PROPOSAL FOR DRAFT AMENDMENTS TO REGULATION No. 43

(Safety glazing)

Submitted by the expert from Belgium

Note: The text reproduced below was prepared by the expert from Belgium proposing to align the requirements for the windscreen that can be installed on vehicles that could be type approved as vehicles of both, M₁ and N₁, category ("M₁ + N₁"). The text is based on informal document No. GRSG-90-23, distributed during the ninetieth GRSG session (ECE/TRANS/WP.29/GRSG/69, para. 41). The modifications to the current text of the Regulation are marked in **bold** characters.

Note: This document is distributed to the Experts on General Safety Provisions only.
A. PROPOSAL

Annex 3.

Paragraph 9.1.2.2., amend to read:

"9.1.2.2. For windscreens of M₁ vehicles and of "M₁+N₁" vehicles (only for N₁ vehicles with identical seating position and with the same installation for an identical windscreen as the equivalent M₁ vehicle) 8/, the test shall be carried out in test area B defined in Annex 18, paragraph 2.3., excluding any opaque obscuration impinging on it.

For windscreens of other categories …."

Paragraph 9.2.2.1., amend to read:

"9.2.2.1. For windscreens of M₁ vehicles and of "M₁+N₁" vehicles (only for N₁ vehicles with identical seating position and with the same installation for an identical windscreen as the equivalent M₁ vehicle), in test area A, extended to the median plane of the vehicle, and in the corresponding part of the windscreen symmetrical to it about the longitudinal median plane of the vehicle, and also in the reduced test area B according to paragraph 2.4. of Annex 18."

Paragraph 9.2.2.2., amend to read:

"9.2.2.2. For windscreens of other categories of vehicles, in zone I as defined in paragraph 9.2.5.2. of this annex."

Paragraph 9.2.5.1., amend to read:

"9.2.5.1. Zones A and B of windscreens for vehicle category M₁ and "M₁+N₁" (only for N₁ vehicles with identical seating position and with the same installation for an identical windscreen as the equivalent M₁ vehicle) are defined in Annex 18 to this Regulation."

Paragraph 9.2.5.2., amend to read:

"9.2.5.2. Zones of windscreens for other categories of vehicles are defined on the basis of:"

Paragraph 9.2.6., the table, the text in the second row of the first column, amend to read:

"M₁ and "M₁+N₁" (only for N₁ vehicles with identical seating position and with the same installation for an identical windscreen as the equivalent M₁ vehicle)".

Paragraph 9.2.6., the table, the text in the third row of the first column, amend to read:

"Other categories of vehicles".
Paragraph 9.3.5., the table, the text in the second row of the first column, amend to read:

"M\textsubscript{1} and "M\textsubscript{1}+N\textsubscript{1}" (only for N\textsubscript{1} vehicles with identical seating position and with the same installation for an identical windscreen as the equivalent M\textsubscript{1} vehicle)".

Paragraph 9.3.5., the table, the third row of the first column, amend to read:

"Other categories of vehicles".

B. JUSTIFICATION

In 2000, Belgium was chairing the informal group, which elaborated a proposal for draft amendments to Regulation No. 43. This proposal was on the basis of Supplement 6 to the Regulation and it entered into force in 2001. During the elaboration of the proposal, the core discussion was concerning the permitted impingements in the test area B of windscreens for M\textsubscript{1} category vehicles. At that time, the same type of a windscreen was not commonly used on both vehicle categories M\textsubscript{1} and N\textsubscript{1}.

Since then, many vehicles are available in the market which might be classified as a "combined" vehicle category "M\textsubscript{1} + N\textsubscript{1}", the same type of vehicle being used for transportation of passengers or goods and which can be designated as M\textsubscript{1} or N\textsubscript{1} category vehicle.

Type approval authorities face a problem in cases when the same type of a windscreen can be type approved for installation on M\textsubscript{1} category vehicles but cannot be type approved, due to the opaque obscuration impingements, for installation on the same vehicle type, which is designated as N\textsubscript{1} category vehicle.

Therefore, this proposal aims to solve the problem in the cases when a vehicle type, being designated as M\textsubscript{1} or N\textsubscript{1} vehicle, has exactly the same installation position of exactly the same windscreen type in the body and when the seat position is the same, inferring exactly the same visibility zones drawing on the windscreen.