



## Economic and Social Council

Distr.: General  
21 December 2010  
English  
Original: English and French

---

### Economic Commission for Europe

#### Inland Transport Committee

#### World Forum for Harmonization of Vehicle Regulations

##### 153<sup>rd</sup> Session

Geneva, 8–11 March 2011

Item 14.1 of the provisional agenda

**Consideration and vote by AC.3 of draft**

**global technical regulation and/or draft**

**amendments to established global technical regulations**

### **Report on the proposal of Amendment 1 to global technical regulation No. 6 (Safety glazing)**

#### **Submitted by the Working Party on General Safety Provisions\***

The text reproduced below was adopted by the Working Party on General Safety Provisions (GRSG) at its ninety-ninth session. It is based on document ECE/TRANS/WP.29/GRSG/2010/32, as amended by paragraph 36 to the report. It is submitted to the World Forum for Harmonization of Vehicle Regulations (WP.29) and to the Executive Committee (AC.3) for consideration (ECE/TRANS/WP.29/GRSG/78, para. 36).

---

\* 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. Introduction

1. The objective of this proposal is to amend global technical regulation (gtr) No. 6 regarding safety glazing materials for motor vehicles and motor vehicle equipment (hereafter, safety glazing materials).
2. The technical provisions of gtr No. 6 are intended to ensure a good view of the road to the driver of a vehicle without causing distortion of his vision. It also ensures that objects or stones thrown against the glazing do not penetrate with a high speed into the occupant compartment and that the occupants are not ejected through the windscreen in the event of a crash.
3. The draft global technical regulation on safety glazing materials (ECE/TRANS/WP.29/2008/47) was established in the Global Registry on 12 March 2008 by consensus of the Contracting Parties and published under the reference ECE/TRANS/180/Add.6 and its Appendix 1.
4. At the March 2008 session of the Executive Committee of the 1998 Agreement (AC.3), the European Union as a Contracting Party voted in favour of establishing that global technical regulation.
5. As of 19 November 2008, the European Commission started consultations with a view to including the technical provisions of gtr No. 6 into UNECE Regulation No. 43. As part of its policy of simplification of the legislation of the European Union in the field of the automotive sector, Directive 92/22/EEC on safety glazing materials will be repealed from 1 November 2014 and the requirements of Regulation No. 43, as amended, will be made mandatory.
6. On 2 April 2009, the European Association of Automotive Suppliers (CLEPA) and the association Glass for Europe (GFE, ex-GPVP, Association of Flat Glass manufacturers) which includes major companies active in the automotive sector - AGC Glass Unlimited, Pilkington NSG Group flat glass business, Saint-Gobain Glass, SISECAM, together with Guardian Europe - drew the attention of the European Commission on the consequences for the glass industry of transferring certain requirements of gtr No. 6 into UNECE Regulation No. 43.
7. In particular, the key-issue, which was identified by the industry, regarding the general requirements on markings included in paragraph 4 of Part B of gtr No. 6. A practical consequence for the industry would be the need for changing most of the markings that identify the nature of the glass.
8. In that respect, the requirements of gtr No. 6 differ significantly from Regulation No. 43, which is currently in use in many Contracting Parties and in particular in the 27 Member States of the European Union.
9. The marking in question identifies the nature and the main characteristics of the safety glazing material by a roman figure and additional symbol(s). It allows a clear identification of the products installed on a vehicle, which facilitates checks by the governmental authorities in charge of vehicle type-approval or registration of vehicles. These practices are in place in Europe for decades and have proved to work to the satisfaction of the authorities.
10. On these grounds the group of experts who prepared the draft proposal on safety glazing materials decided to include a similar nomenclature in the proposal for a gtr. The logic of the sequence of numbers was at that time recognized and agreed.

11. The main identifier used for the nature of the safety glazing is the roman figure at the beginning of the marking. In Contracting Parties applying Regulation No. 43, the roman figure supplements the type-approval number reflecting the approval granted to a type of the safety glazing material (see a typical example in Annex I to ECE/TRANS/WP.29/AC.3/27).
12. The assessment of the technical requirements included in gtr No. 6 compared to the current version of Regulation No. 43 is that there are only a small number of technical changes to be brought to the current legislation. As a consequence and from the practical point of view, safety glazing materials manufacturers would have just to update their approvals after gtr No. 6 has been transposed into UNECE Regulation No. 43. In most cases, it would be sufficient to update technical documentation, operation that does not lead either to a change in the type-approval number nor in markings to be put on glass panes or windscreens.
13. With respect to the production process, no change in the marking of the products would thus be necessary, which in turn means no change in the production tools.
14. However, if the nomenclature of the materials used for safety glazing would have to be changed, because of the transposition of the gtr into UNECE Regulation No. 43, most of the markings would be affected with the major consequence that a huge number of adaptations of the production tooling would have to be made, which would lead to high costs for benefit in no respects.
15. In addition, the fact of having different markings for the same physical product would be confusing.
16. When considering the arguments presented by the professional associations of the sector, the European Union took into account that none of the transposition of gtr No. 6 were completed at that time. The European Union felt therefore comfortable with the assumption that changes in the production process were not yet planned, which gives the Contracting Parties sufficient time for reviewing the nomenclature of the codification system.
17. Based on the above, the European Union decided to submit a proposal to AC.3 with a view to amend the markings in gtr No. 6.

## **B. History of the file**

18. The proposal to develop an amendment to gtr No. 6 was first submitted to AC.3 for due consideration during the 148<sup>th</sup> Session of WP.29 (23 - 26 June 2009) as informal document No. WP.29-148-09.
19. On 28 August 2009, this document became ECE/TRANS//WP.29/2009/125 and was submitted to AC.3 for consideration by virtue of paragraph 6.4. of the Agreement.
20. AC.3 agreed to develop this amendment (ECE/TRANS/WP.29/AC.3/27) and requested GRSG to draft the technical content of the proposal as well as the draft technical report.
21. During the 150<sup>th</sup> Session of the WP.29 (9-12 March 2010) the Chair of the GRSG informed that the proposal would be considered by GRSG at its ninety-eighth session, (3 to 7 May 2010).
22. ECE/TRANS/WP.29/AC.3/27 was discussed during the GRSG meeting on 4 May 2010. It was supported by the experts from Canada, the Democratic People's Republic of China, Korea, India, Japan, the Russian federation and the United-States of America.

GRSG invited the expert from the European Commission to prepare a formal proposal with a draft report for consideration by GRSG at its ninety-ninth session.

[23. GRSG adopted ECE/TRANS/WP.29/GRSG/2010/31 as well as this report at its ninety-ninth session and agreed to submit it for consideration by WP.29 and AC.3 at their March 2011 session]

### **C. Content of the proposal**

24. The unique change consists in amending paragraph 4.1.2. on identification marks

25. In its proposal, the European Commission paid special attention to minimize the number of changes as far as possible. A meaningful example is given in Annex I to ECE/TRANS/WP.29/AC.3/27 to illustrate the change in the marking of tempered glass panes which would be necessary.

26. To sum up, the purpose of this proposal is to suggest adopting a revised nomenclature in Paragraph 4 of Part B of gtr No. 6, Paragraph 4.1.2 "Identification marks", which would bring them in line with the current system in use for safety glazing materials that comply with UNECE Regulation No. 43.

27. No change to the current markings would therefore be required from the Contracting Parties applying UNECE Regulation No. 43.

---