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Specification for – Protective helmets for vehicle users

PREVIEW

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National foreword

This Mauritian Standard was drawn up by the Mechanical Engineering Standards Committee through its Subcommittee on Protective Helmets and approved by the Standards Council on 31 January 2007. It was notified in the Government Gazette on 24 March 2007 *.

This Mauritian Standard is an adoption of British Standard **BS 6658:1985**, *incorporating Amendment No. 1, Specification for protective helmets for vehicle users* and was implemented with the permission of the British Standards Publishing Ltd.

The text of the British Standard has been approved as suitable for publication as a Mauritian Standard with the following deviation for Mauritius:

(i) **Clause 1, Scope,** line 2**,** the words '*motor vehicles*' has been replaced by '*motorcycles/auto cycles*'

(ii) **Clause 2, Definitions,** a subsection '*2.20 tinted. Shaded or colored or dyed or chemically processed.*' has been included.

(iii) The **Note** in **Clause 4.1** has been amended

(iv) The whole **Clause 8 Marking** has been amended

(v) **Clause 6.1,** Paragraph 2, the phrase '*set of three.*' has been replaced by '*set of four.*'

(vi) **Clause 9.1, Information label**, line 1, the words *'in English and French'* have been added after *'a single label'*

(vii) **Clause 9.2,** *'BSI Warning'* has been replaced by *'Warning'* in Figure 3.

(viii) '***Annex A. Recommended method for assessing ageing of helmet shell material'*** has been replaced by **'*Appendix A. (informative) Alternative procedure for artificial ageing*'**

(ix) **Annex E. Conditioning before testing,** a new clause '*E.3 Artificial ageing'* has been included.

(x) **Clause F.3.2, Sequence,** line 1, *'three helmets'* has been replaced by *'four helmets'*

(xi) **Table 1. Sequence of testing** has been amended to include the '*Artificial weathering'*

(xii) **Annex T. MSB Certification Mark** has been included.

(xiii) Whenever '*BS 6489*' appear, it should be read as '*BS EN 960*'

* General Notice 445 of 2007

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Foreword from BSI

BS 6658 was prepared under the direction of the Personal Safety Equipment Standards Committee and is a combined revision of BS 2495:1977, and BS 5361:1976 which will be withdrawn following a transition period after this standard becomes effective. This revision is intended to replace these two standards and becomes effective at such date as it is involved by Regulations expected to be made by the Secretary of State for Transport. Helmets complying with BS 2495 were originally intended for high-speed motor car racing but came to be used in other competitive events and as high-protection helmets for motor cycle riders on public roads.

Two types of helmet, A and B, are specified. Both types are intended to be adequate for use on public roads. Type A corresponds to the former high-protection standard and is intended for competitive events and for use by wearers who demand an especially high degree of protection. Type B is intended for the ordinary motor cycle rider on public roads. The type A specification consists of the type B specification with more stringent requirements; in particular, the conditions of test for shock absorption and resistance to penetration are more severe for type A that type B.

The protection given by a helmet depends on the circumstances of the accident, and wearing a helmet cannot always prevent death or long-term disability.

A proportion of the energy of an impact is absorbed by the helmet, thereby reducing the force of the blow sustained by the head. The structure of the helmet may be damaged in absorbing this energy and any helmet that sustains a severe blow needs to be replaced, even if damage is not apparent.

To achieve the performance of which it is capable and to ensure stability on the head, a helmet should be as closely fitting as possible consistent with comfort; in use, it is essential that the helmet is securely fastened, with any chin strap under tension at all times.

This revision differs from the standards which is replaces notably as follows. New materials are catered for, an oblique impact test replaces many of the former constructional requirements, here are new tests for chin guards and for the effectiveness of the retention system and the concept of separate component testing has been introduced.

Certification. Attention is drawn to the certification facilities described on the inside back cover of this standard.

Compliance with a British Standard does not of itself confer immunity from legal obligations.

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Specification for protective helmets for vehicle users

1 Scope

This Mauritian Standard specifies requirements for helmets to be worn by riders and passengers of motorcycles/auto cycles including participants in competitive events. Requirements for accessories such as visors, goggles, detachable peaks and detachable face covers are not specified unless they are supplied with the helmet as original equipment. Eye-protectors are specified separately in BS 4110.

Requirements and the corresponding methods of test are given for:

a) extent of shell;

b) shock absorption properties;

c) penetration resistance;

d) response to oblique impact;

e) strength of chin guard;

f) strength and effectiveness of retention system.

In addition, a method of testing flammability is given for helmets for which compliance with the optional flammability requirement is claimed (see clauses 7 and 8).

A recommended method for assessing the resistance of helmet shell materials to ageing is also given.

NOTE: The titles of the publications referred to in this standard are listed on page 34.

2 Definitions

For the purposes of this Mauritian Standard the following definitions apply.

2.1
helmet.
headwear primarily intended to protect against a blow to the part of the wearer's head that lies above the basic plane, without preventing adequate peripheral vision.

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