



Enhanced Protective Glazing Automotive Association
1007 Market Street • Wilmington, DE 19898

www.epgaa.com

April 15, 2011

The Honorable John Jay Rockefeller
Chairman, U.S. Senate Committee on
Commerce, Science & Transportation
254 Russell Senate Office Building
Washington, D.C. 20510

The Honorable Kay Bailey Hutchison
Ranking Member, U.S. Senate Committee on
Commerce, Science & Transportation
560 Dirksen Senate Office Building
Washington, D.C. 20510

Dear Chairman Rockefeller and Ranking Member Hutchison:

I am writing on behalf of the Enhanced Protective Glass Automotive Association (EPGAA) to express support for S. 453, the Motorcoach Enhanced Safety Act of 2011.

EPGAA is comprised of companies that manufacture laminated glass and the laminating interlayer. Its purpose is to provide information and education on the development of laminated glass for added vehicle safety, security and occupant comfort. EPGAA members include AGC, Guardian, Pittsburg Glass Works, Sekisui, Solutia, and Southwall.

The EPGAA recognizes that safety is a function of overall vehicle design. It is EPGAA's view that the measures required in S. 453 will help protect the more than 630 million passengers currently using motorcoaches for travel. The National Highway Traffic Safety Administration (NHTSA) has determined that more than one-third of the deaths resulting from motorcoach crashes occur in rollovers. According to NHTSA, more than half the deaths in motorcoach crashes are a result of occupants being ejected through broken windows. S. 453 would require manufacturers to use advanced glazing as a safety countermeasure to prevent or mitigate these ejections.

Despite several recommendations issued by the National Transportation Safety Board since 1973, safety features such as safety belts and occupant ejection prevention countermeasures (e.g. advanced glazing on windows other than windshields) have yet to be required by the U.S. Department of Transportation. Advanced glazing has been required for windshield applications to prevent occupant ejection for more than 70 years, and is increasingly being used for other vehicle window openings, such as side windows and sun roofs. Advanced glazing constructions can weigh less than the tempered glass windows now used in motorcoaches, and by its nature, filters over 98% of UV. It can also be manufactured with features that will reflect infrared rays from the sun thereby reducing heat sensation on vehicle occupants. Advanced glazing can improve motorcoach fuel economy through



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weight reduction and reduced thermal load by putting less demand on a coach's air conditioning system.

Additionally, advanced side glazing can be manufactured to fit the window escape systems that are utilized by many motorcoach manufacturers. S.453 recognizes the importance of the advance glazing in motorcoaches as part of a total safety system to prevent or reduce ejection of occupants through the large motorcoach windows during accidents, especially rollovers.

We at EPGAA recognize the leadership the Senate Committee on Commerce, Science and Transportation has shown on the issue of motorcoach safety, and we support the Committee reporting out a strong bill with advanced glazing and other safety technologies to protect the millions of Americans that travel in motorcoaches every year.

Sincerely,

A handwritten signature in black ink, appearing to read 'P. T. Dishart', with a small 'es' mark at the end.

Peter T. Dishart

President, EPGAA

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