



# Economic and Social Council

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## Economic Commission for Europe

### Inland Transport Committee

### World Forum for Harmonization of Vehicle Regulations

#### Working Party on General Safety Provisions

#### 106<sup>th</sup> session

Geneva, 5–9 May 2014

Item 4 of the provisional agenda

#### Regulation No. 43 (Safety glazing)

### **Proposal for Supplement 3 to the 01 series of amendments to Regulation No. 43 (Safety glazing)**

#### **Submitted by the expert from the International Organization of Motor Vehicle Manufacturers\***

The text reproduced below was prepared by the expert from the International Organization of Motor Vehicle Manufacturers (OICA) to avoid administrative burdens on small glazing that is not required for the driver's forward or rearward field of vision. The modifications to the current text of UN Regulation No. 43 are marked in bold for new or strikethrough for deleted characters.

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\* In accordance with the programme of work of the Inland Transport Committee for 2012–2016 (ECE/TRANS/224, para. 94 and ECE/TRANS/2012/12, 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.

## I. Proposal

*Paragraph 1.*, amend to read:

"1. Scope

This Regulation applies to:

- (a) Safety glazing materials intended for installation as windscreens or other panes, or as partitioning, on vehicles of category L with bodywork, M, N, O, and T<sup>1</sup>;
- (b) Vehicles of category M, N and O with regard to the installation of these materials;

In both cases to the exclusion of:

- (i) Glazing for lighting and light-signalling devices, ~~and~~ instrument panels, ~~of~~ special bullet-proof glazing and ~~of~~ double-windows;
- (ii) **Small plastic glazing that is not required for either the driver's forward or rearward field of vision.**"

*Insert a new paragraph 2.37.*, to read:

"2.37. **"Small glazing" is a pane having an area of less than [200] cm<sup>2</sup> and within which it is not possible to inscribe a circle having a diameter of 150 mm.**"

*Annex 14, paragraph 4.3.4.*, amend to read:

"4.3.4. For glazing which do not have contact possibilities, as well as for small ~~windows glazing in vehicles~~ and for all windows in trailers (classification VIII/C), there will be no headform testing. ~~A small window is a window into which a 150 mm diameter circle cannot be scribed.~~"

*Annex 16, paragraph 4.3.4.*, amend to read:

"4.3.4. For glazing which do not have contact possibilities, ~~such as windows in trailer caravans~~ as well as for small windows **glazing and for [all] windows in trailer caravans** there will be no headform testing. ~~A small window is a window into which a 150 mm diameter circle cannot be scribed.~~"

## II. Justification

1. The existing notion of small glazing that is defined in Annexes 14 and 16 is relocated into paragraph 2. on definitions, and supplemented: Small glazing criteria would include a maximum surface value to avoid any deviation from the initial idea.
2. Due to their size (200 cm<sup>2</sup> in total) small glazing is already exempted from the head impact test as it does not represent any passive safety issue. The proposed value of 200 cm<sup>2</sup> is subject to discussion.
3. In addition, small plastic glazing not required for the driver's forward and rearward field of vision does not represent any active safety issue as it is set for pure styling or compartment lighting purposes. The proposal can be synthesized with the following matrix:

**Matrix of mandatory approval according to UN Regulation No. 43**

<i>Scope of UN Regulation No. 43</i>	<i>Glazing requisite for driver forward vision</i>	<i>Glazing requisite for driver rear vision</i>	<i>Glazing not required for driver forward or rear vision</i>
Normal size plastic glazing	YES	YES	YES
Small plastic glazing	YES	YES	NO