

Transmitted by the representatives of EC, Japan
and the United States of America

143rd WP.29, agenda item 18.2.,

Proposal of Amendments to the preamble of the safety glazing gtr.

A. STATEMENT OF TECHNICAL RATIONALE AND JUSTIFICATION

Paragraph 2, subparagraph (c), the last paragraph, replace with:

.....Therefore the higher height of 4.0 m was selected for inclusion in the gtr.

The assessment of the ability of a laminated windscreen to absorb impact energy is a significant feature in relation to the safety of vehicle occupants. The purpose of both the large ball test currently specified in the FMVSS, the UNECE and the Japanese safety regulation and the “head-form” test currently specified in the Japanese and the UNECE regulations is to ensure that the vehicle windscreen remains sufficiently intact to reduce the chance of occupant ejection, without being so stiff as to cause serious injury during a frontal crash. Both of these tests continue to serve an important purpose in regulations by supplementing the protection afforded by newer requirements such as the introduction of airbags, the requirements for a frontal crash test and increased seat belt use. However, given that these tests have been mandated for decades and in many cases before the additional tests for frontal crash protection were mandated, it is difficult to quantify and correlate the benefits of these tests to real world performance. For example, contracting parties that have not mandated the head-form test could not justify imposing regulatory costs in light of the unquantified benefits. On the other hand, contracting parties that have mandated the head-form test could not justify deleting it, since they could be losing benefits even if those benefits are difficult to quantify. Accordingly, GRSG agreed to recommend that each contracting party to the 1998 Agreement may decide whether to apply the head-form test in its national/regional law.

(d) Optical properties

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