

Proposal for draft amendments to Regulation No. 43
(Safety glazing materials)

Note: The text reproduced below was prepared by the expert from France based on documents ECE/TRANS/WP.29/GRSG/2006/27, GRSG-91-18 and Regulation No. 43 as last amended (modifications are in **bold**).

A. PROPOSAL

Annex 3,

Paragraph 9.1.2.2., amend to read:

"9.1.2.2. For the windscreens of M₁ vehicles **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 the windscreens of N₁ vehicles the same test may be carried out either in test area B defined in annex 18, paragraph 2.3., excluding any opaque obscuration impinging on it or in the zone I defined in paragraph 9.2.5.2.3. of this annex.

For windscreens of other categories of vehicles, the test shall be carried out in the zone I defined in paragraph 9.2.5.2.3. of this annex.

8/ As defined in Annex 7 to the Consolidated Resolution on the Construction of Vehicles (R.E.3), (document TRANS/WP.29/78/Rev.1/Amend.2 as last amended by Amend.4"

Paragraph 9.2.2.1., remains unchanged regarding Regulation No. 43 as last amended:

"9.2.2.1. For vehicle category M₁ 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 vehicles of categories M and N other than M₁, ~~in zone I as defined in paragraph 9.2.5.2. of this annex:~~

- (a) **in zone I as defined in paragraph 9.2.5.2. of this annex for M₂, M₃, N₂ and N₃ vehicles**
- (b) **either in zone I as defined in paragraph 9.2.5.2. of this annex or 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 for N₁ vehicles."**

Paragraph 9.2.5.1., amend to read:

"9.2.5.1. Zones A and B of windscreens for vehicle category M₁ **and** N₁ are defined in annex ~~15~~ **18** to this Regulation."

Paragraph 9.2.5.2., remains unchanged regarding Regulation No. 43 as last amended

"9.2.5.2. Zones of windscreens for vehicles of categories M and N other than M₁ are defined on the basis of:"

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

"M₁ **and** N₁"

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

"**M and N** ~~Other categories of vehicles~~ **other than M₁**"

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

"M₁ **and** N₁"

Paragraph 9.3.5., in the first column of the table, third row, remains unchanged regarding Regulation No. 43 as last amended

"M and N categories other than M₁"

Annex 18, the title, amend to read:

"PROCEDURE FOR DETERMINING TEST AREAS ON WINDSCREENS OF ~~M1~~
~~CATEGORY~~ VEHICLES IN RELATION TO THE 'V' POINTS"

B. JUSTIFICATION

Supplement 6 of Regulation No. 43 was adopted in 2001. When preparing the changes through a working group, chaired by Belgium, the core discussion was concerning the permitted impingements in the test area B of windscreens for M1 category vehicles. Since then, ~~many vehicles of the N1 category came on the market with a classification as "M1 + N1"~~, the same type of vehicle being used for the transportation of persons or for the transportation of goods **came on the market**.

The approval authorities face a problem as far as it happens that a windscreen can be certified when installed on a M1 category vehicle and cannot be certified for the same vehicle categorized as N1 because of the opaque obscuration impingements.

The proposal intends to introduce for vehicles of N1 category the possibility to be fitted with windscreens complying either with M1 requirements or with current N1 requirements.
