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Item 5 of the provisional agenda

Regulation No. 43 (Safety glazing)**Proposal for amendments to Regulation No. 43****Submitted by the expert from the European Association of Automobile Suppliers***

The text reproduced below was prepared by the experts from the European Association of Automobile Suppliers (CLEPA) to transpose the requirements of global technical regulation No. 6 in Regulation No. 43. It is based on informal document GRSG-97-02-Rev.1. It takes into account informal document GRSG-97-15 as well as the comments received from GRSG participants. The modifications to the current text of the Regulation are marked in bold or strikethrough characters.

* In accordance with the programme of work of the Inland Transport Committee for 2006-2010 (ECE/TRANS/166/Add.1, programme activity 02.4), the World Forum will develop, harmonize and update Regulations in order to enhance the performance of vehicles. The present document is submitted in conformity with that mandate.

A. Proposal

The whole text of Section 2., amend to read:

- “2. DEFINITIONS
- For the purpose of this Regulation:
- 2.1. **“Toughened-glass”** means glazing consisting of a single layer of glass which has been subjected to special treatment to increase its mechanical strength and to condition its fragmentation after shattering.
- 2.2. **“Laminated-glass”** means a glass pane consisting of two or more layers of glass held together by one or more interlayers of plastics material; it may be:
- 2.2.1. **“Ordinary laminated glass”**, when none of the layers of glass of which it is composed has been treated; or
- 2.2.2. **“Treated laminated glass”**, when at least one of the layers of glass, of which it is composed, has been specially treated to increase its mechanical strength and to condition its fragmentation after shattering;
- 2.2.3. **“Interlayer”** means any material designed to be used to hold together the component layers of laminated-glass.
- 2.3. **“Safety-glass faced with plastics material”** means a glass pane as defined in paragraphs 2.1. or 2.2. with a layer of plastics material on its inner face.
- 2.4. **“Glass-plastics”** means glazing consisting of any glazing material that comprises one layer of glass and one or more layers of plastic in which a plastic surface of the product faces the inner side.
- 2.5. **“Plastic glazing”** is a glazing material that contains as an essential ingredient one or more organic polymeric substances of large molecular weight, is solid in its finished state and, at some stage in its manufacture or processing into finished articles, can be shaped by flow.
- 2.5.1. **“Rigid plastic glazing”** means a plastic glazing material which does not deflect vertically more than 50 mm in the flexibility test (Annex 3, paragraph 12.).
- 2.5.2. **“Flexible plastic glazing”** means a plastic glazing material which deflects vertically more than 50 mm in the flexibility test (Annex 3, paragraph 12.).
- 2.6. **“Double window”** means an assembly of two glazing panes separately installed within the same opening of the vehicle.
- 2.7. **“Double-glazed unit”** means an assembly of two glazing panes permanently assembled in manufacture and separated by a uniform gap.
- 2.7.1. **“Symmetrical double-glazed unit”** means a double-glazed unit where the two component panes are identical (e.g., both toughened glass).
- 2.7.2. **“Asymmetrical double-glazed unit”** means a double-glazed unit where the two component panes are not identical (e.g., one is toughened glass and the other is laminated glass).

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- 2.8. “**Bullet resistant glazing**” means glazing constructed so as to be resistant to firearms.
- 2.9. “**Principal characteristic**” means a characteristic that appreciably modifies the optical and/or mechanical properties of a safety glazing material in a way not without significance to the function which it is intended to perform in a vehicle. The term also covers the trade names or marks as specified by the holder of the approval.
- 2.10. “**Secondary characteristic**” means a characteristic capable of modifying the optical and/or mechanical properties of a safety glazing material in a way which is of significance to the function which it is intended to perform in a vehicle. The extent of such modification is assessed in relation to the indices of difficulty.
- 2.11. The term “**indices of difficulty**” covers a two-stage grading system applying to the variations observed in practice in each secondary characteristic. A change from index “1” to index “2” indicates the need for additional tests.
- 2.12. “**Windscreen**” means the glazing in front of the driver through which the driver views the road ahead.
- 2.13. “**Developed area of windscreen**” means the minimum rectangular area of glass from which a windscreen can be manufactured.
- 2.14. “**Inclination angle of a windscreen**” means the angle included between on the one hand a vertical line and on the other hand a straight line passing through the top and bottom edges of the windscreen, both lines being contained in a vertical plane containing the longitudinal axis of the vehicle;
- 2.14.1. Measurement of the inclination angle shall be performed on a vehicle standing on level ground, and in the case of a passenger-transport vehicle the vehicle shall be in running order, shall be fully charged with fuel coolant and lubricant, and shall be equipped with tools and the spare wheel or wheels (if they are provided as standard equipment by the vehicle manufacturer); allowance shall be made for the mass of the driver, and also, in the case of a passenger-transport vehicle, for that of one front-seat passenger, the mass of the driver and that of the passenger each being deemed to be 75 +/- 1 kg;
- 2.14.2. Vehicles equipped with hydropneumatic, hydraulic or pneumatic suspension or with a device for automatic adjustment of ground clearance according to load shall be tested in the normal running conditions specified by the manufacturer.
- 2.15. “**Group of windscreens**” means a group comprising windscreens of differing sizes and shapes subjected to an examination of their mechanical properties, their mode of fragmentation and their behaviour in environmental-aggression resistance tests.
- 2.15.1. “**Pane**” means any single piece of glazing other than a windscreen;
- 2.15.1.1. “**Curved pane**” means a pane with a height of segment “h” greater than 10 mm per linear meter;
- 2.15.1.2. “**Flat pane**” means a pane with a height of segment equal to or less than 10 mm per linear meter.

- 2.16. “**Height of segment 'h'**” means the maximum distance, measured at right angles approximately to the glass pane, separating the inner surface of the pane from a plane passing through the ends of the pane (see Annex 17, figure 1).
- 2.17. “**Type of safety glazing material**” means a glazing as defined in paragraphs 2.1. to 2.7. not exhibiting any essential differences, with respect, in particular, to the principal and secondary characteristics defined in Annexes 4 to 12 and 14 to 16;
- 2.17.1. Although a change in the principal characteristics implies that the product is of a new type, it is recognised that in certain cases a change in shape and dimension does not necessarily require a complete set of tests to be carried out. For certain of the tests prescribed in the individual annexes, glazings may be grouped if it is evident that they have similar principal characteristics;
- 2.17.2. Types of glazing exhibiting differences only as regards their secondary characteristics may be deemed to be of the same type. Certain tests may however be carried out on samples of such glazings if the performance of those tests is explicitly stipulated in the test condition;
- 2.17.3. “**Nominal thickness**”: means the manufacturer's design thickness with a tolerance of $\pm (n \times 0.2 \text{ mm})$ where n equals the number of glass layers in the glazing.
- 2.18. “**Curvature 'r'**” means the approximate value of the smallest radius of arc of the windscreen as measured in the most curved area.
- 2.19. “**HIC (Head Injury Criteria)**” value means a value for the characteristics of skull-brain injury arising from the deceleration forces which result from a blunt perpendicular impact with the glazing.
- 2.20. “**Safety glazing material requisite for driver visibility**”
- 2.20.1. “**Safety glazing material requisite for the driver's forward field of vision**” means all the glazing situated in front of a plane passing through the driver's R point and perpendicular to the longitudinal median plane of the vehicle through which the driver can view the road when driving or manoeuvring the vehicle.
- 2.20.2. “**Safety glazing material requisite for the driver's rearward field of vision**” means all glazing situated behind a plane passing through the driver's R point and perpendicular to the longitudinal median plane of the vehicle through which the driver can view the road when driving or manoeuvring the vehicle.
- 2.21. “**Opaque obscuration**” means any area of the glazing preventing light transmission, including any screen-printed area, whether solid or dot-printed, but excluding any shade band.
- 2.22. “**Shade band**” means any area of the glazing with a reduced light transmittance, excluding any opaque obscuration.
- 2.23. “**Transparent area of the windscreen**” means the glazing area contained within the design glass outline, excluding any allowed opaque obscuration (see Annex 18), but including any shade band.

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- 2.24. “**Design glass outline**” means the design maximum unobstructed vehicle aperture designated to be glazed, before the glazing is installed or mounted, including all trims, but excluding obscuration bands.
- 2.25. “**Optical deviation**” means the angle between the true and the apparent direction of a point viewed through the windscreen, the magnitude of the angle being a function of the angle of incidence of the line of sight, the thickness and inclination of the windscreen, and the radius of curvature “r” at the point of incidence.
- 2.26. “**Optical distortion**” means an optical defect in a windscreen that changes the appearance of an object viewed through the windscreen.
- 2.27. “**Secondary image**” means a spurious or ghost image, in addition to the bright primary image, usually seen at night when the object being viewed is very bright in relation to its surroundings, for example, the headlights of an approaching vehicle.
- 2.28. “**Secondary image separation**” means the angular distance between the position of the primary and secondary images.
- 2.29. “**Regular light transmittance**” means light transmittance measured perpendicularly to the glazing.
- 2.30. **Reference Points**
- 2.30.1. “**Eye-Point**” means the “O” Point.
- 2.30.2. “**H Point**” means the pivot centre of the torso and thigh of the 3 DH machine installed in the vehicle seat. The 3 DH machine corresponds to that described in ISO Standard 6549. The coordinates of the H point are determined in relation to the fiducial marks defined by the vehicle manufacturer, according to the three-dimensional system corresponding to ISO Standard 4130 (see Annex 19).
- 2.30.3. “**O Point**” means the point located 625 mm above the R Point of the driver's seat in the vertical plane parallel to the longitudinal median plane of the vehicle for which the windscreen is intended, passing through the axis of the steering wheel.
- 2.30.4. “**R Point or seating reference point**”, means the position of the H point with the driver's seat in the design driving position as defined by the vehicle manufacturer.
- 2.30.5. “**Design seat-back angle**” means the angle between the vertical line through the R point and the torso line defined by the vehicle manufacturer.
- 2.31. “**Sample**” means a specially prepared piece of glazing representative of a finished product or a piece cut from a finished product.
- 2.32. “**Test piece**” means a sample or a finished product of glazing.
- 2.33. “**Type of vehicle**”, as regards the installation of safety glazing, means vehicles belonging to the same category which do not differ in at least the following essential respects:
- (a) The manufacturer;
 - (b) The manufacturer's type designation;
 - (c) Essential aspects of construction and design.”

Paragraph 5.5.1., amend to read (including the deletion of footnote 3/):

- “5.5.1. in the case of a windscreen:
- I for toughened glass**
 - II for ordinary laminated glass**
 - III for treated laminated glass**
 - IV for glass - plastics glazing.”**

Insert new paragraphs 5.5.9. and 5.5.10., to read:

- “5.5.9. **XII in the case of glass-plastic panes other than windscreens.**
- 5.5.10. **/P in the case of a safety glazing made of glass, with a layer of plastics material on its inner face”**

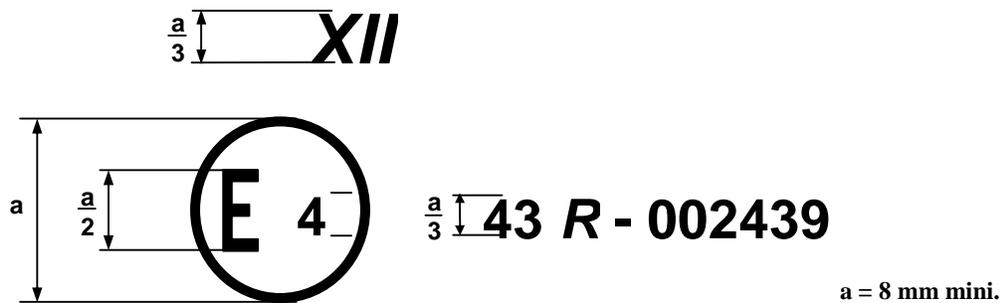
Paragraph 8.1.4.4., should be deleted

Paragraph 8.2.1.1., the table, the complete row “identification of colours”, should be deleted

Paragraph 12, [Transitional provisions to be agreed]

Annex 2, add the following approval mark example, to read:

“Glass-plastic panes other than windscreens



The above approval mark affixed to glass-plastic pane other than a windscreen, shows that the component concerned has been approved in the Netherlands (E 4) pursuant to Regulation No. 43 under approval No. 002439. The approval number indicates that the approval was granted in accordance with the requirements of Regulation No. 43.”

Annex 3

Paragraph 2.1.1.3, figure 1, amend to read:

“

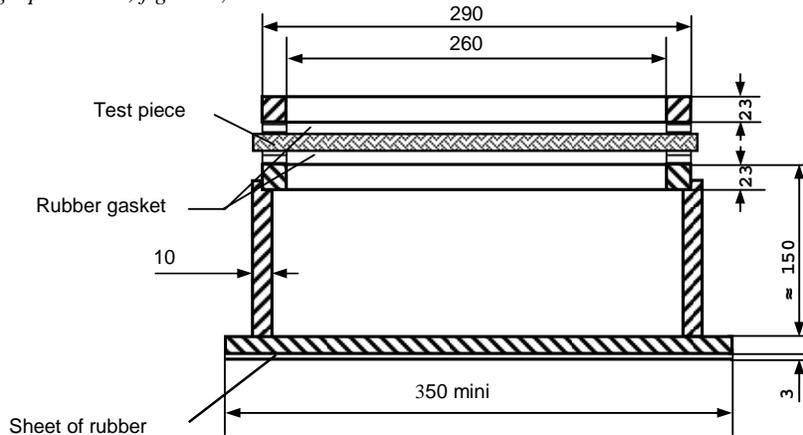


Figure 1: Support for ball tests”

Paragraph 5.3.2., amend to read:

“**5.3.2.** A set of test pieces or samples submitted for approval shall be considered satisfactory from the point of view of the test for resistance to high temperature if all the tests have given a satisfactory result.”

Paragraphs 5.3.2.1. and 5.3.2.2., should be deleted

Paragraphs 6.3.1.1.1. and 6.3.1.1.2., should be deleted

Paragraph 6 3.1.2., amend to read:

“**6.3.1.2.** For windcreens and other glazing located in a position requisite for driving visibility the luminous transmittance must not fall below 70 per cent”

Paragraph 6.3.2., amend to read:

“**6.3.2.** A set of test pieces or samples submitted for approval shall be considered satisfactory from the point of view of the resistance to radiation test if all the tests have given a satisfactory result.”

Paragraphs 6.3.2.1 and 6.3.2.2., should be deleted

Paragraph 7.3.2. amend to read:

“**7.3.2** A set of test pieces or samples submitted for approval shall be considered satisfactory from the point of view of the test for resistance to humidity if all the tests have given a satisfactory result.”

Paragraphs 7.3.2.1. and 7.3.2.2., should be deleted

Paragraph 9.2.6. to 9.2.6.5., amend to read:

“**9.2.6. Interpretation of Results**

A windscreen type shall be considered satisfactory with respect to optical distortion if, in the four samples submitted for testing, optical distortion does not exceed the values given below for each zone or test area.

<i>Vehicle category</i>	<i>Zone or Test Area</i>	<i>Maximum values of optical distortion</i>
M₁ and N (based on an M₁ where the windscreen and seating positions are identical)	A - extended according to para. 9.2.2.1.	2' of arc
	B - reduced according to para. 2.4. of Annex 18	6' of arc
M and N categories other than M₁	I	2' of arc
Agricultural vehicles etc. for which it is not possible to determine zone I	I'	2' of arc

- 9.2.6.1. No measurements shall be made in a peripheral area 25 mm inboard of the design glass outline and of any opaque obscuration, provided that it does not impinge into the extended zone A or zone I.
- 9.2.6.2. For agricultural and forestry tractors and for construction-site vehicles, no measurements shall be made in a peripheral area 100 mm wide.
- 9.2.6.3. In the case of split windscreens, no measurements shall be made in a strip 35 mm from the edge of the windscreen, which is adjacent to the dividing, pillar.
- 9.2.6.4. A maximum value of 6' of arc is permitted for all portions of Zone I or Zone A in a peripheral area 100 mm inboard of the design glass outline.
- 9.2.6.5. Slight deviations from the requirements may be allowed in the reduced test area B according to paragraph 2.4. of Annex 18 provided they are localized and recorded in the report.”

Paragraph 9.3.5. to 9.3.5.5., amend to read

“9.3.5. Interpretation of Results

A windscreen type shall be considered satisfactory with respect to secondary image separation if, in the four samples submitted for testing, separation of the primary and secondary – images does not exceed the values given below for each zone or test area.

<i>Vehicle category</i>	<i>Zone or Test Area</i>	<i>Maximum values of the separation of the primary and secondary images</i>
M₁ and N (based on an M₁ where the windscreen and seating positions are identical)	A - extended according to para. 9.2.2.1.	15' of arc
	B - reduced according to para. 2.4. of Annex 18	25' of arc
M and N categories other than M₁	I	15' of arc
Agricultural vehicles, etc. for which it is not possible to determine zone I	I'	15' of arc

9.3.5.1 No measurements shall be made in a peripheral area 25 mm inboard of the design glass outline and of any opaque obscuration, provided that it does not impinge into the extended zone A or zone I.

9.3.5.2 For agricultural and forestry tractors and for construction-site vehicles, no measurements shall be made in a peripheral area 100 mm wide.

Annex 5

Paragraph 2.3., the table, amend to read:

<i>Kind of glass pane</i>	<i>Number of samples</i>
Flat	4
Curved (minimum radius of curvature ≥ 200 mm)	4
Curved (minimum radius of curvature < 200 mm)	8

Paragraph 2.5.1., amend to read

“2.5.1. For flat glass panes and curved glass panes the points of impact represented respectively in Annex 17, figures 3(a) and 3(b) on the one hand, and in Annex 17, figure 3(c) on the other hand, shall be as follows:

Point 1: In the geometric centre of the glass.

Point 2: For curved glass panes having a minimum radius of curvature “r” of less than 200 mm. The point shall be selected on the largest median in that part of the pane where the radius of curvature is smallest.”

Paragraphs 2.6. to 2.6.2., amend to read:

“2.6. Interpretation of results

2.6.1. A test shall be deemed to have given a satisfactory result if fragmentation satisfies the following conditions:

2.6.1.1. The number of fragments in any 5 cm x 5 cm square is not less than 40.

2.6.1.2. For the purposes of the above rule, a fragment extending across a side of a square shall count as half a fragment.

2.6.1.3. Fragmentation shall not be checked in a strip 2 cm wide round the edge of the samples, this strip representing the frame of the glass; nor within a radius of 7.5 cm from the point of impact.

2.6.1.4. When a fragment extends beyond the excluded area only the part of the fragment falling outside of the area shall be assessed.

2.6.1.5. Fragments of an area exceeding 3 cm² shall not be allowed except in the parts defined in paragraph 2.6.1.3. above.

2.6.1.6. No fragment longer than 100 mm in length shall be allowed except in the areas defined in paragraph 2.6.2.3. provided that:

2.6.1.6.1. Fragment ends do not converge to a point.

2.6.1.6.2. If they extend to the edge of the pane they do not form an angle of more than 45° to it.

2.6.2. A set of samples submitted for approval shall be considered satisfactory from the point of view of fragmentation if three of the four tests carried out at each of the points of impact prescribed in paragraph 2.5.1. above have given a satisfactory result.”

Paragraphs 2.6.2.1. to 2.6.2.3., should be deleted

Paragraph 3.1.3.2., amend to read:

“3.1.3.2 The height of drop (from the underface of the ball to the upper surface of the test piece) shall be 2.0 m $\begin{smallmatrix} +5 \\ -0 \end{smallmatrix}$ mm”

Paragraph 3.1.4.1., amend to read:

“3.1.4.1. The test shall be deemed to have given a satisfactory result if at least five of the test pieces do not break.”

Paragraphs 3.1.4.2. to 3.1.4.2.2., should be deleted

Annex 6

Paragraph 3.2.3.2., amend to read:

“3.2.3.2. A set of samples submitted for approval shall be considered satisfactory from the point of view of the headform test if all the tests give a satisfactory result.”

Paragraphs 3.2.3.2.1. and 3.2.3.2.2., should be deleted

Paragraph 3.3., should be deleted

Paragraph 4.2.3.2., amend to read:

“4.2.3.2. A set of test pieces submitted for approval shall be considered satisfactory from the point of view of the 2,260 g ball test if all the tests give a satisfactory result.”

Paragraphs 4.2.3.2.1 and 4.2.3.2.2., should be deleted

Paragraph 4.3.3.2., the table, amend to read:

Nominal thickness of test piece (mm)	+ 40 ± 2°C		- 20 ± 2°C	
	Height of fall (m)	Maximum permitted mass of the fragments (g)	Height of fall (m)	Maximum permitted mass of the fragments (g)
e ≤ 4.5	9	12	8.5	12
4.5 < e ≤ 5.5	9	15	8.5	15
5.5 < e ≤ 6.5	9	20	8.5	20
e > 6.5	9	25	8.5	25

Paragraph 4.3.4.2., amend to read:

“4.3.4.2. A set of test pieces submitted for approval shall be considered satisfactory from the point of view of the 227 g ball test if at least eight of the tests, carried out at each temperature, give a satisfactory result.”

Paragraphs 4.3.4.2.1. and 4.3.4.2.2., should be deleted

Annex 7

Paragraphs 3. to 3.4.2.2., should be deleted

Paragraphs 4. and 4.1., renumber as paragraphs 3. and 3.1.

Paragraph 4.2., renumber as paragraph 3.2. and amend to read:

“3.2. Number of Test Pieces

Eight flat samples measuring 300 x 300 mm, specially made or cut from the flattest part of a pane shall be tested”

Insert new paragraphs 3.2.1. and 3.2.2., to read:

“3.2.1. Test pieces can alternatively be finished products that may be supported over the apparatus described in paragraph 6.3.1.

3.2.2 If the test pieces are curved, care should be taken to ensure adequate contact with the support.”

Paragraphs 4.3. and 4.3.1., renumber as paragraphs 3.3. and 3.3.1.

Paragraph 4.3.2., renumber as paragraph 3.3.2. and amend to read:

“3.3.2. The height of drop from the underface of the ball to the upper face of the test piece or sample shall be 9 m $\begin{smallmatrix} +25 \\ -0 \end{smallmatrix}$ mm.”

Paragraph 4.4. to 4.4.2., renumber as paragraph 3.4. to 3.4.2. and amend to read:

“3.4 Interpretation of Results

3.4.1. The test shall be considered to have given a satisfactory result if the following conditions are met:

- (a) **The ball does not pass through the test piece.**
- (b) **The laminate shall not break into separate pieces.**
- (c) **At the point immediately opposite the point of impact, small fragments of glass may leave the specimen, but the small area thus affected shall expose less than 645 mm² of reinforcing or strengthening material, the surface of which shall always be well covered with tiny particles of tightly adhering glass. Total separation of glass from the reinforcing or strengthening material shall not exceed 1935 mm² on either side. Spalling of the outer glass surface opposite the point of impact and adjacent to the area of impact is not to be considered a failure.**

3.4.2. A set of test pieces submitted for approval shall be considered satisfactory from the point of view of the mechanical strength test if at least six of the tests give a satisfactory result.”

Paragraphs 4.4.2.1 to 4.4.2.2., should be deleted

Paragraphs 5. to 6., renumber as paragraphs 4. to 5.

Annex 10

Paragraph 3.2.3.2., amend to read:

“3.2.3.2. A set of samples submitted for approval shall be considered satisfactory from the point of view of the headform test if all of the tests give a satisfactory result.”

Paragraphs 3.2.3.2.1. and 3.2.3.2.2., should be deleted

Paragraphs 3.3. to 3.3.3.2.2., should be deleted

Annex 11

Paragraphs 3. to 3.4.2.2., should be deleted

Paragraph 4, renumber as paragraph 3. and amend to read:

**“3. Mechanical Strength Test - 227 g Ball Test
The provisions of Annex 7, paragraph 3, shall apply.”**

Paragraph 4.1 and 4.2, should be deleted

Paragraphs 5. to 8., renumber as paragraph 4. to 7.

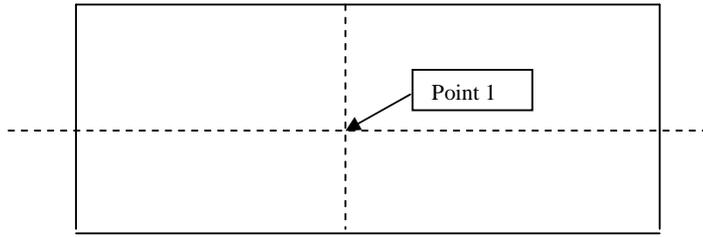
Annex 12, paragraph 3.4.4., amend to read:

“3.4.4 A set of test pieces submitted for approval shall be considered satisfactory with respect to behavior under head impact, if all of the tests give a satisfactory result.”

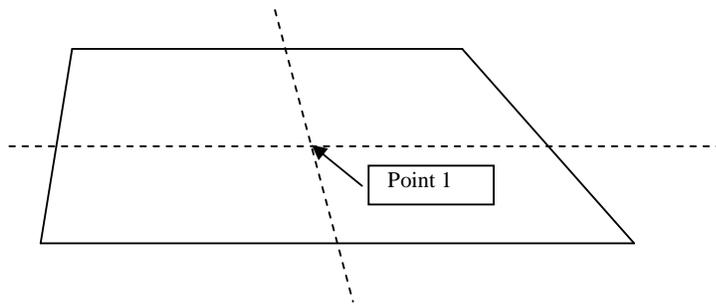
Annex 12, paragraphs 3.4.4.1. and 3.4.4.2, should be deleted

Annex 17, figure 3, amend to read:

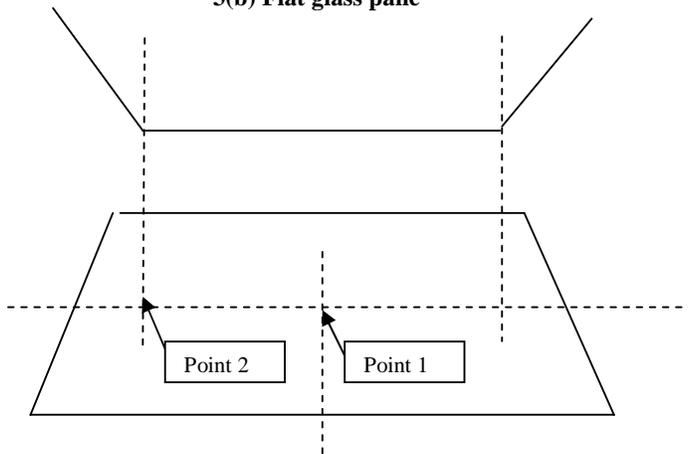
“



3(a) Flat glass pane



3(b) Flat glass pane



3(c) Curved glass pane

Figure 3: Prescribed points of impact for uniformly toughened glass panes”

B. Justification

Introduction

1. The current version of ECE Regulation No. 43 covers a wide range of product and vehicle types ranging from tractors to the largest road vehicles. The gtr is restrictive in terms of the product types included and has not been prepared in a format that can be easily adapted into the current European legislative requirements i.e.

- ECE product type annexes for glazing materials not included in the gtr are: Annex 4 - Toughened glass windscreens and Annexes 14, 15 and 16 covering plastic glazing;
- ECE installation provisions are not covered in the gtr;
- The gtr has no annex covering checks on conformity of production as in ECE Regulations under the 1958 Agreement.

2. This proposal retains the current Regulation No. 43 format appropriate to a “Type Approval” system, and the changes have been kept to the minimum needed to include the technical requirements introduced in gtr No. 6 for safety glazing materials for motor vehicles.

The following documents have been considered in the preparation of this proposal:

- Regulation No. 43/Addendum 42/Revision 2 with the subsequent agreed amendments 1 and 2 and supplements 10,11 and 12;
- gtr No. 6.

3. The references to vehicle category are those used in ECE regulations e.g. M₁, N₁ etc. In the gtr it is Cat 1, 2 etc.

Specific Issues

Definitions:

4. The Regulation No. 43 numbering system has been retained but the new definitions included in the gtr have been added. The definitions resulting from the greater range of glazing types covered by Regulation No. 43 and those that reflect the type approval system have been retained.

Marking Requirements:

5. In this proposal the marking requirements from gtr No. 6 have not been included.

6. As mentioned above the gtr does not cover all the product types for glazing materials included in the current Regulation No. 43 i.e. Annex 4 - Toughened glass windscreens and the Annexes 14, 15 and 16 covering plastic glazing etc. As a result, the symbols used to identify the type of product are different (see table 1 below). The current symbols in Regulation No. 43 have been used for 28 years, are widely accepted and understood. A change is therefore not appropriate.

7. A change from the current meaning of Regulation No. 43 symbols would create confusion in the factories of the glazing and vehicle manufacturers and create unnecessary burden in terms of new artwork and the scrapping of the silk screens used for printing that

are held in stock. An amendment to the gtr before it is applied to align the marking requirements to those in Regulation No. 43 would neither affect the application of the new regulation by new signatories nor by current users.

8. The EU has submitted a proposal to the Executive Committee (AC.3) of the 1998 Global Agreement at its session of June 2009. The proposal has been referred to the Working Party on General Safety for consideration (Article 6 of the 1998 Agreement) – See table 1 below for the suggested changes.

Table 1

Comparison of Regulation No. 43 and gtr No. 6 - Marking Requirements

<i>Glazing Type</i>	<i>Current Regulation No. 43 symbol</i>	<i>Current gtr Symbol</i>	<i>Suggested gtr Symbol</i>
Windscreens – toughened	I	n/a	n/a
Windscreens - ordinary laminated toughened windscreens	II	II	II
Windscreens - treated laminated	III	n/a	n/a
Windscreens - glass-plastic	IV	III	IV
Windscreens - uniformly toughened	VII	n/a	n/a
Windscreens and all glass panes - if faced with plastics material on the inner face - additional symbol	/P	/P	/P
Uniformly toughened - glass panes	no symbol	I	no symbol
Glazing other than windscreen having a regular light transmittance of <70% - additional symbol	V	RLT	V
Double glazed units	VI	V	VI
Rigid plastic glazing	VIII	n/a	n/a
Flexible plastic glazing	IX	n/a	n/a
Rigid plastic double glazing units	X	n/a	n/a
Laminated -glass panes other than windscreens	Suppl.12:XI	IV	XI
Glass-plastic - panes other than windscreens	no symbol	VI	XII
	Future: XII*		

* The XII symbol is introduced with this amendment

Sample and Test Requirements:

9. Glazing manufacturers must obtain certification for each product type using an accredited national test authority. In the case of material tests, e.g. Resistance to humidity and abrasion resistance, test pieces for each type are submitted for testing.

10. For the headform and fragmentation tests, the samples are selected on a worst-case basis from the glazing parts that represent the extremes in terms of size, shape and curvature.

11. A good example is Annex 13, which covers the grouping and selection of windscreens for the headform test on laminated windscreens. The testing of each windscreen produced would result in very high costs, not only in terms of the testing, but also the cost of the windscreens tested and the high cost of manufacturing a peripheral support frame. The gtr does not indicate what has to be tested.

12. Additionally, the current version of Regulation No. 43 contains provisions for retesting. In all cases, however, a retest is only carried out if the initial test results in one failure i.e. if the initial samples have all given a satisfactory result, this equates to a 100 per cent pass rate.

13. The gtr contains no provisions for a retest.

14. The CLEPA proposal follows the criteria contained with the gtr with two exceptions:

(a) Laminated Windscreens – Headform Test

The CLEPA proposal is to retain the current requirements of Regulation No. 43 that include Annex 13, which covers the grouping and selection of windscreens for testing.

Additionally the gtr specifies that eight windscreens must be tested with an allowance of one failure. The CLEPA proposal is that four windscreens should be tested and that all must give a satisfactory result.

(b) Laminated Windscreens - 226 Kg Ball

The CLEPA proposal follows Regulation No. 43. It is not necessary to test more than six test pieces if the pass rate is set at 100 per cent. The gtr specifies 12 test pieces with one failure allowed.

The revision of the Annexes 4 (Toughened Windscreens) and 14, 15 and 16 (Plastic Glazing):

15. As detailed above these glazing products are not included in the gtr and as such it is not necessary to change the current Regulation No. 43 requirements.

16. However, the gtr does not recognize a retest procedure. Some of the requirements cross reference to the tests in Annex 3 where the retest procedure has to be deleted in accordance with the gtr requirements.