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Economic Commission for Europe**Inland Transport Committee****World Forum for Harmonization of Vehicle Regulations****Working Party on General Safety Provisions****112th session**

Geneva, 24-28 April 2017

Item 4 of the provisional agenda

Regulation No. 43 (Safety glazing)**Proposal for Supplement 6 to the 01 series of amendments to Regulation No. 43 (Safety glazing)****Submitted by the expert from the European Association of Automotive Suppliers***

The text reproduced below was prepared by the expert from the European Association of Automotive Suppliers (CLEPA) to amend Figure 2a of Annex 21 to better reflect the meaning of paragraph 2.4.2.2. of Annex 21, mainly to clarify the lateral limits of any opaque obscuration in this area. The modifications to the current text of UN Regulation No. 43 are marked in bold characters for new and strikethrough for deleted characters.

* In accordance with the programme of work of the Inland Transport Committee for 2016–2017 (ECE/TRANS/254, para. 159 and ECE/TRANS/2016/28/Add.1, cluster 3.1), the World Forum will develop, harmonize and update Regulations in order to enhance the performance of vehicles. The present document is submitted in conformity with that mandate.

GE.17-01512(E)



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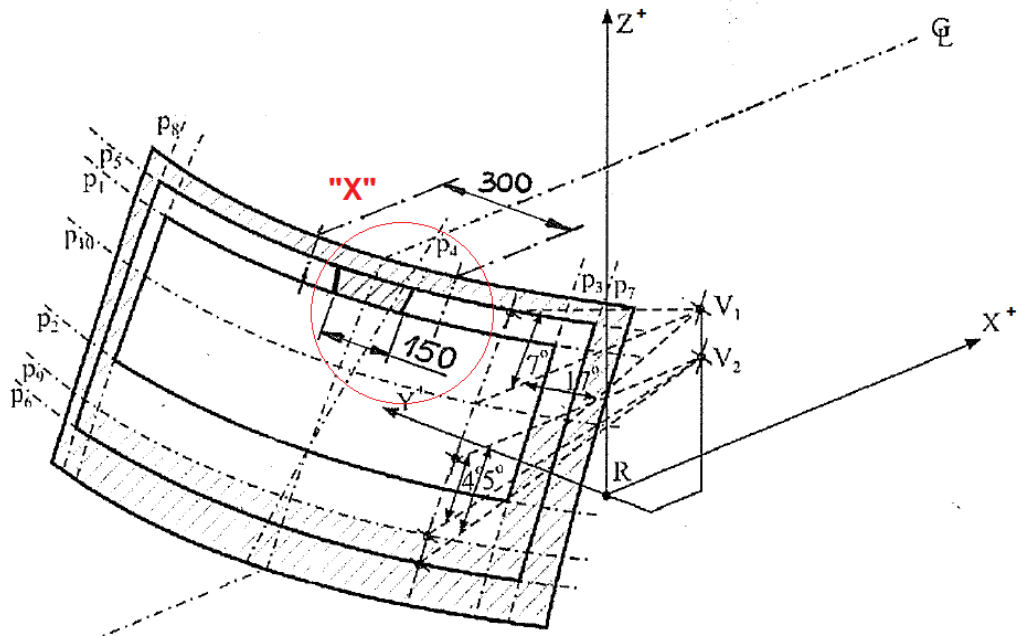


I. Proposal

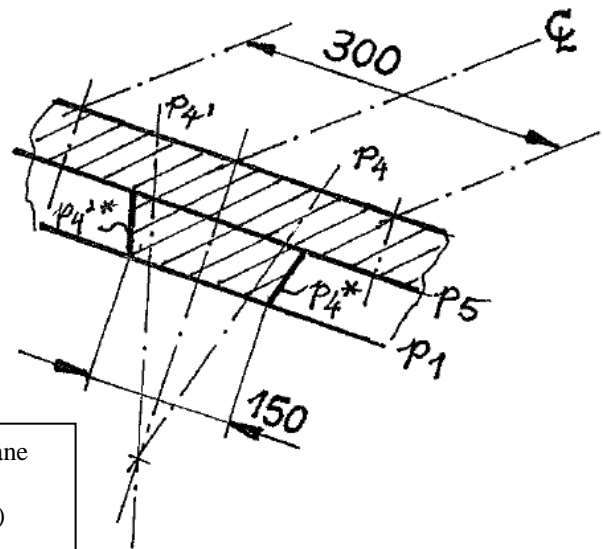
Annex 21, Figure 2a, amend to read:

"Figure 2a:

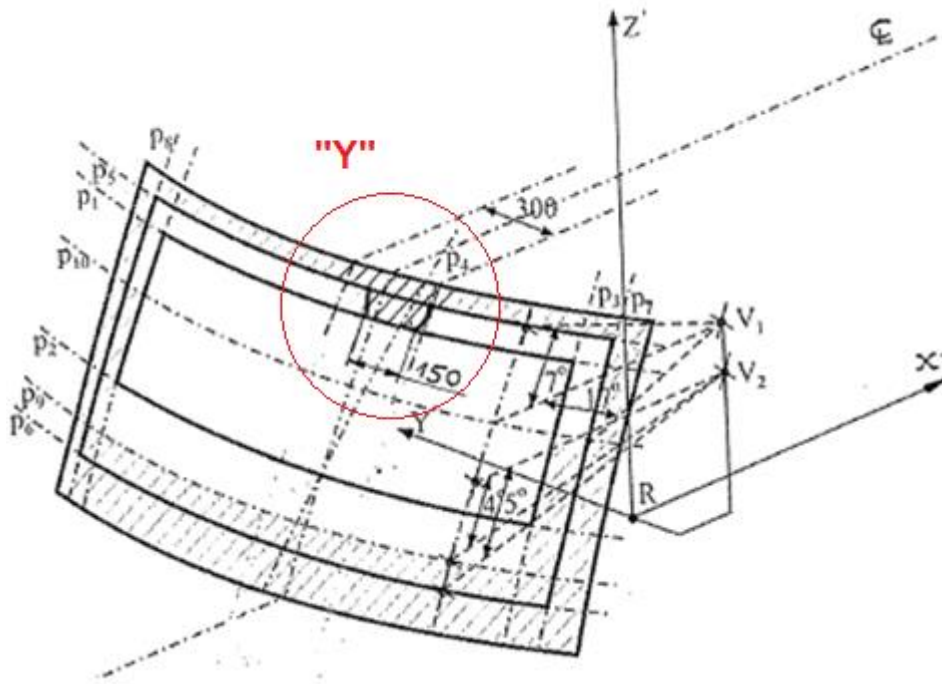
Reduced test area "B" (example of a left-hand steering control vehicle) - upper obscuration area as defined in paragraph 2.4.2.2.



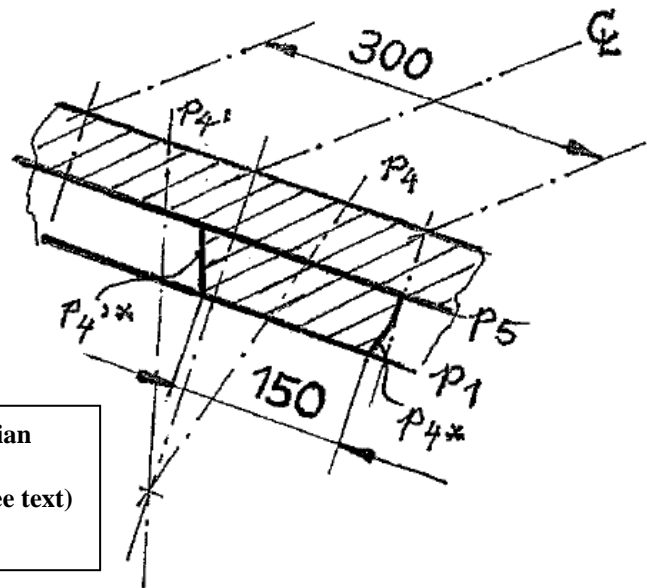
Detail "X": example symmetric to C_L



C_L : trace of the longitudinal median plane of the vehicle
 p_i : trace of the relevant plane (see text)
 $p_4 // p_4''$; $p_4' // p_4''$



Detail "Y": example asymmetric to C_L



C_L : trace of the longitudinal median plane of the vehicle
 p_i : trace of the relevant plane (see text)
 $p_4 // p_4^*$; $p_4' // p_4^{**}$

II. Justification

CLEPA proposes the modification of Figure 2a into two figures; one symmetrical example and one asymmetrical example, to reflect the meaning of paragraph 2.4.2.2., mainly to clarify the lateral limits of any opaque obscuration in this area. These lateral limits are parallel to the traces of planes 4 and 4' but not allowed to go beyond the 300 mm overall limit. On the trace of plane 1, it is a boundary width of 150 mm which is allowed to be centred to the longitudinal median plane of the vehicle (C_L) or this 150 mm segment is allowed to be moved to the right or left of C_L . The boundary width on the trace of plane 5 is given by the parallels ($p4^*$ and $p4'^*$) to the traces of planes 4 and 4' not exceeding the overall limit of 300 mm.
