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## Economic Commission for Europe

### Inland Transport Committee

### World Forum for Harmonization of Vehicle Regulations

#### 176th session

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Item 18.3 of the provisional agenda

**Progress on the development of new UN GTRs  
and of amendments to established UN GTRs:**

**UN GTR No. 6 (Safety Glazing)**

## **Request for authorization to develop an amendment to UN Global Technical Regulation No. 6 (Safety Glazing)**

### **Submitted by the representative of India\***

The text reproduced below was submitted by the representative of India to adapt the UN Global Technical Regulation (UN GTR) No. 6 to the technical progress. It is based on informal document WP.29-175-30 distributed at the 175th session of the World Forum for Harmonization of Vehicle Regulations (WP.29). It is submitted to the WP.29 and to the Executive Committee of the 1998 Agreement (AC.3) for consideration at their November 2018 sessions.

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\* In accordance with the programme of work of the Inland Transport Committee for 2018–2019 (ECE/TRANS/274, para. 123 and ECE/TRANS/2018/21/Add.1, Cluster 3.1), the World Forum will develop, harmonize and update UN regulations in order to enhance the performance of vehicles. The present document is submitted in conformity with that mandate.

## **Request for authorization to develop an amendment to UN Global Technical Regulation No. 6 (Safety Glazing)**

### **A. Objective**

1. The objective of this proposal is to develop, in the framework of the 1998 Agreement, an amendment to UN Global Technical Regulation (UN GTR) No. 6 on Safety Glazing to adapt the Regulation to technical progress by providing optional use of thinner laminated-glass panes meeting mechanical strength requirements in front, exterior, forward-facing glazing of upper deck of double decked buses instead of laminated windscreen.

### **B. Background**

2. UN GTR No. 6 on Safety Glazing and door retention components was established in the Global Registry on 12 March 2008.

3. Amendment 1 to UN GTR No. 6 with adaptations to technical progress, notably concerning modifications of identification marks for windscreens, was established in the Global Registry on 9 March 2011.

4. In the 114th session of GRSG (9-13 April 2018), the expert from Finland introduced ECE/TRANS/WP.29/GRSG/2018/7, proposing optional use of thin and light weight laminated-glass panes for upper deck of double decked buses after complying mechanical strength tests, however exempting light transmission test. The proposal also included laminated-glass panes to have separate identification mark of "XI/D". Based on discussions GRSG adopted the revised proposal. The secretariat was requested to submit revised ECE/TRANS/WP.29/GRSG/2018/7 to WP.29 and AC.1, for consideration and vote at their Nov 2018 sessions as draft Supplement 8 to the 01 series of amendments to UN Regulation No. 43 (Safety glazing).

5. The above mentioned amendment is based on the corresponding specifications for laminated glass panes as encompassed in UN Regulation No. 43. These prescriptions also exist in UN GTR No. 6. Presently both of these regulations UN Regulation No. 43 and UN GTR No. 6 does not allow laminated glass panes to be used for front of upper deck of double decked buses.

6. The supplemental provisions in UN Regulation No. 43 provide appropriate means to allow laminated glass panes to be used for front of upper deck of double decked buses. Therefore it is considered appropriate to integrate these provisions in UN GTR No. 6 as well.

### **C. Subject of amendment**

7. The amendment to UN GTR No. 6 shall include:

- (a) Amendment of Part A - Statement of technical rationale and justification;
- (b) Amendment of Part B - Text of the global technical regulation, in particular:
  - (i) Addition of identification mark of "/D" in clause 4.1.2.3. to indicate it is mechanically enhanced laminated glass panes meeting 2260 g ball test and the headform test;
  - (ii) Amendment in paragraph 5 table containing list of tests for addition of above tests for laminated glass panes and footnote thereof for clarity on applicable tests;

- (iii) Modification of text in clauses 5.5.3.2. Head-form test and addition of requirements for 2260 g ball test in clause 5.5.
- (c) Any further refinements or corrections as deemed appropriate.

#### **D. Organization of process and timeline**

8. The proposal will be drafted by the experts from India. The amendments to the proposal will be developed in cooperation with all interested GRSG experts and agreed via e-mail communications. The meetings of interested experts are not planned, but will be organized, if necessary.
  9. The proposed action plan:
    - (a) October 2018: Introduction and consideration of the proposal (informal document) at the 115th GRSG session;
    - (b) April 2019: Consideration of the final proposal and its possible adoption at the 116th GRSG session;
    - (c) June 2019: Adoption of the proposal by AC.3, if no remaining issues had existed;
    - (d) November 2019: Adoption of the proposal by AC.3, if all remaining issues had been solved.
  10. The progress of works will be reported to AC.3 at its March 2019 and November 2019 sessions.
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