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Item 2.3. of the provisional agenda

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 windscreens 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 windcreens of M_1 vehicles **and of " M_1+N_1 " vehicles (only for N_1 vehicles with identical seating position and with the same installation for an identical windscreen as the equivalent M_1 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 windcreens of other categories "

Paragraph 9.2.2.1., amend to read:

"9.2.2.1. **For windcreens of M_1 vehicles and of " M_1+N_1 " vehicles (only for N_1 vehicles with identical seating position and with the same installation for an identical windscreen as the equivalent M_1 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 **windcreens 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 windcreens for vehicle category M_1 **and " M_1+N_1 " (only for N_1 vehicles with identical seating position and with the same installation for an identical windscreen as the equivalent M_1 vehicle)** are defined in Annex 18 to this Regulation."

Paragraph 9.2.5.2., amend to read:

"9.2.5.2. Zones of windcreens 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:

" M_1 and " M_1+N_1 " (only for N_1 vehicles with identical seating position and with the same installation for an identical windscreen as the equivalent M_1 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:

"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 9.3.5., 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 M₁ category vehicles. At that time, the same type of a windscreen was not commonly used on both vehicle categories M₁ and N₁.

Since then, many vehicles are available in the market which might be classified as a "combined" vehicle category "M₁ + N₁", the same type of vehicle being used for transportation of passengers or goods and which can be designated as M₁ or N₁ category vehicle.

Type approval authorities face a problem in cases when the same type of a windscreen can be type approved for installation on M₁ category vehicles but cannot be type approved, due to the opaque obscuration impingements, for installation on the same vehicle type, which is designated as N₁ category vehicle.

Therefore, this proposal aims to solve the problem in the cases when a vehicle type, being designated as M₁ or N₁ 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.
