

KEEP YOUR HEAD Protective Headgear Compulsory For Both Rider And Pillion | Opt For Quality, Be Safe

It is sheer common sense to wear a helmet. In Karnataka, nearly 10,000 persons die during road accidents every year, and more than half the deaths are due to injuries to the brain and nervous system. This number does not include those who are hospitalized, disabled and rendered completely immobile due to brain injuries suffered in road accidents.

For every death in a road accident, there is a minimum of 30 persons who are hospitalized. However, this data does not reflect in many road crash reports. Research has clearly indicated brain concussion, contusion, haemorrhage, skull fracture and other injuries in road crashes.

To increase acceptance of helmet use by all two-wheeler riders and pillion and overcome resistance by the public, the government and all societal partners have to raise awareness on the necessity of wearing helmets and put things in the right perspective. In the first instance, making helmets mandatory only for two-wheeler riders was a partial, selective stand, when the pillion rider is equally vulnerable to head injuries.

Over 70% of the total vehicles on Indian roads are two-wheelers, unlike western countries, where motor cars predominate. Two-wheelers are small in size, stability is low, manoeuvring is high and unstable, speeding is common and riders and pillion are exposed and unprotected. They are vulnerable to head injuries in case of crashes. In head injuries, the brain gets damaged and that's the most important organ of the body.

MY OPINION



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Many people who resist wearing helmets argue that helmets don't prevent accidents. But helmets prevent death, brain injuries and neurological disabilities. If one can spend several thousand rupees to buy a two-wheeler, spending Rs 500 for a helmet is a life-saving measure.

We must do away with myths that one need not wear a helmet while riding a short distance as crashes can happen at any point, at any time, to anyone. Many think that travelling at low speed does not require a helmet, but the crash impact depends on what hits the head. It's a wrong perception that wearing helmets can cause neck pain, hearing difficulty, vision block and hair loss. There is no scientific basis for such claims.

Full-face helmets protect a person in case of a crash by safeguarding the brain, eyes, oral cavities and face. A polystyrene foam lining inside the helmet gives the cushioning impact. The shell acts as the mechanical barrier between the face and external object. In case of a crash, the brain does not hit the skull from inside when a scientifically designed, tested helmet is worn.

A shock absorber helps the helmet absorb the energy. A good helmet must pass the retention and shock absorption tests. Open-face

Only full-face helmets can prevent deaths

DON YOUR HELMET TODAY, OR PAY A FINE

D-Day has arrived. Starting Wednesday, traffic police across Karnataka will start imposing penalties on helmetless pillion riders or those wearing sub-standard headgear (without an ISI mark). The state government, following a directive from the Supreme Court, is implementing the compulsory helmet rule for pillion riders. Though the new rule came into effect on January 12, police went slow to allow motorists to buy



new gear. Now on, the rider will be fined **Rs 100** for a first-time offence and **Rs 300** for a second violation. For the third violation, the rider's driving licence will be suspended, if the pillion doesn't wear a helmet.

The rule is applicable to children above 12 years. It also says a person aged 12 and above who rides along with a rider and pillion will be charged with triple riding. This also attracts a penalty.

MARK OF THE ISI

Your helmet should be certified by the Bureau of Indian Standards with an Indian Standards Institution (ISI) mark

ISI definition of the helmet: "The helmet is one of the most important items of personal protective equipment used by two-wheeler riders for protection against the hazards connected with driving on roads."

Section 129 of Motor Vehicles Act, 1988, mandates that a rider wear a helmet of ISI standards while riding in a public place



SIZE



500 mm, 520 mm, 540 mm, 560 mm, 570 mm, 580 mm, 600 mm, 620 mm at widest circumference

In accordance with **IS 7692: 1993**

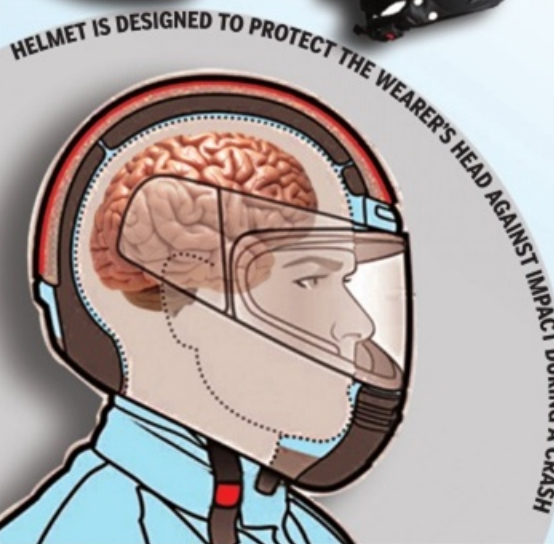
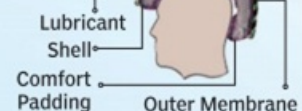
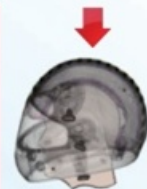
FOR PROTECTION

Shell—Hard part, gives helmet its general shape

- **Protective Padding**—Material used to absorb impact energy
- **Comfort Padding**—Material provided for wearer's comfort
- **Ear flaps** • **Neck curtain**
- May have detachable peak, visor, and may also have a lower face cover.

PRECAUTION

- Helmet should not affect the wearer's ability to hear
- Sound transmission loss shall be not more than 10dB over frequency range 250 to 2000 Hz



and half-head helmets are not recommended.

Wearing a helmet is a life-saving measure and should be promoted. There is a need to strengthen enforcement of other existing legislations for seat belts, drink driving, cell phone use, speeding, pedestrian practices and emergency care. The World

Health Organization's recommendations of a 5-pillar approach to road safety management, safe people, safe roads, safe vehicles and post crash care need serious implementation in India.

—As told to **Sunitha Rao R**

