

Snell is going forward with a driver helmet standard based on carbon fiber shell technology. The 2016 Standard for Protective Headgear for use in Elite Automotive Sports, EA2016, is now in its all but final form. Although there may be some editorial changes in the text before it is published, the testing and other requirements will not be affected.

This standard is based upon helmet capabilities implied in FIA 8860-2010 and on the impact test procedures, hardware and criteria called out in SA2010. In particular, the impact test severities have been set to demand the high levels of protective capability carbon fiber technology can afford while holding shock transmission within established safe limits. It is expected that helmet weight and bulk will remain largely the same as for current FIA 8860-2010 models although liner densities may require adjustment.

EA2016 also drops some of the tests called out in FIA 8860-2010. The following procedures are considered non-productive and have been excluded:

- Dynamic Crush
- Point S (Chin Bar) Impact
- Barcol Hardness
- Surface Friction and Projections (ECE 22-05 Method A and B)

EA2016 Introduction

- Certification Testing starts..... Immediately
- EA2016 Labels Available..... Shortly after the first submission passes.
- EA2016 Helmets available no earlier than.... October 1, 2016

Important Considerations

- Impact testing anywhere on or above the test line
- The test line is one centimeter lower on the sides and rear of the helmet than FIA 8860-2010
- Labeling - helmets must be marked with the largest and smallest appropriate head circumferences in centimeters.
- Numbers of Samples - depending on the helmet's intended size range; eight samples may be required for certification testing.

Impact Test Velocities

EA2016 Nominal Impact Velocities for Certification						
Head Form	A	C	E	J	M	O
1 st	9.5 m/s	9.5 m/s	9.5 m/s	9.35 m/s	8.85 m/s	8.5 m/s
2 nd	6.0 m/s	6.0 m/s	6.0 m/s	6.0 m/s	6.0 m/s	6.0 m/s
3 rd	6.0 m/s	6.0 m/s	6.0 m/s	6.0 m/s	6.0 m/s	6.0 m/s

Impact Test Criteria

Peak Acceleration Criteria					
Head Form					
A	C	E	J	M	O
275 G	275 G	275 G	275 G	264 G	243 G