

BOGUS HELMETS



*What You
Know
Could Save
Your Life!*

A project of the
Washington State Patrol
in cooperation with the
Washington Traffic
Safety Commission.

REAL

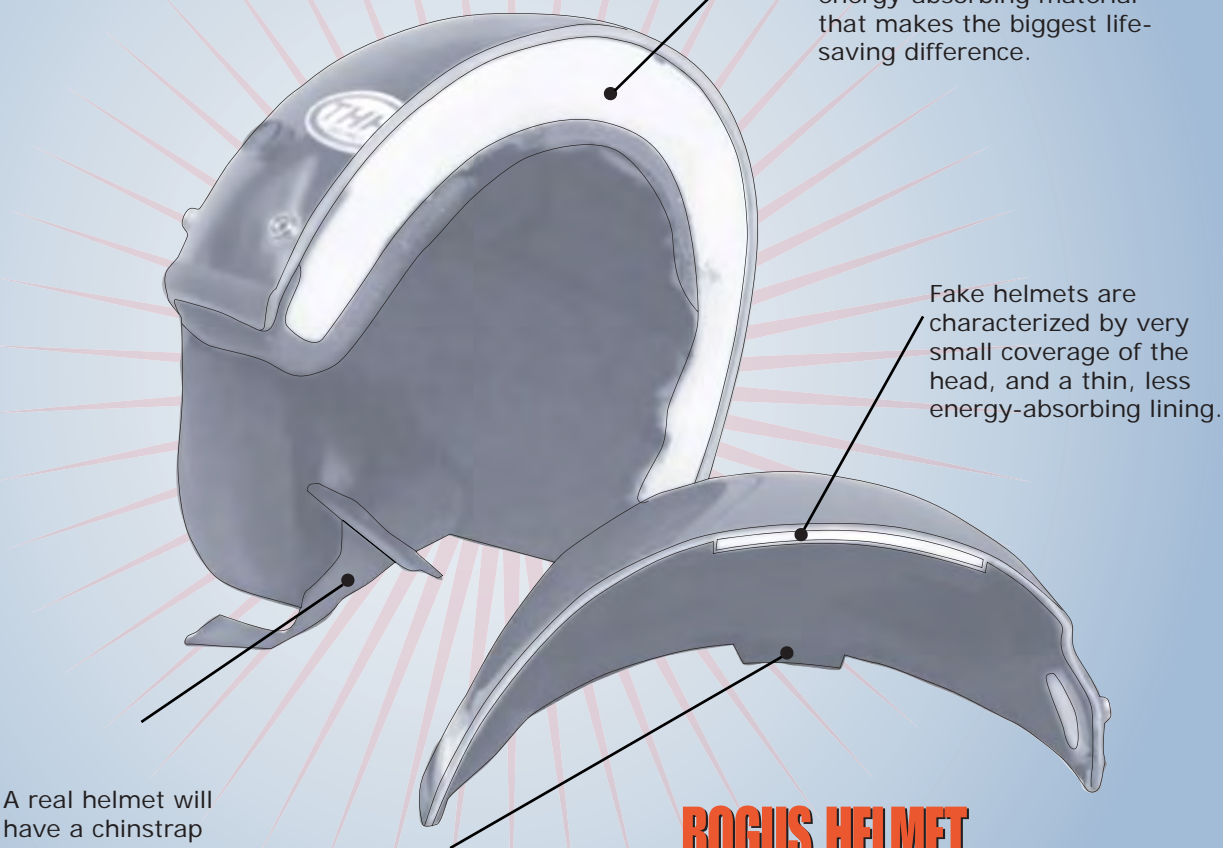
vs.

FAKE

*Don't Let
the shiny
shell fool
you.*

LEGAL HELMET

Meets the requirements outlined by DOT. FMVSS 218



A real helmet will have a chinstrap that is thick and well riveted.

Bogus helmets usually have a flimsy strap and may have rivets that protrude inside the helmet

A real helmet meeting the federal safety standard has an inner lining usually one inch thick of firm energy-absorbing material. It's this energy-absorbing material that makes the biggest life-saving difference.

Fake helmets are characterized by very small coverage of the head, and a thin, less energy-absorbing lining.

BOGUS HELMET

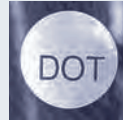
A dangerous and illegal choice. This helmet cost us \$79. The ticket if you're caught wearing it is \$124.

RCW 46.37.530

Shopping Guide



DOT Label. United States Department of Transportation (DOT) doesn't make helmets, but it sets the standards which manufacturers must follow. A real helmet will have a sticker on the outside indicating it has been made to DOT specifications. Be careful though, some bogus helmets might have a DOT sticker too. (Like the fake one pictured here.)



Inside Labeling. A real helmet will have a label permanently affixed on the inside. This label is required to provide the following information:

- Manufacturer Name
- Helmet Model
- Size
- Month and Year of Manufacture
- Construction Materials
- Owner Information



Thickness. A real helmet meeting the federal safety standard has an inner liner usually about one inch thick fo foam and will feel heavier than a bogus helmet. Bogus helmets are little more than a shell with a thin lining.



Chinstrap. A real helmet will have a chinstrap that is thick and well riveted. Bogus helmets usually have a flimsy strap and may have rivets that protrude inside the helmet (creating yet another hazard).

*You can get more
information on safety
codes and studies from
the main WSP website:
www.wsp.wa.gov*

Statistics

You are more likely to die in a motorcycle collision if you are wearing a bogus helmet than if you don't wear a helmet at all.

*- Southern California
Injury Research
Prevention Center*



Per mile driven, a motorcyclist is 16 times more likely to die in a crash than an automobile driver.



Annual medical care costs in California were \$35,000,000 less two years after implementing a mandatory helmet law.



Taxpayers are picking up the bill. Harborview Medical Center found in one year that motorcycle crashes cost \$2.7 million, and 63% of that cost was paid by public funds. (1% was paid by motorcyclists.)



Washington repealed its helmet law for a period in the late 1970's. During that time, motorcycle deaths increased 124%.



Once Washington's law was re-enacted, motorcycle fatalities dropped by more than 50%, and severe head injuries dropped by almost 60%.



*It's your head,
we thought you
should know.*



www.wsp.wa.gov

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