

Light, years ahead

All about Lightweight Glazing

- Acoustic comfort with reduced glass thickness
- Save more than 6 kg of glass on a whole car
- Less fuel consumption or battery usage and less CO2 emissions
- Lighter windscreens, sidelites and backlites



LESS WEIGHT, MORE PERFORMANCE

Today's vehicles feature more glass in their designs than ever before. And for good reason: more glass allows for safer journeys, as it provides drivers with a better view of the world around them. It also improves comfort and elevates the overall aesthetic of the car. But for a long time, this came at a price: added weight. And that means increased fuel consumption or battery usage and more CO2 emissions.

The dedication of Saint-Gobain Sekurit's research teams over the last years allowed them to reduce the overall thickness of car glazing without compromising on features like acoustic or thermal comfort.

Saint-Gobain Sekurit offers solutions that allow car manufacturers to save more than 6kgs of glass on a whole car. And at Sekurit Service, you profit from that unrivalled knowledge and expertise.

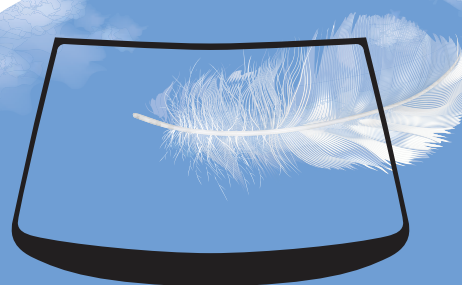
MILLIMETERS MAKE ALL THE DIFFERENCE

Over the last two decades, the evolution of laminated windscreens already reduced the overall thickness of car glazing from 6 mm to 4.5 mm. Today, about 50% of all car glazing is 5 mm thick with the other 50% 4.5mm thick.

Decreasing the thickness of windscreens from 5 mm to 4.5 mm already created a weight saving of 1.5 kg! But it doesn't stop there. Thinner glazing isn't restricted to windscreens. Using laminated thinner glazing for sidelites and backlites can further reduce a vehicle's weight. Tempered glass is also subject to weight savings and the R&D department at Saint-Gobain Sekurit is currently developing solutions incorporating tempered thin glazing.

FROM THIN TO ULTRA-THIN

Today, laminated windscreens of just 4 mm thick are possible. This so called 'thin glazing' was first introduced for the Alfa Romeo 4C and the Ferrari LaFerrari. It achieved 1.5 kg weight reduction for these cars. We now also produce a lightweight windscreen for the Porsche 918 Spyder, BMW i3 and the BMW i8 and more will follow. In 2014 Saint-Gobain Sekurit introduced 3 mm 'ultra-thin glazing' for the Renault EOLAB concept car.



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