



The Newsletter of the Snell Memorial Foundation, Inc.

### In Memoriam

William C. Chilcott, Ph. D., passed away on Wednesday, November 8, 2017. Dr. Chilcott had been a director of the Snell Memorial Foundation since 1989 and, at the time of his passing, was the chairman of the board for the Snell Safety Research and Education Center.

Bill Chilcott had been a close friend of Dr. George Snively, Snell’s first president, since the 1960’s and had collaborated in many of Dr. Snively’s helmet studies. Bill had also introduced Dr. Snively to Gib Brown and the three of them, working together, had developed helmet test procedures and gear that are still in use today at Snell and elsewhere throughout the world.

Dr. Chilcott will be remembered here for his intelligence, his straight-ahead pragmatism and particularly for his kindness and open-handed generosity. He will be sorely missed.

This is the sixty-ninth of the Foundation's newsletters to the helmet manufacturing industry. The sixty-seventh went out last December 2016. Comments and items for inclusion in subsequent issues are invited.

### Snell Manufacturers Meeting

There were no Snell Manufacturers Meetings in 2016 or this year either. Previous meetings had been held in conjunction with motorcycle industry shows such as the Powersports Expo or the AIMExpo but attendance at these shows and the Snell meeting in recent years had been disappointing. Are these meetings necessary at all? Your suggestions and advice will be gratefully received.

### Changes Proposed for M2020

A first draft of the M2020 standard went out to motorcycle helmet makers and other interested parties last week along with an explanatory cover letter. There are some important differences with the current M2015. The intent of these changes is better compatibility with ECE 22-05 and also with the FIM

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Racing Homologation Programme for Helmets. FIM sets requirements for headgear used in their motorcycle racing events while ECE 22-05 sets requirements for helmets used in street motorcycling through out Europe and, increasingly, for much of the rest of the world.

If you would like a copy of this draft and the accompanying cover, please contact Ed Becker, [ed@smf.org](mailto:ed@smf.org).

### Standardized Shell Labels

The cover which went out with the draft M2020 also mentions two issues not included in the draft standard: standardized shell labels and conformity of production policies. Manufacturers of M2015 certified helmets almost always include a permanent label on the shell announcing the helmet's status in the Snell program. This is the manufacturer's right and we're happy for them to do it. Many riders look for Snell certification when they shop for helmets and helmet makers build to Snell standards to appeal to those riders. A shell label is one of the best ways to let those riders know they've found what they're looking for.

However, we still hear from disappointed helmet buyers that a helmet they bought for its certification turned out not to be Snell certified. We'd like to tell people what labels to look for but there are too many different label formats being used for us to give any definitive advice. Is there some sort of uniform, recognizable mark that everyone in the Snell program might agree to use? We'd be grateful for your advice.

### Conformity of Production

The cover accompanying the M2020 draft also discusses "conformity of production" (COP), the ECE 22-05 term for policies and procedures helmet makers must use to assure that their helmets will continue to meet requirements. COP requires the manufacturer to see that regular quality control testing is done to assure standards compliance but the backbone of COP is periodic factory visits. During these visits, European authorities or their delegates check to assure that all the necessary testing has been performed, the records kept and that satisfactory results have been obtained. If the testing is done in house, the visitors will tour the lab and observe testing of select samples. They

may also select samples to be sent out to one of their accredited testing services.

Historically, Snell has relied on its "random sample testing" (RST) program for its own standards enforcement and this RST seems to have worked very well. However, in the last year, at least one country has relaxed import controls for ECE homologated motorcycle helmets. This action puts other, street legal helmets, including many Snell certified models, at a severe economic disadvantage. Whether COP might help relax import controls for Snell certified helmets seems doubtful but may be worth trying. At the very least, we all might benefit from site visits to observe your procedures and to discuss helmet issues. The down-side, of course, is that regular COP visits would be expensive, much too expensive for Snell to bear on its own.

We'd be grateful for your advice and comments on COP; particularly on how well COP works for ECE 22-05.

### Lab Closure

The Snell laboratory will be shut down for maintenance and calibration beginning 22 December 2017, and will reopen 11 January, 2018. Administrative operations will continue.

### Fee Increase

After January 1, 2018, the fee for SA2015 certification labels will go to US\$2.00 each. Labels may be ordered in multiples of 250.

### Contacting Snell

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