AGREEMENT CONCERNING THE ADOPTION OF UNIFORM TECHNICAL
PRESCRIPTIONS FOR WHEELED VEHICLES, EQUIPMENT AND PARTS
WHICH CAN BE FITTED AND/OR BE USED ON WHEELED VEHICLES AND
THE CONDITIONS FOR RECIPROCAL RECOGNITION OF APPROVALS
GRANTED ON THE BASIS OF THESE PRESCRIPTIONS.
GENEVA, 20 MARCH 1958

REGULATION NO. 43. UNIFORM PROVISIONS CONCERNING THE
APPROVAL OF SAFETY GLAZING AND GLAZING MATERIALS

PROPOSAL OF AMENDMENTS TO REGULATION

On 27 February 2001, the Secretary-General received from the Administrative Committee of
the above Agreement, pursuant to article 12 (1) of the Agreement, amendments proposed to the above
Regulation.

A copy, in the English and French languages, of the document containing the text of the
proposed amendments is transmitted herewith (doc. TRANS/WP.29/749).

The Secretary-General wishes to draw attention to article 12 (2) and (3) of the Agreement
which read as follows:

"2. An amendment to a Regulation will be considered to be adopted unless, within a period of
six months from its notification by the Secretary-General, more than one-third of the Contracting Parties
applying the Regulation at the time of notification have informed the Secretary-General of their
disagreement with the amendment. If, after this period, the Secretary-General has not received
declarations of disagreement of more than one-third of the Contracting Parties applying the Regulation,
the Secretary-General shall as soon as possible declare the amendment as adopted and binding upon
those Contracting Parties applying the Regulation who did not declare themselves opposed to it. When
a Regulation is amended and at least one-fifth of the Contracting Parties applying the unamended
Regulation subsequently declare that they wish to continue to apply the unamended Regulation, the
unamended Regulation will be regarded as an alternative to the amended Regulation and will be
incorporated formally as such into the Regulation with effect from the date of adoption of the
amendment or its entry into force. In this case the obligations of the Contracting Parties applying the
Regulation shall be the same as set out in paragraph 1.

3. Should a new Contracting Party accede to this Agreement between the time of the
notification of the amendment to a Regulation by the Secretary-General and its entry into force, the
Regulation in question shall not enter into force for that Contracting Party until two months after it has

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formally accepted the amendment or two months after the lapse of a period of six months since the
communication to that Party by the Secretary-General of the proposed amendment."

9 March 2001

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DRAFT SUPPLEMENT 6 TO REGULATION No. 43
(Safety-glazing)

Note: The text reproduced below was adopted by the Administrative Committee (AC.1) of the amended 1958 Agreement at its sixteenth session, following the recommendation by WP.29 at its one-hundred-and-twenty-second session. It is based on document TRANS/WP.29/2000/51, as amended (TRANS/WP.29/743, para. 152).
Insert new paragraphs 2.19. to 2.23., to read:

"2.19. "Opaque obscuration" means any area of the glazing preventing light transmission.

2.20. "Shade band" means any area of the glazing with a reduced regular transmittance.

2.21. "Transparent area" means the whole glazing area, excluding any opaque obscuration and any shade band.

2.22. "Daylight opening" means the whole glazing area, excluding any opaque obscuration but including any shade band.

2.23. "Interlayer" means any material used to hold together the component layers of laminated glazing."

Annex 1, appendix 10, the left figure, interchange the letters "A" and "B".

Annex 3,

Paragraph 9.1.2.2., amend to read (footnote 8/ not modified):

"9.1.2.2. For the windscreens of M₁ vehicles 8/7, the test shall be carried out in test area B defined in annex 18 paragraph 2.3., excluding any opaque obscuration impinging on it.

For windscreens of other categories of vehicles, the test shall be carried out in the Zone I defined in paragraph 9.2.5.2.3. of this annex.

However, for agricultural and forestry tractors and for construction-site vehicles for which it is not possible to determine Zone I, the test shall be carried out in the Zone I' as defined in paragraph 9.2.5.3. of this annex."

Paragraph 9.2.6., the table, replace "B" in the column "Zone" by "B-reduced according to paragraph 2.4. of annex 18".

Paragraph 9.2.6.5., amend to read:

"9.2.6.5. Slight deviations from the requirements may be allowed in the reduced test area B according to paragraph 2.4. of annex 18 provided they are localised and recorded in the report."

Paragraph 9.3.5., the table, replace "B" in the column "Zone" by "B-reduced according to paragraph 2.4. of annex 18".

Paragraph 9.3.5.5., amend to read:

"9.3.5.5. Slight deviations from the requirements may be allowed in the reduced test area B according to paragraph 2.4. of annex 18 provided they are localised and recorded in the report."
Annex 18.

**Paragraph 1.2.**, table 1, replace "X, Y, Z" by "a, b, c(d)"

**Paragraph 2.2.**, amend to read:

"2.2. "Test area A" is the area of the outer surface of the windscreen bounded by the intersection of the following four planes (see figure 1):

(a) a plane inclined upwards from the X axis at 3°, passing through V₁ and parallel to the Y axis (plane 1);

(b) a plane inclined downwards from the X axis at 1°, passing through V₁ and parallel to the Y axis (plane 2);

(c) a vertical plane passing through V₁ and V₂ and inclined at 13° to the left of the X axis in the case of left-hand drive vehicles and to the right of the X axis in the case of right-hand drive vehicles (plane 3);

(d) a vertical plane passing through V₁ and V₂ and inclined at 20° to the right of the X axis in the case of left-hand drive vehicles and to the left of the X axis in the case of right-hand drive vehicles (plane 4)."

**Paragraph 2.3.**, amend to read:

"2.3. "Test area B" is the area of the outer surface of the windscreen bounded by the intersection of the following four planes:

(a) a plane inclined upwards from the X axis at 1°, passing through V₃ and parallel to the Y axis (plane 5);

(b) a plane inclined downwards from the X axis at 5°, passing through V₃ and parallel to the Y axis (plane 6);

(c) a vertical plane passing through V₃ and V₂ and inclined at 17° to the left of the X axis in the case of left-hand drive vehicles and to the right of the X axis in the case of right-hand drive vehicles (plane 7);

(d) a plane symmetrical with respect to plane 7 in relation to the longitudinal median plane of the vehicle (plane 8)."

Insert new paragraphs 2.4. and 2.5., (and its corresponding footnotes) to read:

"2.4. The "reduced test area B" is test area B with the exclusion of the following areas 1/ (see figures 2 and 3).

2.4.1. the test area A defined under paragraph 2.2., extended according to paragraph 9.2.2.1. of annex 3;

2.4.2. at the discretion of the vehicle manufacturer, one of the two following paragraphs may apply:

1/ But taking into account the fact that the datum points as defined under paragraph 2.5. must be located in the transparent area.
2.4.2.1. any opaque obscuration bounded downwards by plane 1 and laterally by plane 4 and its symmetrical in relation to the longitudinal median plane of the vehicle (plane 4');

2.4.2.2. any opaque obscuration bounded downwards by plane 1, of maximum width 150 mm, provided it is inscribed in an area of width 300 mm centred on the longitudinal median plane of the vehicle;

2.4.3. any opaque obscuration bounded by the intersection of the outer surface of the windscreen:

(a) with a plane inclined downwards from the X axis at 4°, passing through V2, and parallel to the Y axis (plane 9);

(b) with plane 6;

(c) with planes 7 and 8 or the edge of the outer surface of the windscreen if the intersection of plane 6 with plane 7 (plane 6 with plane 8) doesn’t cross the outer surface of the windscreen;

2.4.4. any opaque obscuration bounded by the intersection of the outer surface of the windscreen:

(a) with a horizontal plane passing through V1 (plane 10);

(b) with plane 3

(c) with plane 7 or the edge of the outer surface of the windscreen if the intersection of plane 6 with plane 7 (plane 6 with plane 8) doesn’t cross the outer surface of the windscreen; 

(d) with plane 9;

2.4.5. an area within 25 mm from the edge of the outer surface of the windscreen or from any opaque obscuration. This area shall not impinge on the extended test area A.

2.5. Definition of the datum points (see figure 3)

The datum points are points situated at the intersection with the outer surface of the windscreen of lines radiating forward from the 7 points:

2.5.1. upper vertical datum point forward of V1 and 7° above the horizontal (Pr1);

2.5.2. lower vertical datum point forward of V2 and 5° below the horizontal (Pr2);

2/ Measured on the trace of plane 1 on the outer surface of the windscreen.

3/ For the other side of the windscreen, with a symmetrical plane with respect to plane 3 in relation to the longitudinal median plane of the vehicle.

4/ For the other side of the windscreen, with plane 8.
2.5.3. horizontal datum point forward of V1 and 17° to the left (Pr3);

2.5.4. three additional datum points symmetrical to the points defined under paragraphs 2.5.1. to 2.5.3. in relation to the longitudinal median plane of the vehicle (respectively Pr'1, Pr'2, Pr'3).

Figures 1 to 3, amend to read:

\[\begin{array}{c}
\text{Figure 1: Test area "A" (example of a left-hand steering control vehicle)}
\end{array}\]
Figure 2a: Reduced test area “B” (example of a left-hand steering control vehicle) – upper obscuration area as defined in paragraph 2.4.2.2.

\[ C_L : \text{trace of the longitudinal median plane of the vehicle} \]
\[ P_i : \text{trace of the relevant plane (see text)} \]
Figure 2b: Reduced test area "B" (example of a left-hand steering control vehicle) - upper obscuration area as defined in paragraph 2.4.2.1.

\[ C_L : \text{trace of the longitudinal median plane of the vehicle} \]

\[ P_r : \text{trace of the relevant plane (see text)} \]
C_L : trace of the median plane of the vehicle
P_r : datum points
a, b, c, d: co-ordinates of "V" points

Figure 3: Determination of the datum points (example of a left-hand steering control vehicle)"