

# Homologation ECE-2206



Since 2003, the ECE-2205 norm was the motorcycle helmet homologation approval in Europe. After 18 years of validity, it has become obvious that this norm would need an upgrade to fit to the new helmets standards. Indeed, since 2003, the motorcycle helmets have been improved significantly with quick releases, multi-density EPS and so on. On the other hand, some innovations have appeared to be used as sales features such as integrated sun visor or modular helmets for example.

At ARAI, we have always been focused on the most important feature of an helmet: the rider protection. We have always think an homologation is a minimum what a helmet should do and we are always looking for improvements, real world accidents. This is the reason why we have constantly been looking at improving year after year the safety performance of our helmets.

In 2021, the ECE-2205 homologation will "evolve" to ECE-2206 in order to meet new standards and increase the rider's protection. We have been looking for these improvements for 3 generations, and that's how we managed to have the world first helmet passing this norm already in mid-2021. Already 18 years ago, ARAI was the first helmet manufacturer to have an ECE-2205 & SNELL approved helmet (RX-7GP). This shows once again that ARAI's obsession has always been to protect the riders.

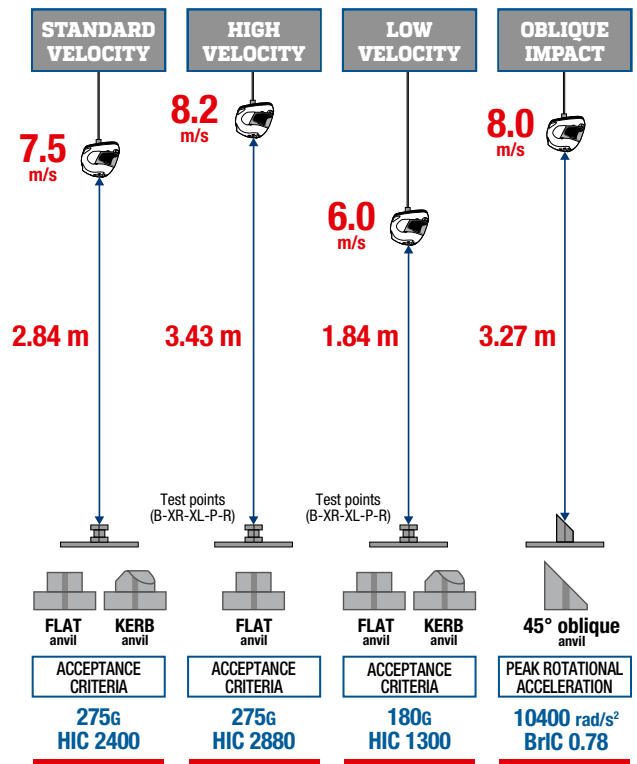
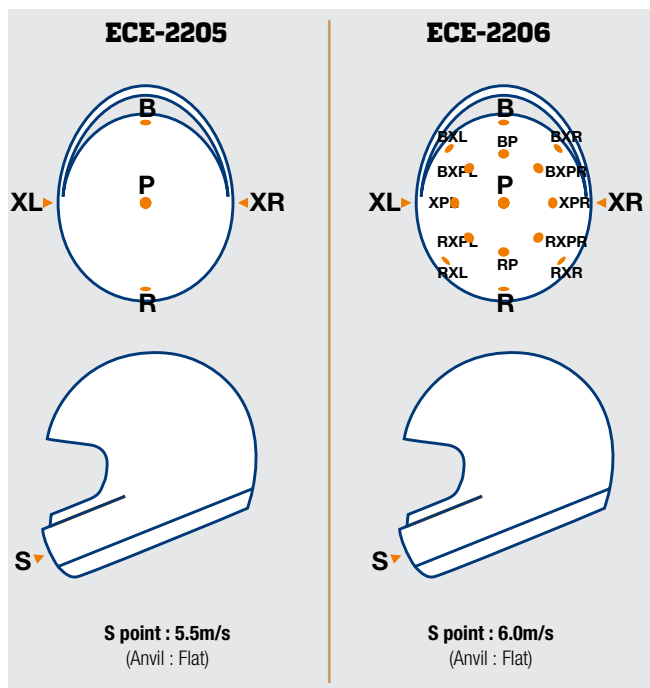


## What is going to change?

This ECE-2206 is a more stringent approval, testing helmets with additional crash-test, new impact points, more diversity of speed and impact surface.

- **New impact points:** Addition of 12 impact points, which will increase the overall helmet testing and prevent helmet manufacturers to build helmet focused on very few impact point. We know at ARAI that crashed are unpredictable.
- **Additions of speed testing:** Addition of high and low velocity tests. Kinetic energy goes up in proportion to the speed, which means that the ECE-2206 is more depending on the impact dispersion. On the other hand, the low speed impact is important for the EPS liner, to absorb when the outer shell has not much opportunity to crack and divide the energy, the EPS liner has to absorb most of it.

- **Addition of an Oblique Impact test:** This test is the first one that is considering what we always have been truly believed in the most important feature of an helmet performance, we refer to "Glancing Off". As soon as the helmet hits the anvil, the direction is changed from vertical to horizontal. By having a rounder and smoother shell, the helmet will bounce off, this is one of the reasons why ARAI has been the first one to pass this new regulation, we have always been focused on rider safety.



## When will that change?

Due to the pandemic, the activation of that new homologation became a real challenge for several helmet manufacturers. But there is no official announcement on the change of the initial plan which is:

- From **July 2022** it is no longer possible to approve or extend according to the ECE-2205 series.
- From **July 2023** it is no longer allowed to use the approval numbers from the ECE-2205 series.
- From **January 2024** it is prohibited to sell ECE-2205 series products by contracting parties.

Sooner or later, all the rider gear industry will have to adapt to this new standard. ARAI is once again demonstrating its capacity of manufacturing the best helmets in the world by having homologated the first ECE-2206 approved helmet in 2021, available on the market 6 month ahead of any other brand. By 2022, ARAI will be able to provide 2 models homologated with the plan to have the full range ECE-2206 by 2024.

