

Motorcyclists Confederation of Canada Newsletter March 2011

Motorcycle Safety Standards for Helmets in Canada

For those still looking for a new motorcycle there is still plenty of time left in the riding season. Once you choose the ride that's right for you, it is just as important to choose a safety standard approved helmet because research has shown that helmeted riders survive more accidents than those who do not wear one.

Right now motorcyclists, both on road and off road, in Canada must wear helmets that meet standards set by the Canadian Standard's Association (CSA), the U.S. Department of Transportation (DOT), the US Federal Motor Vehicle Safety Standards (NHTSA, 2007) or helmets approved by the Snell Foundation, a company in the United States that conducts safety tests on helmets every five years.

The Motorcycle & Moped Industry Council (MMIC) working in partnership with the Canadian Council of Motor Transport Administrators (CCMTA) are calling on each province and territory to update its list of approved helmets to include those that conform to the Economic Community of Europe (ECE) standards, known as ECE 22-05.

Helmets with the ECE 22.05 European certification are actually the most commonly used internationally and required by over 50 countries world-wide. The ECE 22.05 standard results in a helmet that is lighter, better ventilated and has better impact capabilities. Another major benefit for Canadian riders in adopting the ECE standard is that it does not directly conflict with existing standards. And the mandatory batch testing requirements of the ECE assures higher helmet quality which enhances the effectiveness in preventing rider fatalities and serious injuries.

Not only is the European standard considered better by some because it is more current, but the ECE 22.05 standard also requires mandatory batch testing of helmets before they are released to the riding public as opposed to the current practice of random testing after the helmets are released to the riding public.

The result of a jurisdictional survey conducted by the MMIC and CCMTA, indicate that only Quebec has the ECE helmet standard in place. All jurisdictions should amend their legislation/regulations or existing standards to include the ECE 22.05.

For more information contact the MMIC at www.mmic.ca, or MCC at www.motorcycling.ca.

New Motorcycle Roadside Sound Test for Bathurst, New Brunswick

Following the lead of Edmonton, Alberta, the City Council in Bathurst, New Brunswick, passed a bylaw on Monday, April 18, 2011 that will limit the amount of noise motorcycles can make. Pending approval from the province, the new bylaw will be in place July 1, 2011.

Bathurst council has adopted the new SAE J 2825 standard, which meets the need for a practical, consistent roadside motorcycle sound test. This is a simple, quick, economical and science-based tool for

accurately identifying motorcycles with excessively loud exhaust systems.

As more municipal, city and provincial governments adopt the SAE standard, riders everywhere will benefit. Because this test accurately identifies excessively loud exhausts, riders will no longer be subjected to questionable sound-level checks (for example: the coat hanger test in Montreal). This standard has the potential to provide fair and consistent testing for riders travelling in provinces, cities and municipalities across Canada.

New Brunswick Set To Examine Motorcycle Inspections

The New Brunswick government will be consulting residents later this year regarding its motor vehicle inspection program, including whether motorcycles should be subjected to the annual examination. Right now, New Brunswick requires annual inspections for most vehicles, twice annually for others but none for motorcycles, motorized bicycles or tricycles. The question is - Do motorcyclists in New Brunswick believe that motorcycles should be subjected to the annual examination?

In Europe, the European Commission is actively looking at Periodical Technical Inspections for motorcycles. The [Federation of European Motorcyclists' Associations](#) (FEMA) opposes harmonized and extended PTI for powered two wheelers (PTWs) because it "will not improve road safety and only represents an additional and unjustified burden for motorcyclists." Recent studies highlight that human behaviour is the primary causation factor of crashes involving PTWs, while technical failures only account for 0.3% of all primary accident contributing factors. FEMA suggests that it is doubtful that an extension of PTI regimes would be able to reduce this number significantly and that countries in Europe having PTI regimes for PTWs do not show improved accident figures. MCC will monitor this issue closely.



Next Issue - July