The Quarterly Newsletter of the Snell Memorial Foundation

This is the forty seventh of the Foundation's newsletters to the helmet manufacturing industry. The forty sixth was sent out in August 2007. Comments and items for inclusion in subsequent issues are invited.

Snell M2010 Standard
The final draft of the Foundation’s M2010 is available for review. The standard and an explanatory cover document are posted on the Foundation’s web site. The standard should be available in booklet form shortly.

The first drafts of M2010 were sent out last February 1 and a second draft went out July 31. Those who have not reviewed these earlier drafts may be in for some surprises. Since the Foundation proposes to introduce the M2010 program a year early, please review this standard as soon as possible.

Snell SA2010 and K2010 will follow much the same provisions so all who are interested in these standards are urged to review the M2010 Standard to anticipate the changes in store.

Fee Increases
The fees for testing and for M, SA and K certification labels will increase as of the new year, January 1, 2008.

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<tr>
<th>Testing</th>
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<tr>
<td>M Certification</td>
<td>$1040.00</td>
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<td>SA/K Certification</td>
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<td>RSTR</td>
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<tr>
<th>Certification Labels</th>
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<tr>
<td>M2005 (one-part)</td>
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<td>M2005 (two-part bar coded)</td>
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<td>SA2005 (one-part)</td>
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<td>SA2005 (two-part bar coded)</td>
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<td>K2005 (one-part)</td>
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Snell 2010 Transition
The transition from the 2005 standards to M, SA and K 2010 will be more difficult than in previous standards revisions. In general, certification to the new standard will not assure that the same model also meets the requirements of the previous standard. Furthermore, many of the 2005 certified models will require extensive modification to meet Snell 2010 standards. For these reasons, the Foundation proposes a longer transition period. M2010, SA2010 and K2010 will begin a year early. The first units may be
offered for sale as early as October 1, 2009. And M2005, SA2005 and K2005 will continue for a year longer than usual. Manufacturers will not be required to stop production of these helmets until March 31, 2012.

M2010 Introduction
Certification Testing starts ........... 03/01/2008
M2010 Labels Available ............ 07/01/2009
First M2010 Helmets Available .... 10/01/2009

M2005 Termination
Certification Testing ends .......... 06/30/2011
M2005 Labels last available ........ 06/30/2011
M2005 Production ends .......... 03/31/2012

The changes proposed for Snell 2010 standards are in response to recent anthropometric measurements of the human head. Although the new requirements are expected to force a redesign of current headgear, particularly in the smaller sizes, Snell M2010 helmets may also be able to meet the European demands in ECE 22-05. For the first time in many years, manufacturers may be able to build the same helmets for distribution throughout Europe and North America. The newest M2010 draft has been posted on the Snell web site: www.smf.org.

Snell/FIA Children’s Helmet Standard
The joint Snell/FIA standard for children’s motor sports helmets is in its final form. A copy is posted on the Snell web site www.smf.org and should be available in booklet form soon.

The Foundation will administer the certification program for CM2007 which will be similar to current Snell certification programs and will include an RST enforcement component. For certification testing to this joint Snell/FIA Standard, manufacturers may either submit helmets to the Snell laboratory in California or arrange for testing at Newton S.r.l. in Italy.

Contact information for Newton:

Newton S.r.l.
via G. di Vittorio 2/D
20017 Mazzo di Rho (MI), ITALY
Phone: +39 02 93906088, Fax:+39 02 93906075
Email: luca.cenedese@newtonlab.it

Testing services will be available at both locations by November 1, 2007.

Head Anthropometry

Dr. Randal P. Ching of the University of Washington has written a technical brief detailing the results of his study of the physical parameters of the human head. These parameters are of particular interest in helmet testing since the mass of the head bears directly on how it will load the helmet during impact and how the helmet will transmit shock to the head.

Dr. Ching’s findings bear strongly on the changes incorporated in Snell M2010. His technical brief is posted on the Snell web site.

Comments and Suggestions
Please direct any comments, suggestions or complaints about any aspect of the Snell programs or services to Ed Becker.

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