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PROPOSAL FOR DRAFT AMENDMENTS TO REGULATION No. 43
(Safety glazing)

Transmitted by the Expert from European Association
of Automotive Suppliers (CLEPA)

Note: The text reproduced below was prepared by the expert from CLEPA in order to modify the proposal of document TRANS/WP.29/GRSG/1999/12/Rev.1 to which it refers. This document is based on a document distributed without a symbol (informal document No. 13) during the seventy-ninth session (TRANS/WP.29/GRSG/58, para. 49).

Note: This document is distributed to the Experts on General Safety Provisions only.

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A. PROPOSAL

Paragraph 2.18.2, amend to read:

"2.18.1. "Other safety glazing requisite for driver visibility" means all glazing in the rearward field of view of the driver, when the vehicle is equipped with one interior mirror and only one exterior rear view mirror."

Paragraph 5.5.2, amend to read:

"5.5.2. V in the case of a glazing other than a windscreen covered by the provisions of annex 3, paragraph 9.1.4.2."

Annex 2A, the first example should be deleted.

Annex 21,

Paragraph 4.2.1.2., amend to read:

" as defined in paragraphs 5.5.5. and 5.5.7. of this Regulation;"

Paragraph 4.2.2., amend to read:

"4.2.2. Other safety glazing requisite for driver visibility"

Paragraph 4.2.2.1., amend to read:

"4.2.2.1. The safety glazing defined in paragraph 2.18.2. of this Regulation must have a light transmittance of at least 70 per cent;"

Paragraph 4.2.2.2., should be deleted.

Paragraph 4.2.2.3., amend to read:

"4.2.2.3. Plastic panes of safety glazing shall bear the additional symbols, as defined in paragraphs 5.5.5. and 5.5.7. of this Regulation."

Paragraph 4.2.3.1., amend to read:

"4.2.3.1. The safety glazing not covered by the definitions of paragraphs 2.18.1. and 2.18.2. of this Regulation shall bear the additional symbol specified in paragraph 5.5.2. of this Regulation."

Paragraphs 4.2.3.2.1, 4.2.3.3 and 4.2.4., should be deleted.

Insert a new paragraph 4.2.3.2., to read:

"4.2.3.2. In the case of plastic glazing the provisions of paragraphs 4.2.1.2. and 4.2.2.2. (*note: the new paragraph 4.2.2.2 is meant*) of this annex do not apply for the following vehicles and glazing locations:

- (a) Motor caravans
- (b) Trailers including caravans
- (c) Sunroofs"

Paragraph 4.3.2., should be deleted.

* * *

B. JUSTIFICATION

Following discussion with OICA, CLEPA proposes the above changes to document TRANS/WP.29/GRSG/1999/12/Rev.1.

This latest document transmitted by the experts from the United Kingdom and Belgium includes a proposal to introduce a minimum light transmission limit for glazing located to the rear of the driver. Currently, in all countries applying Regulation No. 43, the practice is to grant approval and allow the use of darker glazing behind the B-pillar with no lower limit on light transmission provided that the rearward field of view requirements specified in Regulation No. 46 are satisfied using two exterior side mirrors.

In the proposal no evidence, such as accident data, has been cited to justify the need to introduce a minimum light transmission limit of [30 per cent] for this glazing.

The European glass industry has developed a range of darker glasses in response to the demand of motor vehicle manufacturers for glazing with:

- improved solar control performance,
- reduced UV light transmission.

The solar control performance of the glazing is a significant factor in meeting the air-conditioning needs for many motor vehicles, particularly in relation to the power requirements. There is also a growing awareness of the damage caused by UV radiation to human skin and its effect on trim degradation.

The adoption of a [30 per cent] lower limit would restrict the benefits offered by darker solar control glazing. CLEPA has already submitted in TRANS/WP.29/GRSG/2000/24 its comments on the earlier UK proposal TRANS/WP.29/GRSG/1999/12 and expressed its concerns when the document was briefly discussed at the seventy-eighth session of GRSG in April 2000.

Re. paragraph 5.5.2.:

As currently exists in supplement 4

Re. annex 2A:

If there is no lower limit specified it is not needed

Re. annex 21, paragraphs 4.2.3.2.1, 4.2.3.3 and 4.2.4.:

Since they are covered by paragraph 4.2.3.1.

Addendum (for information):

The relationship between Light Transmission and Solar Control Performance

The graph below shows how the solar control performance of heat absorbing glass improves as the light transmission is reduced. In the graph:

Direct Solar Heat Transmission - is the percentage of the sun's energy, which passes directly to the vehicle interior.

Total Solar Heat Transmission - is the sum of the direct transmission and a portion of the heat absorbed by the glass which is re-radiated to the vehicle interior.

UV Transmission - is the percentage of solar energy transmitted in the UV range 230-380 nm.

Heat Absorbing Solar Control Automotive Glass Properties

