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

Véhicules routiers — Vitrages de sécurité — Vocabulaire

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Reference number
ISO 3536:2016(E)

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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).

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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.

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.