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Item 6(b) of the provisional agenda

Amendments to safety glazing regulations:

UN Regulation No. 43 (Safety glazing)

Proposal for Supplement 9 to the 01 series of amendments to UN Regulation No. 43 (Safety glazing)

Submitted by the expert from France*

The text reproduced below was prepared by the expert from France to amend the test requirements for resistance to simulated weathering. It is based on informal document GRSG-115-09, presented at the 115th session of the Working Party on General Safety Provisions (GRSG) (see report ECE/TRANS/WP.29/GRSG/94, para. 19). The modifications to the current text of UN Regulation No. 43 are marked in strikethrough characters.

* 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 to enhance the performance of vehicles. The present document is submitted in conformity with that mandate.



I. Proposal

Annex 3, paragraph 6.4.1.3., amend to read (remove second sentence):

"6.4.1.3. Procedure

Measure, according to paragraph 9.1. of this annex the luminous transmission of the test specimen(s) to be exposed. ~~Measure, according to paragraph 4 of this annex, the resistance to abrasion of the surface(s) of the control piece(s).~~ That face of each test pieces, which would represent the surface glazed to the exterior of the road vehicle, shall face the lamp. Other exposure conditions shall be as follows:

....."

II. Justification

The test requirements for abrasion (Annex 3, para 4.) and for resistance to simulated weathering (Annex 3, para. 6.) have to be clearly separated. The measurement of abrasion according to the current procedure seems to bring no added value for resistance to simulated weathering and is not referred to in the test result evaluation (para. 6.4.1.4.). The interpretation of the results of weathering tests in Annexes 14–19 include only light transmittance limits and visual inspection but not light scatter limits, which are measured after the abrasion test.
