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control into the passenger compartment to reduce the likelihood of chest, neck, or head injury.

S2. Application. This standard applies to passenger cars and to multipurpose passenger vehicles, trucks, and buses. However, it does not apply to walk-in vans.

S3. Definitions.

Steering column means a structural housing that surrounds a steering shaft.

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

S4 Requirements.

S4.1 Vehicles manufactured before September 1, 1991. When a passenger car or a truck, bus, or multipurpose passenger vehicle with a gross vehicle weight rating of 10,000 pounds or less and an unloaded vehicle weight of 4,000 pounds or less is tested under the conditions of S5 in a 30 mile per hour perpendicular impact into a fixed collision barrier, the upper end of the steering column and shaft in the vehicle shall not be displaced more than 5 inches in a horizontal rearward direction parallel to the longitudinal axis of the vehicle. The amount of displacement shall be measured relative to an undisturbed point on the vehicle and shall represent the maximum dynamic movement of the upper end of the steering column and shaft during the crash test.

S4.2 Vehicles manufactured on or after September 1, 1991. When a passenger car or a truck, bus or multipurpose passenger vehicle with a gross vehicle weight rating of 4,536 kg or less and an unloaded vehicle weight of 2,495 kg or less is tested under the conditions of S5 in a 48 km/h perpendicular impact into a fixed collision barrier, the upper end of the steering column and shaft in the vehicle shall not be displaced more than 127 mm in a horizontal rearward direction parallel to the longitudinal axis of the vehicle. The amount of displacement shall be measured relative to an undisturbed point on the vehicle and shall represent the maximum dynamic movement of the upper end of the steering column and shaft during the crash test.

S5. Test conditions. The requirements of S4 shall be met when the ve-

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hicle is tested in accordance with the following conditions.

S5.1 The vehicle, including test devices and instrumentation, is loaded to its unloaded vehicle weight.

S5.2 Adjustable steering controls are adjusted so that a tilting steering wheel hub is at the geometric center of the locus it describes when it is moved through its full range of driving positions. A telescoping steering control is set at the adjustment position midway between the forwardmost and rearwardmost position.

S5.3 Convertibles and open-body type vehicles have the top, if any, in place in the closed passenger compartment configuration.

S5.4 Doors are fully closed and latched but not locked.

S5.5 The fuel tank is filled to any level from 90 to 95 percent of capacity.

S5.6 The parking brake is disengaged and the transmission is in neutral.

S5.7 Tires are inflated to the vehicle manufacturer's specifications.

[52 FR 44897, Nov. 23, 1987, as amended at 63 FR 28935, May 27, 1998; 63 FR 51003, Sept. 24, 1998]

§ 571.205 Standard No. 205, Glazing materials.

S1. Scope. This standard specifies requirements for glazing materials for use in motor vehicles and motor vehicle equipment.

S2. Purpose. The purpose of this standard is to reduce injuries resulting from impact to glazing surfaces, to ensure a necessary degree of transparency in motor vehicle windows for driver visibility, and to minimize the possibility of occupants being thrown through the vehicle windows in collisions.

S3. Application and Incorporation by Reference.

S3.1 Application. This standard applies to passenger cars, multipurpose passenger vehicles, trucks, buses, motorcycles, slide-in campers, pickup covers designed to carry persons while in motion, and low speed vehicles, and to glazing materials for use in those vehicles. For motor vehicles and glazing equipment manufactured before September 1, 2006, the manufacturer may, at its option, comply with 49 CFR

571.205 revised as of October 1, 2003 instead of this version.

S3.2 Incorporation by Reference.

(a) "American National Standard for Safety Glazing Materials for Glazing Motor Vehicles and Motor Vehicle Equipment Operating on Land Highways-Safety Standard" ANSI/SAE Z26.1-1996, Approved by American National Standards Institute August 11, 1997 (ANSI/SAE Z26.1-1996) is incorporated by reference in Section 5.1 and is hereby made part of this Standard. The Director of the Federal Register approved the material incorporated by reference in accordance with 5 U.S.C. 552(a) and 1 CFR part 51 (see § 571.5 of this part). A copy of ANSI/SAE Z26.1-1996 may be obtained from the Society of Automotive Engineers, Inc., 400 Commonwealth Drive, Warrendale, PA 15096-0007. A copy of ANSI/SAE Z26.1-1996 may be inspected at NHTSA's technical reference library, 400 Seventh Street, SW., Room 5109, Washington, DC or at the Office of the Federal Register, 900 North Capitol Street, NW., Suite 700, Washington, DC.

(b) The Society of Automotive Engineers (SAE) Recommended Practice J673, revised April 1993, "Automotive Safety Glasses" (SAE J673, rev. April 93) is incorporated by reference in Section S5.1, and is hereby made part of this Standard. The Director of the Federal Register approved the material incorporated by reference in accordance with 5 U.S.C. 552(a) and 1 CFR part 51 (see § 571.5 of this part). A copy of SAE J673, rev. April 93 may be obtained from SAE at the Society of Automotive Engineers, Inc., 400 Commonwealth Drive, Warrendale, PA 15096. A copy of SAE J673, rev. April 93 may be inspected at NHTSA's technical reference library, 400 Seventh Street, SW., Room 5109, Washington, DC, or at the Office of the Federal Register, 900 North Capitol Street, NW., Suite 700, Washington, DC.

(c) The Society of Automotive Engineers (SAE) Recommended Practice J100, revised June 1995, "Class 'A' Vehicle Glazing Shade Bands" (SAE J100, rev. June 95) is incorporated by reference in Section S5.3, and is hereby made part of this Standard. The Director of the Federal Register approved the material incorporated by reference

in accordance with 5 U.S.C. 552(a) and 1 CFR part 51 (see § 571.5 of this part). A copy of SAE J100, rev. June 95 may be obtained from SAE at the Society of Automotive Engineers, Inc., 400 Commonwealth Drive, Warrendale, PA 15096. A copy of SAE J100, rev. 95 may be inspected at NHTSA's technical reference library, 400 Seventh Street, SW., Room 5109, Washington, DC, or at the Office of the Federal Register, 900 North Capitol Street, NW., Suite 700, Washington, DC.

S4. Definitions.

Bullet resistant shield means a shield or barrier that is installed completely inside a motor vehicle behind and separate from glazing materials that independently comply with the requirements of this standard.

Camper means a structure designed to be mounted in the cargo area of a truck, or attached to an incomplete vehicle with motive power, for the purpose of providing shelter for persons.

Glass-plastic glazing material means a laminate of one or more layers of glass and one or more layers of plastic in which a plastic surface of the glazing faces inward when the glazing is installed in a vehicle.

Motor home means a multipurpose passenger vehicle that provides living accommodations for persons.

Pickup cover means a camper having a roof and sides but without a floor, designed to be mounted on and removable from the cargo area of a truck by the user.

Prime glazing manufacturer means a manufacturer that fabricates, laminates, or tempers glazing materials.

Slide-in camper means a camper having a roof, floor, and sides, designed to be mounted on and removable from the cargo area of a truck by the user.

S5. Requirements.

S5.1 Glazing materials for use in motor vehicles must conform to ANSI/SAE Z26.1-1996 unless this standard provides otherwise.

S5.2 NHTSA may test any portion of the glazing when doing the fracture test (Test No. 7) described in section 5.7 of ANSI/SAE Z26.1-1996.

S5.3 *Shade bands.* Shade band areas for windshields shall comply with SAE J100, rev. June 95 except that the value of 7 degrees must be used in place of

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the value of 5 degrees specified in Section 4, Shade Band Boundary Requirements, of SAE J100, rev. June 95.

S5.4 *Low speed vehicles.* Windshields of low speed vehicles must meet the ANSI/SAE Z26.1-1996 specifications for either AS-1 or AS-4 glazing.

S5.5 *Item 4A Glazing.* Item 4A glazing, as specified in ANSI/SAE Z26.1-1996, may only be used in side windows rearward of the “C” pillar.

S6. *Certification and marking.*

S6.1 A prime glazing material manufacturer must certify, in accordance with 49 U.S.C. 30115, each piece of glazing material to which this standard applies that is designed—

(a) As a component of any specific motor vehicle or camper; or

(b) To be cut into components for use in motor vehicles or items of motor vehicle equipment.

S6.2 A prime glazing manufacturer certifies its glazing by adding to the marks required by section 7 of ANSI/SAE Z26.1-1996, in letters and numerals of the same size, the symbol “DOT” and a manufacturer’s code mark that NHTSA assigns to the manufacturer. NHTSA will assign a code mark to a manufacturer after the manufacturer submits a written request to the Office of Vehicle Safety Compliance, National Highway Traffic Safety Administration, 400 Seventh Street, SW., Washington, DC 20590. The request must include the company name, address, and a statement from the manufacturer certifying its status as a prime glazing manufacturer as defined in S4.

S6.3 A manufacturer or distributor who cuts a section of glazing material to which this standard applies, for use in a motor vehicle or camper, must—

(a) Mark that material in accordance with section 7 of ANSI/SAE Z26.1-1996; and

(b) Certify that its product complies with this standard in accordance with 49 U.S.C. 30115.

[37 FR 12239, June 21, 1972, as amended at 37 FR 13097, July 1, 1972; 37 FR 24036, Nov. 11, 1972; 37 FR 24826, Nov. 22, 1972; 42 FR 61466, Dec. 5, 1977; 45 FR 47151, July 14, 1980; 46 FR 43690, Aug. 31, 1981; 48 FR 52065, Nov. 16, 1983; 49 FR 6734, Feb. 23, 1984; 56 FR 12674, Mar. 27, 1991; 56 FR 18531, Apr. 23, 1991; 56 FR 49149, Sept. 27, 1991; 57 FR 1654, Jan. 15, 1992; 57 FR 13656, Apr. 17, 1992; 57 FR 30164, July 8, 1992; 57 FR 58150, Dec. 9, 1992; 60 FR 13646, Mar. 14, 1995; 61 FR 41743, Aug. 12, 1996; 68 FR 43971, July 25, 2003; 68 FR 55545, Sept. 26, 2003; 69 FR 51191, Aug. 18, 2004]

EFFECTIVE DATE NOTE: At 67 FR 79439, Dec. 27, 2002, §571.206 was amended by removing the definition of *motor home* in S4, Definitions, effective Dec. 27, 2004.

§571.206 Standard No. 206; Door locks and door retention components.

S1. *Purpose and Scope.* This standard specifies requirements for door locks and door retention components including latches, hinges, and other supporting means, to minimize the likelihood of occupants being thrown from the vehicle as a result of impact.

S2. *Application.* This standard applies to passenger cars, multipurpose passenger vehicles, and trucks.

S3. *Definitions.*

Auxiliary door latch means a latch or latches, other than the primary latch or latches, fitted to a back door or back door system that is equipped with more than one latch.

Back door means a door or door system on the back end of a motor vehicle through which passengers can enter or depart the vehicle, or cargo can be loaded or unloaded; but does not include:

(a) A trunk lid; or

(b) A door or window that is composed entirely of glazing material and whose latches and/or hinges are attached directly onto the glazing material.

Cargo-Type Door means a door designed primarily to accommodate cargo loading including, but not limited to, a two-part door that latches to itself.

Fork-bolt means the part of the door latch that engages the striker when in a latched position.