

Paris, October 29th, 2013

**Exemption 8(j) of Annex II to Directive 2000/53/EC
“Lead in solders for soldering in laminated glazing”**

European Commission is permanently working on efforts to make vehicle dismantling and recycling more environmentally friendly, and has in this context the clear target that future vehicle shall not contain lead anymore. This affects automotive glazing, because today it is often state of the art to use lead-containing solders when electrical connectors are soldered to an automotive glazing e.g. for antenna or heating function.

Saint-Gobain Sekurit fully supports the EC initiative to find lead-free substitutes, since caring for the environment is an essential element in our company’s principles of action. Hence we have invested in the last 5 years very significant resources into the development of lead-free glass component solutions. For both, soldering in laminated and on laminated glass, Saint-Gobain has available industrial solutions that meet car manufacturer specifications.

Saint-Gobain Sekurit believes that Indium-based solders will never be able to fulfill tough car manufacturer requirements. Consequently the lead-free solutions that are under development within Saint-Gobain are using solders not comprising Indium, which means that the doubts formulated by various car manufacturers regarding the high temperature robustness on In-based solders do not apply to our products. In fact, our solutions are designed to pass the very demanding specifications for connectors in automotive glazing.

Regarding the review of exemption (j), two time scales are in our view important: component development and industrialization on the glass manufacturers' side, and component validation on the complete vehicle on the car manufacturers' side. Regarding the component aspects, we hope that the information in the annex provides sufficient information to underline that for Saint-Gobain as a glass manufacturer an SOP in 2014 is possible without any problem. Regarding the car manufacturers' validation process, we would like to point out that we can provide leadfree prototypes immediately to any car manufacturer, so that car manufacturer validation time can be kept to a minimum.

Finally we would like to underline that Saint-Gobain Sekurit is fully determined to replace lead-containing solders on automotive glazing as quickly as possible, and that we shall provide any support and information to car manufacturers needed to make it happen.

Contact partner for questions or requests for further details is Volkmar Offermann (volkmar.offer mann@saint-gobain.com).



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