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Replacing GB 7063-1994

The Wheel Guards of Motor Vehicles

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Foreword

Article 4, 5, 6 of this Standard are compulsory and the others are voluntary.

This Standard was drafted by modifying and adopting 78/549/EEC, *The Laws of the Member States Relating to the wheel Guards of Motor Vehicles* (Revision 94/78/EC).

This Standard was redrafted in accordance with 78/549/EEC. The list of comparison between the article numbers in this Standard and those in 78/549/EEC is given in Annex A.

Considering the national conditions of China, some modifications are made in this Standard when Directive 78/549/EEC is adopted. The major technical differences between this Standard and 78/549/EEC and their reasons are as follows:

- the content including application for approval (Article 4 of Annex I), granting of approval (Article 5 of Annex I), modification of approval (Article 6 of Annex I), product uniformity (Article 7 of Annex I), informative documents (Annex II) and approval mark is deleted, and the reason is the differences in the forms of the standard system and legal systems;
- “when the vehicle is in running order with one passenger in the front row (2.1 in Annex I of 78/549/EEC)” is changed into “when the vehicle is in running order with two passengers in the front row (5.1 of this Standard)”. The reason is that considering the factors relating to the body weight of Chinese, the weight of passengers is calculated in accordance with the average calculated weight 65 kg.

For the convenience of use, the following modifications are made in this Standard:

- “this Directive” is changed into “this Standard”;
- informative Annex A is added.

This Standard replaces GB 7063-1994, *The Wheel Guards of Motor Vehicles*.

The differences between this Standard and GB 7063-1994:

- the test conditions of measurement are modified in “5.1” of this Standard;
- the requirements for use of chains are added in “6” of this Standard.

The transitional period for the implementation of this Standard: for new products, it shall be implemented from the date of implementation of this Standard; for newly-produced vehicles (those indicated in the Announcement), it shall be implemented 24 months after the implementation of this Standard.

This Standard was proposed by the National Development and Reform Commission.

The Wheel Guards of Motor Vehicles

1 Application Scope

This Standard specifies the specifications for the wheel guards of motor vehicles.

This Standard applies to the motor vehicles of category M₁.

2 Normative References

The provisions in following documents become the provisions of this Standard through reference in this Standard. For dated references, the subsequent amendments (excluding corrigendum) or revisions do not apply to this Standard, however, parties who reach an agreement based on this Standard are encouraged to study if the latest versions of these documents are applicable. For undated references, the latest edition of the referenced document applies.

GB/T 15089-2001, *Classification of Power-driven Vehicles and Trailers*

3 Terms and Definitions

For the purposes of this document, the following terms and definitions apply.

3.1

wheel guards

The parts which are located above the wheels and function to block the thrown-up mud, stones and others generated during the operation of the wheels. They may be independent parts, as well as parts of the bodywork.

4 General Requirements

4.1 The motor vehicles must be provided with wheel guards (parts of the bodywork, mud-guards, etc.)

4.2 The wheel guards must be so designed as to protect other road users, as far as possible, against thrown-up stones, mud, ice, snow and water and to reduce for those users the dangers due to contact with the moving wheels.

5 Special Requirements

5.1 The wheel guards must meet the following requirements when the vehicle is in running order with two passengers¹ in the front row and the wheels are in the dead ahead position:

5.1.1 In the part formed by radial planes at an angle of 30° to the front and 50° to the rear of the centre of the wheels (see Figure 1), the overall width (q) of the wheel guards must be at least sufficient to cover the total tyre width (b) taking into account the extremes of the tyre/wheel combination as specified by the manufacturer. In the case of twin wheels, the total width over the two tyres (t) shall be taken into account.

The width of the wheels: the labelling (marking) and decorations, protective bands or ribs on tyre walls are not taken into account.

5.1.2 The rear of the wheel guards must not terminate above a horizontal plane 150 mm above the axis of rotation of the wheels and furthermore the intersection of the edge of the wheel guard with its plane (point A, Figure 1) must lie outside the median longitudinal plane of the tyre, or in the case of twin wheels the median longitudinal plane of the outmost tyre.

5.1.3 The contour and location of the wheel guards shall be such that they are as close to the tyre as possible; and in particular within the part formed by the radial planes referred to in 5.1.1, they shall satisfy the following requirements:

5.1.3.1 the projection – situated in the vertical plane of the tyre axis – of the depth (p) of the outer edge of the wheel guards, measured in the vertical longitudinal plane passing through the centre of the tyre, must be at least 30 mm. This depth (p) may be reduced progressively to zero at the radial planes specified in 5.1.1;

5.1.3.2 the distance (c) between the lower edges of the wheel guards and the axis passing through the centre of the wheels must not exceed $2r'$, r' being the static radius of the tyre.

5.1.4 In the case of vehicles having adjustable suspension height, the above-mentioned requirements must be met when the vehicle is in the normal running position specified by the vehicle manufacturer.

5.2 The wheel guards may consist of several components, provided no gaps exist between or within the individual parts when assembled.

5.3 The wheel guards must be firmly attached. However, they may be detachable either as a unit or in parts.

¹ The mass of passengers is calculated as 65 kg.

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