 The requirements in this standard are identical with those in United States Federal Motor Vehicle Safety Standard No. 210, Seat Belt Anchorages - Passenger Cars, and changes in that standard will be duly incorporated in CGSB standard 97-GP-210.

7.2 Certification to US Standard No. 210 applicable at date of manufacture will certify conformance to CGSB standard 97-GP-210.

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

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