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**Economic Commission for Europe****Inland Transport Committee****World Forum for Harmonization of Vehicle Regulations****Working Party on General Safety Provisions****112th session**

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Item 15 of the provisional agenda

**Global Technical Regulation No. 6 (Safety glazing)****Proposal for Corrigendum 2 to Global Technical Regulation No. 6  
(Safety glazing)****Submitted by the expert from the Republic of Korea\***

The text reproduced below was prepared by the expert from the Republic of Korea, on behalf of the Informal Working Group (IWG) on Panoramic Sunroof Glazing (PSG), to correct an error in the scope and to clarify the technical rationale of the UN Global Technical Regulation (GTR) No. 6 on safety glazing. It is based on informal document GRSG-111-34 distributed during the 111th session of the Working Party on General Safety Provisions (GRSG) (see report ECE/TRANS/WP.29/GRSG/90, para. 56). The modifications to the current text of UN GTR No. 6 are marked in bold characters for new and strikethrough for deleted characters.

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\* In accordance with the programme of work of the Inland Transport Committee for 2016–2017 (ECE/TRANS/254, para. 159 and ECE/TRANS/2016/28/Add.1, cluster 3.1), 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

*Part B, paragraph 2., Application/Scope, correct to read:*

"2. This regulation applies to safety glazing intended for installation as windscreens or **panes or as partitioning**, ~~use of double windows panes, each pane is considered a separate item of glazing panes~~ on Category 1 and 2 vehicles as defined in Special Resolution No. 1 (S.R.1) concerning the Common Definitions of Vehicle Categories, Masses and Dimensions, to the exclusion however of glazing for lighting and light-signalling devices and instrument panels, and of bullet resistant glazing. In the case of double windows, each pane is considered a separate item of glazing."

*Part B, paragraph 6.3.2.3., correct to read:*

"6.3.2.3. The point of impact shall be within 25 mm of the **geometric** centre of the **test piece supported area** for a drop height less than or equal to 6 m, and within 50 mm of the centre of the ~~supported area~~ **test piece** for a drop height greater than 6 m."

## II. Justification

1. The IWG on PSG is of the opinion that there is an obvious mistake in the scope. When reading part A of UN GTR No. 6, one understands the intention is not to apply the GTR only to windscreens and double window panes. Also scopes of UN Regulation No. 43 and other regional/national regulations used as a basis for the GTR are broader.

2. For paragraph 6.3.2.3., the IWG on PSG agreed to submit a Corrigendum to the GTR to correct the technical rationale (the impact test procedure shall be the same as in UN Regulation No. 43 or in standard ISO 3537 of the International Organization for Standardization (ISO)).

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