

Proposal for draft corrigendum 2 to Global Technical Regulation 6 - Safety Glazing Materials for motor vehicles and motor vehicle equipment

I. Proposal

Part B, paragraph 2., Application/Scope, amend to read:

"2. This regulation applies to safety glazing intended for installation as windscreens or ~~panes use of double windows panes, each pane is considered a separate item of glazing panes~~ on Category 1 and 2 vehicles as defined in Special Resolution No. 1 (S.R.1) concerning the Common Definitions of Vehicle Categories, Masses and Dimensions, to the exclusion however of glazing for lighting and light-signalling devices and instrument panels, and of bullet resistant glazing. In the case of double windows, each pane is considered a separate item of glazing."

Part B, paragraph 6.3.2.3., amend to read:

"6.3.2.3. The point of impact shall be within 25 mm of the **geometric** centre of the **test piece supported area** for a drop height less than or equal to 6 m, and within 50 mm of the centre of the ~~supported area~~ **test piece** for a drop height greater than 6 m."

II. Justification

For scope:

We think there is an obvious mistake in the scope. When reading part A of the gtr, one understands the intention is not to apply the gtr only to windscreens and double window panes. Also scopes of UN Regulation No. 43 and other regional/national regulations used as basis for the gtr are wider.

For paragraph 6.3.2.3.:

Corrigendum of the gtr with respect to its technical rationale (impact test procedure same as ISO 3537/ UN R43).
