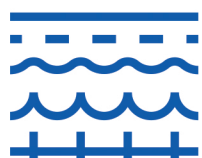


Full Body Covers

Recommended good practice on
design and operations

SEPTEMBER 2020



ECG

The Association
of European
Vehicle Logistics

Full Body Covers

Recommended good practice on design and operations

Background

The utilization of Full Body Covers (FBCs) in the supply chain and the possible Quality and Health & Safety implications were discussed in the ECG Quality Working Group (QWG) in 2019-2020. A member of ECG brought this topic to the attention of the Working Group and highlighted some issues of concern:

- The covers can become torn in transit
- The covers can make driving unsafe due to the windshield being covered by up to 30%
- The driver can have poor rearward visibility
- The rear lights are often partially obscured by the FBC
- The wing mirrors are difficult to use as the window is covered by transparent plastic and the mirror itself is also covered by a plastic layer
- Zipping and unzipping of the cover usual requires the use of both hands. On the top deck of a car transporter this means that the necessary '3 points of contact' cannot be maintained which is a serious H&S concern.

ECG sent a letter to the OEMs that had been identified as using FBCs and alerted them to the concerns of the QWG. Most of them have reacted promptly to these concerns and assured ECG regarding the safe utilization of the covers they apply on their vehicles.

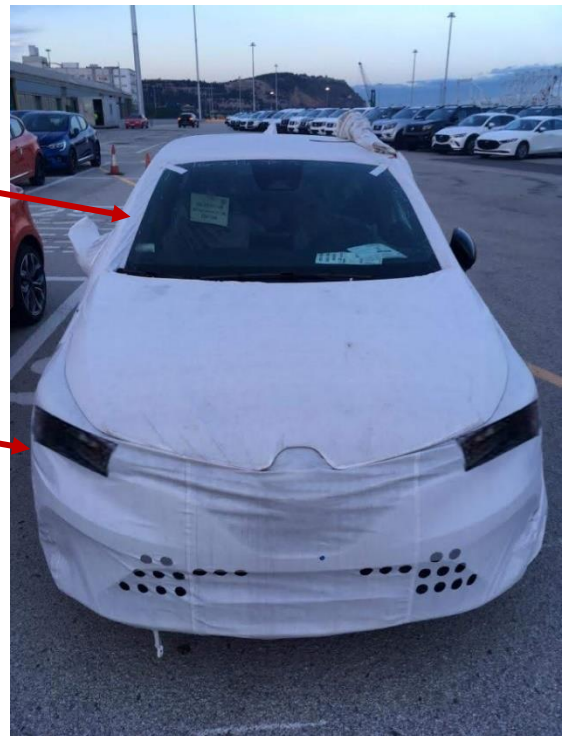
ECG has also contacted a manufacturer of such FBCs to have an expert input.

The present recommendation for good practices for the design and use of FBCs has been developed with input from the QWG, OEMs and a specialist manufacturer of such covers.

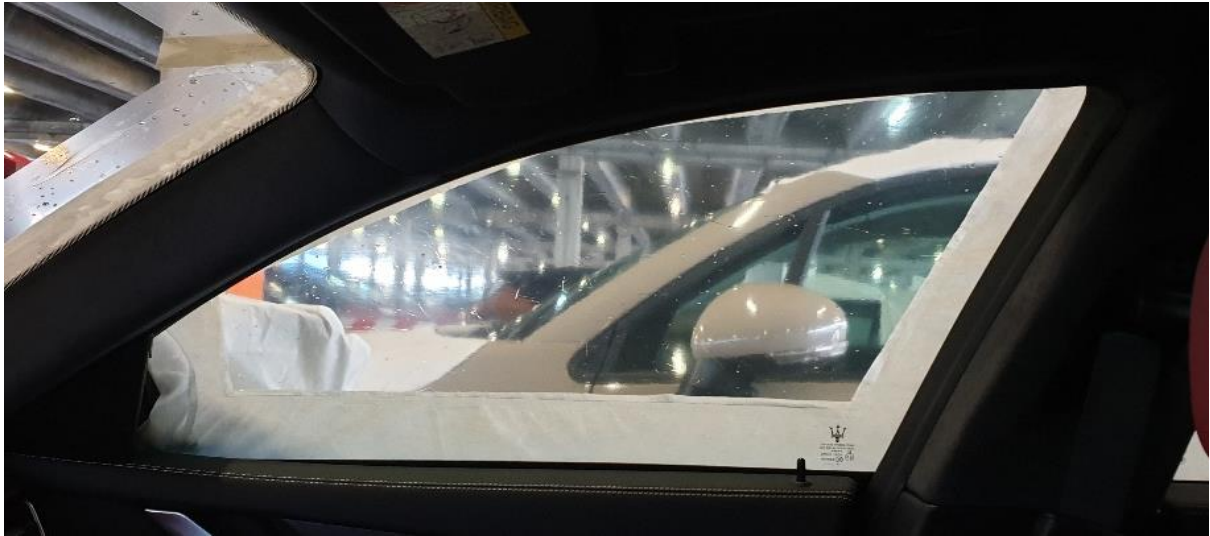
Recommendation on the design of FBCs

All windows should be uncovered – the windscreen should be left transparent to maximise visibility

Front and rear lights should be at least 80% visible



All side windows should be left transparent as much as possible for a better view.



The wing mirrors should be usable, i.e. the FBC should fit correctly and have full transparency for the mirror
(this picture is not a good example!)



Good practice is to use “integrated doors” where the cover is secured with adhesive tapes around the driver’s door so that the whole of the side window can be kept clear. This improves visibility considerably.

There should be a zip or other means to access the fuel tank flap so that petrol and diesel cars could be re-filled

An access also has to be foreseen to recharge Electric Vehicles and to refill Hydrogen Vehicles etc.

Recommendation on the utilization of FBCs

Compound

- If the FBC has an adhesive tape, before applying it on the vehicle, the windshield should be cleaned with isopropylene for better adhesion
- The driver's door cover should be unzipped and correctly secured when the vehicle is driven on the compound

Road/rail transport

- On open trucks and trains the FBCs need to have the side doors and zips secured.

It is bad practice to leave the covers unzipped during transport



Maritime transport

- Even on board ship with closed decks we recommend FBCs to be zipped up correctly to avoid any damage, as the cars are parked very close to one another.



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