
# Weekly Safety Tip

## What You Need to Know About Glove Cut Levels

SAFETY TIPS

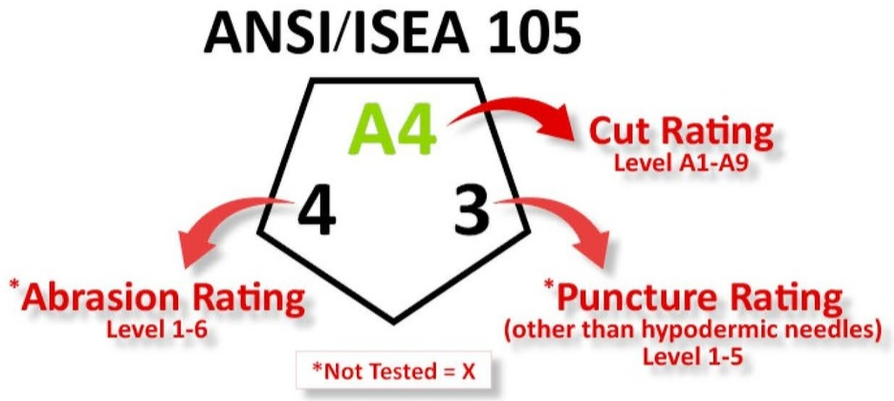
# What You Need to Know: ANSI/ISEA 105-2024

Safety Council OF NORTHWEST OHIO

An updated ANSI/ISEA standard has initiated big changes in the PPE world. The **ANSI/ISEA 105-2024 Standard for Hand and Arm Protection Classification** establishes criteria for clarity and consistency in labeling specific protection ratings on work gloves and sleeves. With this update, workers and PPE buyers will see new designs on their go-to protective gear to display these ratings. What do these new designs look like? What else does this updated standard discuss? How does it affect you and your workers? Here are answers to those questions.

## DECODING THE ANSI/ISEA 105-2024 STANDARD

The standard establishes a uniform presentation for the cut, abrasion, and puncture protection offered by a work glove or sleeve. Using a pentagon pictogram badge (see below), rating levels are placed in specific areas within the badge and displayed on the PPE so it's visible and legible throughout its regular and normal lifespan. If characteristics (such as a glove's material) prevent it from having markings, the badge can be found on the product packaging or on a document supplied with the product.




*Magid has taken this one step further by color-coding cut resistance levels for easy identification, as well.*

**Magid Color-coded Cut Levels**


(See next page for ISEA infographic with explanations)

If a product hasn't been tested for a specific rating, or the testing method isn't applicable for a particular glove or sleeve, the rating information will be represented with an "X" in the badge. These changes make the new ANSI/ISEA standard more consistent with the EN standard used for European products.

### Protection Levels Remain Unchanged, Stronger Focus on Rating Verification

With this change in appearance, will new PPE still provide the same protection as before? Yes! The new standard does not alter previously established protection levels or ratings. However, the standard does put a stronger emphasis on third-party verification of cut, abrasion, and puncture testing results, something that many PPE manufacturers have utilized for years.

### Removal of Vibration Reduction & Dexterity Testing

The update also notes that measurements of vibration reduction and dexterity are no longer covered in the standard. While vibration reduction is no longer included, it is still referenced in **Appendix E, "Other Factors for Consideration."**

## HOW THE UPDATED STANDARD HELPS YOU & YOUR WORKERS

This update creates more conformity in the PPE world. Now workers can quickly see if a glove or sleeve provides the levels of protection they need so they can make quicker PPE decisions for the job at hand. It also lets them easily compare different PPE options without having to search for the cut, abrasion, and puncture resistance levels on the products or product receipts.

Glove and sleeve manufacturers must follow the ANSI/ISEA 105-2024 standard to ensure their products meet the updated emphasis on testing and quality assurance. This emphasis on third-party verification creates even more assurance that the safety gear you're giving your workers will hold up to the tasks and hazards in their work areas!

# Weekly Safety Share


## SUV Collisions Far More Likely to Be Fatal

# A FAMILY SAFETY SHARE

## SUV Collisions Far More Likely To Be Fatal, Especially For Kids

*If not fatal, many SUV accidents involving pedestrians can result in serious injuries.*

***Pedestrians and cyclists** are significantly more likely to be killed or seriously injured when struck by an SUV or light truck compared to a regular passenger car, with a 44% higher fatality risk overall, and 82% higher risk for children.*

***Younger children** are especially vulnerable: Age 0–9 face a 130% increase in fatality odds when hit by an SUV versus a standard car, due to the taller, blunter front design of these vehicles striking them in the chest rather than the legs.*

Your family SUV might be keeping you safe inside, but it's proving deadly for those outside. A new study reveals that SUVs and light trucks dramatically increase the risk of death for pedestrians and cyclists in crashes, with children facing the worst odds.

The research, published in *Injury Prevention*, found that when hit by an SUV or light truck vehicle (LTV) instead of a regular passenger car, pedestrians and cyclists face a 44% higher chance of death. **For children, that risk skyrockets to a staggering 82% increase in fatality odds**.

**Why SUVs Are More Deadly**

SUVs now account for nearly half of all new car sales globally, a massive jump from just 15% in 2010. That explosive growth has put more high-fronted, heavier vehicles on roads worldwide, with deadly consequences for anyone not inside them.

The study, led by researchers from the London School of Hygiene & Tropical Medicine, analyzed data from 24 studies covering 682,509 crash victims. Their findings show how vehicle design directly impacts survival chances in accidents.

Why exactly are SUVs more lethal? The researchers point to their taller, blunter front ends as the key design feature increasing danger. Unlike passenger cars, which typically have lower, sloped fronts, SUVs strike pedestrians higher on their bodies, hitting an adult at the pelvis rather than legs, or striking a child at chest level rather than the pelvis.

This higher impact point changes the entire crash dynamic. Instead of being carried on the hood as often happens with passenger cars, victims hit by SUVs are more likely to be thrown forward into the road. This increases the likelihood of upper body and head injuries, which are typically more fatal.

**Children at Greatest Risk**

SUVs are especially dangerous for younger children. Data from two large U.S. datasets showed that children aged 0–9 years faced a 130% increase in fatality odds when hit by an SUV compared to a regular car. That's nearly double the already elevated risk for children as a whole.

By StudyFinds Staff April 30, 2025

**DA Varwig for SCNWO**

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