

MAURITIAN  
STANDARD

MS ISO  
3536:2016

First edition  
2020-01-24

---

---

**Road vehicles — Safety  
glazing materials —  
Vocabulary**

ICS: 81.040.30; 01.040.81; 01.040.43; 43.040.65

---

---



**Mauritius Standards Bureau**

**Moka**

## National Foreword

This Mauritian Standard is identical with the International Standard **ISO 3536:2016**, *Road vehicles — Safety glazing materials — Vocabulary*. It was adopted by the Mauritius Standards Bureau on the recommendation of the **Mechanical Engineering Standards Committee** and approved by the **Standards Council** on 05 December 2019. It was notified in **the Government Gazette** on **24 January 2020\***.

**\*General notice no 103 of 2020**



### **COPYRIGHT PROTECTED DOCUMENT**

© MSB 2020

All rights reserved. Unless otherwise specified, no part of this publication may be reproduced or utilized in any form or by any means, electronic or mechanical, including photocopying or posting on the internet or an intranet, without permission in writing from Mauritius Standards Bureau at the address below

*Mauritius Standards Bureau  
Villa Road  
Moka  
Mauritius*

*Telephone      + (230) 433 3648  
Fax                + (230) 433 5051/ 433 5150  
E-mail            msb@intnet.mu*

## Contents

Page

Foreword.....	iv
1 Scope.....	1
2 Terms and definitions.....	1

PREVIEW

## Foreword

ISO (the International Organization for Standardization) is a worldwide federation of national standards bodies (ISO member bodies). The work of preparing International Standards is normally carried out through ISO technical committees. Each member body interested in a subject for which a technical committee has been established has the right to be represented on that committee. International organizations, governmental and non-governmental, in liaison with ISO, also take part in the work. ISO collaborates closely with the International Electrotechnical Commission (IEC) on all matters of electrotechnical standardization.

The procedures used to develop this document and those intended for its further maintenance are described in the ISO/IEC Directives, Part 1. In particular the different approval criteria needed for the different types of ISO documents should be noted. This document was drafted in accordance with the editorial rules of the ISO/IEC Directives, Part 2 (see [www.iso.org/directives](http://www.iso.org/directives)).

Attention is drawn to the possibility that some of the elements of this document may be the subject of patent rights. ISO shall not be held responsible for identifying any or all such patent rights. Details of any patent rights identified during the development of the document will be in the Introduction and/or on the ISO list of patent declarations received (see [www.iso.org/patents](http://www.iso.org/patents)).

Any trade name used in this document is information given for the convenience of users and does not constitute an endorsement.

For an explanation on the meaning of ISO specific terms and expressions related to conformity assessment, as well as information about ISO's adherence to the World Trade Organization (WTO) principles in the Technical Barriers to Trade (TBT) see the following URL: [www.iso.org/iso/foreword.html](http://www.iso.org/iso/foreword.html).

The committee responsible for this document is ISO/TC 22, *Road vehicles*, Subcommittee SC 35, *Lighting and visibility*.

This third edition cancels and replaces the second edition (ISO 3536:1999), which has been technically revised.

# Road vehicles — Safety glazing materials — Vocabulary

## 1 Scope

This International Standard defines terms relating to safety glazing materials for road vehicles.

## 2 Terms and definitions

For the purposes of this document, the following terms and definitions apply.

### 2.1

#### **safety glazing material**

glazing material consisting of organic and/or inorganic materials so constructed or treated to minimize the likelihood of injury to persons as a result of contact with these safety glazing materials when used in a vehicle and which complies with specified requirements for visibility, strength, and durability

### 2.2

#### **toughened safety glass**

glazing material consisting of a single layer of glass which has been subjected to special thermal or chemical treatment to increase its mechanical strength and to condition its fragmentation after shatter

### 2.3

#### **laminated safety glass**

glazing material consisting of two or more layers of glass held together by one or more *interlayers* (2.4)

Note 1 to entry: The following two types are recognized:

- ordinary: when none of the layers of glass, of which it is composed, has been treated, i.e. normal annealed glass;
- treated: when at least one of the layers of glass, of which it is composed, is *toughened safety glass* (2.2) or glass which has been treated in any controlled process in order to give it increased resistance to mechanical and thermal stress.

### 2.4

#### **interlayer**

plastic material designed to be used to permanently bond together the component layers of *laminated safety glass* (2.3)

### 2.5

#### **glass-plastic glazing material**

glazing material which may comprise one layer of glass and one or more layers of plastic in which a plastic surface faces inward towards the vehicle passenger compartment when installed in the vehicle

### 2.6

#### **plastic safety glazing material**

*safety glazing material* (2.1) that contains, as an essential ingredient, one or more layers of organic polymeric substances

Note 1 to entry: The following two types are recognized:

- rigid plastic: organic polymeric material which maintains its structural stiffness over the intended use range;
- flexible plastic: organic polymeric material which remains conformable over the intended use range.

**2.7**  
**double glazed unit**  
assembly of two glazing materials permanently assembled in manufacture and separated by a uniform gap

Note 1 to entry: The following two types are recognized:

- symmetrical: where the two components are identical, e.g. both toughened glass;
- asymmetrical: where the two components are not identical, e.g. one unit is toughened glass and the other is laminated glass, or where the two components are not of the same thickness.

**2.8**  
**double window**  
assembly of two individual glazing materials separately installed within the same opening in the vehicle

**2.9**  
**safety glass faced with plastics**  
uniformly *toughened safety glass* (2.2) or *laminated safety glass* (2.3) with a layer of plastic on the inner side,

EXAMPLE The side facing towards the vehicle passenger compartment.

**2.10**  
**security glazing**  
type of glazing which gives a certain level of protection from manual attack from the outside of the vehicle

**2.11**  
**vision area**  
part of the installed *safety glazing material* (2.1) which shall satisfy special optical requirements and which is used in driving the vehicle

**2.12**  
**primary vision area**  
part of the *vision area* (2.11) immediately in front of the driver, through which pass the driver's principal directions of vision

**2.13**  
**optical deviation**  
**angle of deviation**  
angle between the incident ray and the emergent ray refracted by the *safety glazing material* (2.1)

**2.14**  
**wedge**  
departure from parallelism of the surfaces of the *safety glazing material* (2.1) that may be inherent in the basic product or may result from techniques employed in producing the designed geometry

**2.15**  
**luminous transmittance**  
 $T(\lambda)$   
ratio of the transmitted luminous flux,  $F$ , which has passed through the glazing material to the incident luminous flux,  $F_0$ , normal (perpendicular) to the surface, either at a specified wavelength,  $\lambda$ , of light or for a specified illumination source:

$$T = F/F_0$$