

INTRODUCTION

On the 10th April 1992 the EEC directive on Spray Suppression legislation required it's member states to introduce a law following the guidelines set out in the directive.

Very similar legislation had already been introduced, tried, tested and perfected in Great Britain (1986), Belgium (1992), France (1993), Italy (2005), Sweden (2005), Israel, Spain, Portugal and some states of Australia.

This safety measure, designed to improve visibility in wet weather, requires the fitment of a spray suppression device to all vehicles over 7.5 tonnes (see full details in text).

The most widely accepted system is either the MUDGUARD and FLAP or the FLAP and VALANCE.

The main advantage of the mudguard and flap is that access to load securing points and side rails is unhampered, and this is also widely considered to be the most durable system giving maximum protection of the vehicle from water, dirt and stones thrown up by the wheels.

Jonesco has 41 years of specialised manufacture of mudguards and is the main supplier to the markets currently having legislation.

Most vehicles in the following categories require the fitment of spray suppression equipment. There are exceptions such as fire engines, tippers, concrete mixers etc. Please study the

HOW TO COMPLY WITH THE LAW

For semi trailers the load platform should be horizontal. All measurements are made on unladen vehicles which are in full running order including fuel and driver. Tractor units should have an unladen semi trailer hitched to the 5th wheel.

In all cases the tyres should face straight ahead and all tyre measurements be of nominal new condition.

The valance must be within 75 mm (V) of the tyre wall for non-steered applications and 100 mm for steered applications.

(B) Width of the mudguard must be greater than the combined tyre width but excluding the bulge at ground level.

* If you have any difficulty in deciding the correct mudguard for a tyre please contact Jonesco quoting the tyre size numbers indicated here.

Angle "a" must not exceed 20 degrees for non-steered wheels and 30 degrees steered wheels. (fig 2)

The maximum height of the lower edge of the valance from the centre of the wheel is calculated by multiplying the tyre radius (R) by:

- (a) 1.5 (steered axles) = RV
- (b) 1.25 (non steered axles) = Rv

The flap must not be more than 300 mm from the rear of the tyre and must come within 200 mm of the ground (300 mm if used on roll on roll off ferries).

The width of the mudguard must be wider than the total width of the tyres at its widest point excluding the tyre bulge at ground level .

The inside of the mudguard rear must be fitted with spray suppressive material to 30 degrees above the horizontal line through the axle axis. (UK only . . . or 100 mm above the horizontal centre line drawn through the wheel hub).

If for tandem and triaxle applications there is not more than 300 mm between the tyres then the mudguard valances must descend to within 150 mm of the horizontal centre line of the tyres or the valances must be within 60 mm of each other (fig 3).

If there is more than 250 mm between the wheels each mudguard must be fitted with a spray suppressive mudflap.

(V) The Valance depth must be at least 45 mm to rearward of the vertical centre line of the wheel. Most Jonesco mudguards have a valance depth of 90 mm.

Other methods are available to satisfy this legislation and we recommend the reader to study the legislation in full.

SIDE VALANCE AND FLAP

This can only be used on non-steered axles. Both flap and valance must be of a legally approved spray suppressive material.

WIDTH - the flap must be at least as wide as the wall to wall width of the tyres.

HEIGHT - the flap must come within 200 mm of the ground (300 mm for roll off ferries).

GAP - the flap must be fitted with a gap of no more than 300 mm behind the tyre.

With multiple axles, no flap is required between the tyres if the distance between them is less than 250 mm. A continuous valance would be required.

A side valance must extend downwards for at least 100 mm and at least as far as the top of the tyre.

The valance must extend over the whole tyre, be no more than 75 mm from the tyre wall (100 mm for steered wheels) and be no closer than the tyre wall itself.

No gap may exist in the flap or valance, or between either of them that would permit the exit of spray.

TO WHICH VEHICLES?

EEC

Recommended to install on vehicles over 7.5 tonnes after 10th April 1992.

UNITED KINGDOM

Motor vehicles exceeding 12 tonnes GVW and manufactured on or after 1st October 1985 and first used on or after 1st April 1986.

Trailers

- (i) exceeding 3.5 tonnes GVW and manufactured on or after 1 May 1985.
- (ii) exceeding 16 tonnes GVW with two or more axles whenever manufactured.

In the UK the EEC directive has been adopted in tandem with current legislation. Compliance of either is deemed satisfactory.

