

[REDACTED]  
[REDACTED] Reg. 28 Report to Prevent Future Death - response from the Transport Research Laboratory - Donald Frederick HOOKER

Hi All

Apologies if the below has already been answered in my absence. Please see the below regarding the questions asked:

- What type of helmet was involved in the incident (make and model)?
- Is there an indication of how tightly the strap was fastened? A helmet should feel comfortable but fit snugly. A loose-fitting helmet may come off during an accident, however how, after an accident, do you determine if it was fitting snugly
- How old was the helmet?
- Where was the helmet purchased? Normally when purchased at a reputable dealer, the seller would provide fitting advice and ensure it fits correctly, however this does not apply when purchased at other establishments or via the internet.
- Chin strap maintenance could be an issue. Was there evidence of wear, had it stretched? These issues can only be determined during a forensic examination. This could mean that more awareness training for the attending police traffic officers and forensic examiners is required.
- This issue is likely to become more widespread with the introduction of electric bikes and e-scooters or even pedal cycles.

1 – The helmet was an 'Uber' flip front motorcycle helmet with a clear visor. It was ECE marked 22.05 and therefore meets basic UK standards.

2 – The helmet was fitted with a D-Ring fastener that appeared to be in order and fastened on inspection, however, I am unable to comment on how tightly this was fastened when worn.

3 – This is an enquiry that should be completed by SCU.

4 – Again, another SCU enquiry.

5 – The chin strap appeared to be in order. To identify whether the material has stretched or suffered any deformation the helmet would need to be sent to the appropriate third party for testing.

Hopefully, the above is of some form of help.

Kind regards,

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