COMMISSION DIRECTIVE

of 2 April 1982

adapting to technical progress Council Directive 77/541/EEC on the approximation of the laws of the Member States relating to safety belts and restraint systems of motor vehicles

(82/319/EEC)

THE COMMISSION OF THE EUROPEAN COMMUNITIES,

Having regard to the Treaty establishing the European Economic Community,

Having regard to Council Directive 70/156/EEC of 6 February 1970 on the approximation of the laws of the Member States relating to the type-approval of motor vehicles and their trailers (1), as last amended by Directive 80/1267/EEC (2), and in particular Article 11 thereof,

Having regard to Council Directive 77/541/EEC of 28 June 1977 on the approximation of the laws of the Member States relating to safety belts and restraint systems of motor vehicles (3), as last amended by Directive 81/576/EEC (4), and in particular Article 10 thereof,

Whereas, in the interests of road safety, the Council, by Directive 81/576/EEC, extended the scope of Directive 77/541/EEC, which until then had been limited to vehicles of Category M_1 as defined in Annex I to Directive 70/156/EEC, to cover all classes of motor vehicles; whereas this extension of scope had been made possible by the technical progress which had been achieved in the meantime; whereas implementation of this measure will, however, necessitate the alignment of the requirements and tests specified in the Directive with the enlarged scope; whereas experience gained in applying the Directive has revealed a need for certain provisions to be brought more into line with actual test conditions;

Whereas the provisions of this Directive are in accordance with the opinion of the Committee on the Adaptation to Technical Progress of the Directives on the removal of technical barriers to trade in motor vehicles,

HAS ADOPTED THIS DIRECTIVE:

Article 1

Annexes I, III, VI, VII, VIII, IX, X and XIV to Directive 77/541/EEC are hereby amended in accordance with the Annex to this Directive.

Article 2

1. With effect from 1 October 1982 no Member State may:

(a) on grounds relating to safety belts and restraint systems:

— refuse to grant EEC type-approval, to issue the certificate referred to in the last indent of Article 10 (1) of Directive 70/156/EEC or to grant national type-approval in respect of a type of motor vehicle of category M_1, or

— prohibit the entry into service of vehicles of category M_1,

if the safety belts and restraint systems of this type of vehicle or of these vehicles comply with the requirements of Directive 77/541/EEC, as amended by this Directive;

(b) — refuse to grant EEC component type-approval in respect of a type of safety belt or restraint system intended for installation in a vehicle of category M_1 which complies with the requirements of Directive 77/541/EEC, as amended by this Directive,

— prohibit the placing on the market of such safety belts and restraint systems which bear the EEC component type-approval marks prescribed in this Directive.

2. With effect from 1 October 1983 Member States:

(a) — shall no longer issue the certificate referred to in the last indent of Article 10 (1) of

(1) OJ No L 42, 23. 2. 1970, p. 1.
(2) OJ No L 375, 31. 12. 1980, p. 34.
(3) OJ No L 220, 29. 8. 1977, p. 95.
(4) OJ No L 209, 29. 7. 1981, p. 32.

Directive 70/156/EEC in respect of a type of motor vehicle of category M_1, or

— may refuse national type-approval in respect of a type of motor vehicle of category M_1,

in which the safety belts and restraint system do not comply with the requirements of Directive 77/541/EEC, as amended by this Directive;

(b) may refuse to grant EEC component type-approval in respect of a type of safety belt or restraint system intended for installation in a vehicle of category M_1 which does not comply with the requirements of Directive 77/541/EEC, as amended by this Directive.

3. With effect from 1 October 1990, Member States:

— may prohibit the initial entry into service of motor vehicles of category M_1 in which the safety belts and restraint systems do not comply with the requirements of Directive 77/541/EEC, as amended by this Directive,

— may prohibit the placing on the market of safety belts and restraint systems intended for installation in a vehicle of category M_1 and which do not bear the EEC component type-approval marks prescribed in this Directive.

Article 3

With effect from 1 October 1982 no Member State may:

(a) on grounds relating to safety belts and restraint systems:

— refuse to grant EEC type-approval, to issue the certificate referred to in the last indent of Article 10 (1) of Directive 70/156/EEC or to grant national type-approval in respect of a type of motor vehicle in a category other than M_1, or

— prohibit the entry into service of vehicles of such categories,

if the safety belts and restraint systems of this type of vehicle or of these vehicles comply with the requirements of Directive 77/541/EEC, as amended by this Directive;

(b) — refuse to grant EEC component type-approval in respect of a type of safety belt or restraint system intended for installation in vehicles in categories other than M_1 which complies with the requirements of Directive 77/541/EEC, as amended by this Directive,

— prohibit the placing on the market of safety belts and restraint systems intended for installation in vehicles of such categories which bear the EEC component type-approval marks prescribed in this Directive.

Article 4

Member States shall bring into force the laws, regulations and administrative provisions necessary to comply with this Directive not later than 30 September 1982. They shall forthwith inform the Commission thereof.

Article 5

This Directive is addressed to the Member States.

Done at Brussels, 2 April 1982.

For the Commission
Karl-Heinz NARJES
Member of the Commission

ANNEX

Amendments to the Annexes to Directive 77/541/EEC

ANNEX I — **SCOPE, DEFINITIONS, EEC COMPONENT TYPE-APPROVAL, INSTALLATION REQUIREMENTS**

Item 0 shall read as follows:

'0. SCOPE

This Directive applies to safety belts and restraint systems which are designed for installation in vehicles conforming to the definition given in Article 9 and are intended for separate use, i.e. as individual fittings, by persons of adult build occupying forward-facing seats.'

Item 1.1.3 shall read as follows:

'1.1.3. *"three-point belt"* means a belt which is essentially a combination of a lap strap and a diagonal strap;'

Items 1.1.4, 1.2.3, 1.6 and 1.7. In the French and Italian versions, the words 'ensemble' and 'complesso' shall be replaced by the words 'ceinture' and 'cintura' respectively.

Item 1.5. The last sentence shall read as follows:

'The adjusting device may be part of the buckle, the retractor or any other part of the safety belt;'

After Item 1.8.4.2, the following new Item 1.8.5 shall be added:

'1.8.5. *"Emergency-locking retractor with higher response threshold"* (type 4N) means a retractor of the type defined in Item 1.8.4, but having special properties as regards use in vehicles of categories M_2, M_3, N_1, N_2 and N_3 (1);'

After Item 1.19, the following new Items 1.20 and 1.21 shall be added:

'1.20. *"recessed buckle-release button":* it must not be possible to release the buckle using a sphere having a diameter of 40 mm;

1.21. *"non-recessed buckle-release button":* it must be possible to release the buckle using a sphere having a diameter of 40 mm.'

Item 2.1.2.1. The first sentence shall read as follows:

'A technical description in triplicate of the belt type, providing details of the straps and rigid parts used, together with appropriate drawings and, in the case of retractors, instructions for installation thereof and installation of the sensors.'

Items 2.1.2.2, 2.1.2.3 and 2.1.2.4 shall read as follows:

'2.1.2.2. five samples of a belt type, and

2.1.2.3. a 10-m length of each type of strap used in the type of belt.

2.1.2.4. The technical service conducting the component type-approval tests shall be entitled to request further samples.'

Item 2.4.1.2. In the French and Italian versions, the words 'ensemble' and 'complesso' shall be replaced by the words 'ceinture' and 'cintura' respectively.

'(1) Vehicle categories defined in Annex I to Directive 70/156/EEC (OJ No L 42, 23. 2. 1970).'

Item 2.4.1.4. In the French and Italian versions, the words 'ensemble' and 'complesso' shall be replaced by the words 'ceinture' and 'cintura' respectively. In the English version, the words 'plastic parts' shall be replaced by the words 'parts made of plastics'.

Item 2.4.2.2. The second sentence of the third paragraph shall read as follows:

'The surface to which this pressure is applied must have the following dimensions with the button in the release position and when projected into a plane perpendicular to the button's initial direction of motion:'

Item 2.4.2.3 shall read as follows:

'2,4.2.3. The buckle must be capable of withstanding repeated operation and, before the dynamic test referred to in Item 2.7.8, must undergo 5 000 opening and closing cycles under normal conditions of use.'

Item 2.4.5.2.1.1 shall read as follows:

'2.4.5.2.1.1. it shall have locked when the vehicle deceleration reaches a value of 0·45 g in the case of type 4 or 0·85 g in the case of type 4N retractors;'

Item 2.4.5.2.1.2 shall read as follows:

'2.4.5.2.1.2. it shall not lock at strap accelerations, measured in the direction of unreeling, of less than 0·8 g in the case of type 4 or less than 1·0 g in the case of type 4N retractors;'

Item 2.4.5.2.1.3 shall read as follows:

'2.4.5.2.1.3. in addition, it shall not lock when the sensor is inclined at an angle not exceeding 12° in any direction from the installation position specified by the manufacturer;'

Item 2.4.5.2.1.4 shall read as follows:

'2.4.5.2.1.4. it shall lock when the sensor is inclined at an angle of not less than 27° in the case of type 4 or not less than 40° in the case of type 4N retractors in any direction from the installation position specified by the manufacturer;'

After Item 2.4.5.2.1.4, the following new Item 2.4.5.2.1.5 shall be added:

'2.4.5.2.1.5. if operation of the retractor is dependent on an external signal or energy source, the device shall ensure automatic locking of the retractor in the event of the failure or interruption of the signal or energy source.'

Item 2.4.5.2.2 shall read as follows:

'2.4.5.2.2. when tested in accordance with Item 2.7.7.2, an emergency locking retractor with multiple sensitivity, including strap-sensitivity, shall comply with the specified requirements and also lock when strap acceleration measured in the direction of unreeling is not less than 1·5 g in the case of type 4 or not less than 2·0 g in the case of type 4N retractors;'

Item 2.6. In the French and Italian versions, the words 'ensemble' and 'complesso' shall be replaced by the words 'ceinture' and 'cintura' respectively.

Item 2.6.1.2 shall read as follows:

'2.6.1.2. The dynamic test shall be performed on two belt assemblies which have not previously been under load, except in the case of belt assemblies forming part of restraint systems, when the dynamic test shall be performed on the restraint systems intended for one group of seats which have not previously been under load. The buckles of the belts to be tested shall satisfy the requirements set out in Item 2.4.2.3.'

Item 2.6.1.2.1 shall read as follows:

'2.6.1.2.1. The belts shall have undergone the corrosion test defined in Item 2.7.2, after which the buckles shall be subjected to a further 500 opening and closing cycles under normal conditions of use.'

Item 2.6.1.2.2 shall read as follows:

'2.6.1.2.2. In the case of safety belts with retractors, the latter shall have been subjected to the tests described in Items 2.4.5.1 or 2.4.5.2. If, however, a retractor has already been subjected to the corrosion test pursuant to the provisions of Item 2.6.1.2.1, this test need not be repeated.'

Item 2.6.1.3. The following new item shall be added after Item 2.6.1.2:

'2.6.1.3. During this test, the following requirements shall be met:

2.6.1.3.1. no part of a belt assembly or a restraint system securing the occupant shall break and no buckle or locking or displacement system shall unlock; and

2.6.1.3.2. the forward displacement of the manikin shall be between 80 and 200 mm at pelvic level in the case of lap belts. In the case of other types of belt, the forward displacement shall be between 80 and 200 mm at pelvic level and between 100 and 300 mm at torso level. These displacements are the displacements in relation to the measurement points shown in Annex VIII, Figure 6.'

Item 2.6.1.3 becomes Item 2.6.1.4.

Item 2.6.1.3.1 becomes Item 2.6.1.4.1.

Item 2.6.1.3.2 becomes Item 2.6.1.4.2 and shall read as follows:

'2.6.1.4.2. In vehicles where such devices are used, the displacement and locking systems enabling the occupants of all seats to leave the vehicle shall still be operable by hand after the dynamic test.'

Item 2.6.2.1. The following shall be added:

'In the type 1 and type 2 procedures, the tensile-strength test shall be conducted on the strap samples only (Item 2.7.5). In type 3 procedures, the tensile-strength test shall be conducted on the strap and relevant rigid parts (Item 2.7.6).'

Item 2.6.2.2. In the table, the type 2 procedure shall not apply to adjusting devices.

Item 2.7.1.1 shall read as follows:

'2.7.1.1. Two belts or restraint systems are required for the buckle inspection, the low-temperature buckle test, the low-temperature test described in Item 2.7.6.4 where necessary, the buckle durability test, the belt corrosion test, the retractor operating tests and the buckle-opening test after the dynamic test. One of these two samples shall be used for the inspection of the belt or restraint system.'

Item 2.7.1.2 shall read as follows:

'2.7.1.2. One belt or restraint system is required for the inspection of the buckle and the strength tests on the buckle, the attachment mountings, the belt adjusting devices and, where necessary, the retractors.'