



Economic Commission for Europe**Inland Transport Committee****World Forum for Harmonization of Vehicle Regulations****Working Party on General Safety Provisions****123rd session**

Geneva, 28 March–1 April 2022

Item 3 (b) of the provisional agenda

Amendments to Safety Glazing Regulations:**UN Regulation No. 43 (Safety glazing)****Proposal for Supplement 10 to the 01 Series of amendments
of UN 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 amend UN Regulation No. 43 to clarify the scope of the regulation. It is based on informal document GRSG-122-09 distributed at the 122nd session of the Working Party on General Safety Provisions (GRSG). The modifications to the current text of the UN Regulation are marked in bold for new and strikethrough for deleted characters.

* In accordance with the programme of work of the Inland Transport Committee for 2022 as outlined in proposed programme budget for 2022 (A/76/6 (part V, sect. 20) para. 20.76), 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.



I. Proposal

Paragraph 1., amend to read (footnote unchanged):

"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;¹
- (b) Vehicles of categories 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, instrument panels, ~~special bullet-proof glazing~~ **security glazing** and double-windows;
- (ii) Small plastic glazing that is not required for either the driver's forward or rearward field of vision."

Paragraph 2.9., amend to read:

"2.9. ~~"Bullet resistant glazing" or "Bullet proof glazing", means glazing constructed so as to be resistant to firearms.~~

"Security glazing" means a type of glazing, which provides an additional level of protection from damage or attack from the outside of the vehicle, which can be either a person-led attack by means of tools, weapons or other devices or damage of another origin (e.g. natural disasters or machine malfunctions)."

II. Justification

1. Bullet resistant glazing actually appears to be only a special type of security glazing, constructed to be resistant to firearms. The term "special bullet-proof glazing" hence seems unclear since this type of glazing shows resistance to any kind of mechanical damage not limited to bombardment.

2. Since UN Regulation No. 43 also applies to category T vehicles, which have the need for a security glazing windscreen to protect the occupant against e.g., ruptured chainsaws (required in ISO 21876:2020), the definition of "special bullet-proof glazings" does not reflect these special needs.

3. It is therefore proposed to clarify the definition of these types of glazing.

¹ As defined in the Consolidated Resolution on the Construction of Vehicles (R.E.3), document ECE/TRANS/WP.29/78/Rev.6. (<https://unece.org/transport/standards/transport/vehicle-regulations-wp29/resolutions>).