

This document is meant purely as a documentation tool and the institutions do not assume any liability for its contents

► B

**COUNCIL DIRECTIVE**

**of 4 June 1974**

**on the approximation of the laws of the Member States relating to the interior fittings of motor vehicles (the behaviour of the steering mechanism in the event of an impact)**

(74/297/EEC)

(OJ L 165, 20.6.1974, p. 16)

Amended by:

	Official Journal		
	No	page	date
► <u>M1</u> Commission Directive 91/662/EEC of 6 December 1991	L 366	1	31.12.1991

▼B**COUNCIL DIRECTIVE****of 4 June 1974****on the approximation of the laws of the Member States relating to the interior fittings of motor vehicles (the behaviour of the steering mechanism in the event of an impact)**

(74/297/EEC)

THE COUNCIL OF THE EUROPEAN COMMUNITIES,

Having regard to the Treaty establishing the European Economic Community, and in particular Article 100 thereof;

Having regard to the proposal from the Commission;

Having regard to the Opinion of the European Parliament <sup>(1)</sup>;Having regard to the Opinion of the Economic and Social Committee <sup>(2)</sup>;Whereas the technical requirements which motor vehicles must satisfy pursuant to national laws relate, *inter alia*, to the behaviour of the steering mechanism in the event of an impact;Whereas these requirements differ from one Member State to another; whereas it is therefore necessary that all Member States adopt the same requirements either in addition to or in place of their existing regulations; in order, in particular, to allow the EEC type-approval procedure which was the subject of the Council Directive of 6 February 1970 <sup>(3)</sup> on the approximation of the laws of the Member States relating to the type approval of motor vehicles and their trailers to be applied in respect of each type of vehicle;Whereas common requirements for interior rear-view mirrors have been laid down by the Council Directive of 1 March 1971 <sup>(4)</sup> and for the interior fittings of the passenger compartment, the layout of the controls, the roof and backrest and rear part of the seats by the Council Directive of 17 December 1973 <sup>(5)</sup>; whereas other requirements will be adopted subsequently concerning interior fittings and relating to anchorages for safety belts and seats, head restraints and the identification of the controls;

Whereas harmonized requirements must reduce the risk or the severity of injuries which may be suffered by the drivers of motor vehicles and thereby ensure road safety throughout the entire Community;

Whereas, with regard to technical requirements, it is appropriate to utilize those adopted by the Economic Commission for Europe of the UNO in its Regulation No 12 <sup>(6)</sup> (Uniform provisions concerning the approval of vehicles with regard to the protection of the driver against the steering mechanism in the event of impact) which is annexed to the Agreement of 20 March 1958 concerning the adoption of uniform conditions of approval and reciprocal recognition of approval for motor vehicle equipment and parts,

HAS ADOPTED THIS DIRECTIVE:

*Article 1*For the purpose of this Directive, 'vehicle' means any motor vehicle in category M<sub>1</sub> (defined in Annex I of the Directive of 6 February 1970) intended for use on the road, with or without bodywork, having at least four wheels and a maximum design speed exceeding 25 km/h, with the<sup>(1)</sup> OJ No C 14, 27. 3. 1973, p. 18.<sup>(2)</sup> OJ No C 60, 26. 7. 1973, p. 13.<sup>(3)</sup> OJ No L 42, 23. 2. 1970, p. 1.<sup>(4)</sup> OJ No L 68, 22. 3. 1971, p. 1.<sup>(5)</sup> OJ No L 38, 11. 2. 1974, p. 2.<sup>(6)</sup> ECE Geneva document E/ECE/324/Add. 11.

**▼B**

exception of a vehicle fitted with forward control as defined in 2.7 of Annex I.

*Article 2*

No Member State may refuse to grant EEC type-approval or national type approval of a motor vehicle on grounds relating to the behaviour of the steering mechanism in the event of an impact if the latter complies with the requirements laid down in Annexes I, II and III.

*Article 3*

No Member State may refuse or prohibit the sale or registration, entry into service or use of any vehicle on grounds relating to the behaviour of the steering mechanism in the event of an impact if the latter meets the requirements laid down in Annexes I, II and III.

*Article 4*

A Member State which has granted approval to a vehicle type shall take the necessary measures to ensure that it is informed of any modification to any of the parts or characteristics referred to in Annex I, 2.2. The competent authorities of that Member State shall determine whether it is necessary to carry out fresh tests on a modified vehicle type and to prepare a new report. Where such tests reveal failure to comply with the requirements of this Directive, the modification shall not be granted EEC type-approval.

*Article 5*

Amendments which are necessary to adapt the requirements of Annexes I, II, III and IV to technical progress shall be adopted in accordance with the procedure laid down in Article 13 of the Council Directive 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.

*Article 6*

1. Member States shall put into force the provisions necessary to comply with this Directive within 18 months of its notification and shall immediately inform the Commission thereof.
2. Member States shall ensure that the texts of legislative provisions which they adopt in the area governed by this Directive are communicated to the Commission.

*Article 7*

This Directive is addressed to the Member States.

▼ **M1**

## ANNEX I

**DEFINITIONS, APPLICATION FOR EC TYPE-APPROVAL, EC TYPE-APPROVAL, SPECIFICATIONS, TESTS, CONFORMITY OF PRODUCTION**

## 1. SCOPE

This Directive applies to the behaviour of the steering mechanism of motor vehicles of category M<sub>1</sub>, and vehicles of category N<sub>1</sub> with a maximum permissible mass less than 1 500 kilograms, with regard to the protection of the driver in a frontal collision.

At the request of a manufacturer, vehicles belonging to other categories may be approved under this Directive.

## 2. DEFINITIONS

For the purposes of this Directive

- 2.1. *'Behaviour of the steering mechanism in the event of an impact'* means the behaviour of this mechanism under the effect of three types of force, ie:
  - 2.1.1. those resulting from a frontal collision which may produce displacement of the steering column towards the rear;
  - 2.1.2. those due to the driver's head inertia in the event of an impact against the steering control in a frontal collision;
  - 2.1.3. those due to the driver's body inertia in the event of an impact against the steering control in a frontal collision.
- 2.2. *'Vehicle type'* means a category of motor vehicles which do not differ in such essential respects as:
  - 2.2.1. the structure, dimensions, lines and constituent materials of that part of the vehicle forward of the steering control;
  - 2.2.2. the mass of the vehicle in running order, as defined in item 2.6 of Annex I to Directive 70/156/EEC without the driver.
- 2.3. *'Steering control'* means the steering device, usually the steering wheel, which is actuated by the driver.
- 2.4. *'Steering control type'* means a category of steering controls which do not differ in such essential respects as the structure, dimensions, lines and constituent materials.
- 2.5. *'Approval of a steering control'* means the approval of a steering control type with regard to the protection of the driver's head and body against the steering control in the event of an impact.
- 2.6. *'Approval of a vehicle'* means the approval of a vehicle type with regard to the protection of the driver's head and body against the steering mechanism in the event of an impact.
- 2.7. *'General steering control'* means a steering control which can be fitted to more than one vehicle type where differences in the attachment of the steering control to the steering column do not affect the impact performance of the steering control.
- 2.8. *'Air bag'* means a flexible bag that is designed to be filled with a gas under pressure, and is:
  - 2.8.1. designed to protect the vehicle driver in an impact against the steering control, and
  - 2.8.2. inflated by a device which is actuated in case of vehicle's impact.
- 2.9. *'Steering control rim'* means the quasi-toroidal outer ring in the case of the steering wheel usually gripped by the driver's hand during driving.
- 2.10. *'Spoke'* means a bar connecting the steering control rim to the boss.
- 2.11. *'Boss'* means that part of the steering control, usually at the centre, that:
  - 2.11.1. joins the steering control to the steering shaft;
  - 2.11.2. transmits the torque from the steering control to the steering shaft.
- 2.12. *'Centre of the steering control boss'* means that point on the surface of the boss which is in line with the axis of the steering shaft.

▼ **M1**

- 2.13. '*Plane of the steering control*' means, in the case of the steering wheel, the flat surface that splits the steering wheel rim equally between the driver and the front of the vehicle.
- 2.14. '*Steering shaft*' means the component which transmits to the steering gear housing the torque applied to the steering control.
- 2.15. '*Steering column*' means the housing enclosing the steering shaft.
- 2.16. '*Steering mechanism*' means the aggregate comprising the steering control, the steering column, the assembly accessories, the steering shaft, the steering gear housing, and all other components such as those designed to contribute to the absorption of energy in the event of impact against the steering control.
- 2.17. '*Passenger compartment*' means the space for occupant accommodation bounded by the roof, floor, side walls, doors, outside glazing, front bulkhead and the plane of the rear seat back support.
- 2.18. '*Impactor*' means the rigid hemispherical headform 165 mm in diameter, in accordance with Annex IV paragraph 3.
- 2.19. '*R-point*', means the seating reference point defined in Annex III to Directive 77/649/EEC, as amended by Directive 90/630/EEC.

## 3. APPLICATION FOR EC TYPE-APPROVAL

3.1. **Vehicle type**

- 3.1.1. The application for EC approval of a vehicle type with regard to the protection of the driver against the steering mechanism in the event of impact shall be submitted by the vehicle manufacturer or by his duly authorized representative.
- 3.1.2. It shall be accompanied by the undermentioned documents in triplicate and the following particulars:
  - 3.1.2.1. a detailed description of the vehicle type with respect to the structure, dimensions, lines and constituent materials of that part of the vehicle forward of the steering control;
  - 3.1.2.2. drawings, on an appropriate scale and in sufficient detail, of the steering mechanism and of its attachment to the vehicle chassis and body;
  - 3.1.2.3. a technical description of that mechanism;
  - 3.1.2.4. the mass of the vehicle in running order;
  - 3.1.2.5. evidence that the steering control has been approved in accordance with items 5.2 and 5.3 below if applicable.
- 3.1.3. The following shall be submitted to the technical service responsible for conducting approval tests:
  - 3.1.3.1. a vehicle, representative of the vehicle type to be approved, for the test referred to in item 5.1 below;
  - 3.1.3.2. at the manufacturer's discretion, with the agreement of the technical service, either a second vehicle, or those parts of the vehicle which are essential for tests referred to in items 5.2 and 5.3 below.

3.2. **Steering control type**

- 3.2.1. The application for EC approval of a steering control type shall be submitted by the steering control manufacturer or by his duly authorized representative.
- 3.2.2. It shall be accompanied by the undermentioned documents in triplicate and the following particulars:
  - 3.2.2.1. a detailed description of the steering control type with respect to the structure, the dimensions and the constituent materials of the steering control;
  - 3.2.2.2. drawings, on an appropriate scale and in sufficient detail, of the steering mechanism and of its attachment to the vehicle chassis and body.
  - 3.2.2.3. A steering control representative of the steering control type to be approved plus, at the manufacturer's discretion, with the agreement of the technical service, those parts of the vehicle which are essential for the test, shall be submitted to the technical service responsible for conducting approval tests, for the tests referred to in items 5.2 and 5.3 below.