E9

E9*22R06/01*6351*00

Comunicación sobre / *Concerning* (1):

- concesión de la homologación / *approval granted*
- ~~extensión de la homologación / *approval extended*~~
- ~~denegación de la homologación / *approval refused*~~
- ~~retirada de homologación / *approval withdrawn*~~
- ~~cese definitivo de la producción / *production definitely discontinued*~~

de un tipo de casco de protección con/~~sin~~ (1) un/~~varios~~ (1) tipo~~(s)~~ de pantalla en aplicación del Reglamento UN Nº 22 / *of a type of protective helmet with/~~without~~ (1) one/~~more~~ (1) visor type~~(s)~~ pursuant to UN Regulation No. 22.*

Homologación Nº / *Approval No.*: E9*22R06/01*6351*00 Extensión Nº / *Extension No.* 00

1. Marca de fábrica o comercial / *Trade mark*: MHR, LS2, TAKAI, KTM

2. Tipo / *Type*: OF603

3. Tallas / *Sizes*: XS(53-54), S(55-56), M(57-58), L(59-60), XL(61-62), XXL(63-64), XXXL(65-66)

4. Nombre del fabricante / *Manufacturer's name*:
JIANGMEN PENGCHENG HELMETS LTD.

5. Dirección / A*ddress*:
No.01-7 Dongsheng Road, Gonghe Town, Heshan, Jiangmen City,
Guangdong, 529728 P.R. China

6. Nombre del representante, en su caso / *If applicable, name of manufacturer's representative*: ----

7. Dirección / *Address*: ----

8. Breve descripción del casco / *Brief description of helmet*:
Ver documentación del fabricante / *See manufacturer's documentation*

9. Casco sin mentón (J) / ~~con mentón protectivo (P)~~ / ~~con mentón no protectivo (NP)~~ /~~ con mentón protectivo móvil o extraible (P/J)~~ (1) / *Helmet without lower face cover (J)* / ~~*with protective lower face cover (P)*~~ / ~~*with non-protective lower face cover (NP)*~~/ ~~*with detachable or movable protective lower face cover (P/J)*~~ (1)

10. Tipo de pantalla o pantallas / *Type of visor or visors*: OF-MHR-107 (E9*22R06/01*6352*00)

11. Breve descripción de la pantalla o pantallas / *Brief description of visor or visors*:
Ver documentación del fabricante / *See manufacturer's documentation*

(1) Táchese lo que no proceda / *Strike out what does not apply*

Firmado el 05/10/2022 13:22:45 : JOSE MANUEL PRIETO BARRIO, Subdirector / Subdirectora General de S.G. de Calidad y Seguridad Industrial.

Código: **12365138-223492350BBRNICLM61M** Autenticidad verificable en: https://serviciosmin.gob.es/arce
Documento electrónico, página 1 de 4.

E9

E9*22R06/01*6351*00

12. Presentado a la homologación el / *Submitted for approval on*: 27.07.2022

13. Servicio técnico encargado de los ensayos de homologación / *Technical service responsible for conducting approval tests*: IDIADA

14. Fecha del acta de los ensayos emitida por este servicio / *Date of report issued by that service*: 05.10.2022

15. Nº del acta de ensayos emitida por este servicio / *Number of report issued by that service*: MT22040034

16. Observaciones / *Comments*: ----

17. Homologación concedida / ~~extendida~~ / ~~denegada~~ / ~~retirada~~ (1) /
Approval granted / ~~*extended*~~ / ~~*refused*~~ / ~~*withdrawn*~~ *(1)*

18. Lugar / *Place*: Madrid

19. Fecha / *Date*: Ver firma electrónica / *See electronic signature*

20. Firma / *Signature*:
EL SUBDIRECTOR GENERAL DE CALIDAD Y SEGURIDAD INDUSTRIAL
Resolución P.D. del DIRECTOR GENERAL DE INDUSTRIA Y DE LA PYME de 25-10-2012

21. Los siguientes documentos, que llevan el número de homologación arriba indicado, pueden ser obtenidos a solicitud del interesado / *The following documents, bearing the approval number shown above, are available on request*:

    * Informe técnico / *Technical report*
    * Documentación técnica del fabricante / *Manufacturer's technical documentation*

(1) Táchese lo que no proceda / *Strike out what does not apply*

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Documento electrónico, página 2 de 4.

Anexo - Información adicional sobre esta Homologación de tipo

Condiciones de la autorización y pie de recurso

Los vehículos, sistemas, componentes o unidades técnicas independientes fabricados en virtud de esta homologación de tipo deben estar identificados y portar las marcas correspondientes según la reglamentación aplicable.

La producción en serie de vehículos, sistemas, componentes y unidades técnicas independientes debe realizarse de acuerdo con la documentación de homologación. Todo cambio en la producción individualizada requerirá autorización expresa previa por parte de la Autoridad de Homologación Española.

Cualquier modificación en los datos incluidos en el certificado de homologación, como el nombre de la empresa, representante en la UE, dirección y las plantas de fabricación deben ser comunicados inmediatamente a la Autoridad de Homologación Española.

La homologación perderá su validez cuando la misma haya sido retirada o el tipo ya no cumpla con los requisitos legales. La retirada tendrá lugar siempre que hayan dejado de cumplirse los requisitos necesarios para la concesión y mantenimiento de la misma, cuando el fabricante no pueda demostrar a la Autoridad de Homologación el cumplimiento con los requisitos y procedimientos para garantizar la conformidad de la producción, en caso de que el titular no cumpla con sus obligaciones inherentes a la homologación o cuando se determine que el tipo homologado no cumple con los requisitos de seguridad y medio ambiente.

La Autoridad de Homologación de Tipo española podrá verificar el cumplimiento de las obligaciones del fabricante en cualquier momento. En particular, se podrá comprobar la correspondencia del producto con el tipo homologado, así como las medidas establecidas para garantizar la conformidad de la producción. A tal efecto se podrán tomar o solicitar las muestras necesarias. Se permitirá el acceso sin trabas a las instalaciones de producción y almacenamiento a los empleados o representantes de la Autoridad de Homologación Española.

La autorización objeto de esta resolución de homologación de tipo no es transferible. Los derechos de marca de terceros no se encuentran afectados por esta homologación.

Contra la presente Resolución, que no pone fin a la vía administrativa, podrá interponerse recurso de alzada [1] ante la Dirección General de Industria y de la Pequeña y Mediana empresa, o ante la Secretaría General de Industria y de la Pequeña y Mediana empresa, en el plazo de un mes a partir del día siguiente a su notificación, de conformidad con los artículos 121 y 122 de la Ley 39/2015, de 1 de octubre, del Procedimiento Administrativo Común de las Administraciones Públicas.

[1] Nota: Para interponer recurso de alzada deberá acceder al siguiente enlace:
https://sede.serviciosmin.gob.es/es-es/procedimientoselectronicos/Paginas/detalle-procedimientos.aspx?IdProcedimiento=157

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Annex - Additional Information on this Type Approval

Collateral clauses and right to appeal (Courtesy translation)

All vehicles, systems, components or separate technical units which correspond to the approved type are to be identified and marked according to the applied regulation.

The serial fabrication of vehicles, systems, components or separate technical must be in exact accordance with the approval documents. Changes in the individual production are only allowed with express consent of the Spanish Type Approval Authority.

Changes in the data included in the approval certificate, such as the name of the company, EU representative, address and the manufacturing plant are to be immediately disclosed to the Spanish Type Approval Authority.

The approval expires if it is withdrawn or if the type approved no longer complies with the legal requirements. The revocation can be made if the demanded requirements for issuance and the continuance of the approval no longer exist, if the manufacturer cannot demonstrate to the Type Approval Authority that it comply with the requirements and procedures to guarantee the conformity of production, if the holder of the approval violates the duties involved in the approval or if it is determined that the approved type does not comply with the requirements of traffic safety or environmental protection.

The Spanish Type Approval Authority may check the proper exercise of the conferred authority taken from this approval at any time. In particular, this means the compliant production as well as the measures for conformity of production. For this purpose, samples can be taken or have taken. The employees or the representatives of the Spanish Type Approval Authority may get unhindered access to the production and storage facilities.

The authorization contained with issuance of this approval is not transferable. Trade mark rights of third parties are not affected with this approval.

This approval does not conclude the administrative channel and can be appealed [2] within one month after notification, according to articles 121 and 122 of Ley 39/2015, de 1 de octubre, del Procedimiento Administrativo Común de las Administraciones Públicas. The appeal is to be addressed to Dirección General de Industria y de la Pequeña y Mediana empresa, or Secretaría General de Industria y de la Pequeña y Mediana empresa.

[2] *Note: Appeal on the following link:*
https://sede.serviciosmin.gob.es/es-es/procedimientoselectronicos/Paginas/detalle-procedimientos.aspx?IdProcedimiento=157

Firmado el 05/10/2022 13:22:45 : JOSE MANUEL PRIETO BARRIO, Subdirector / Subdirectora General de S.G. de Calidad y Seguridad Industrial.

L'Albornar - Apartado de Correos 20
E - 43710 Santa Oliva (Tarragona)
España

Tel. +34 977 166000
Fax +34 977 166007
e-mail: idiada@idiada.com

INFORME Nº / *REPORT No.* MT22040034

CASCOS DE PROTECCIÓN Y SUS PANTALLAS PARA CONDUCTORES Y PASAJEROS DE MOTOCICLETAS Y CICLOMOTORES SEGÚN EL REGLAMENTO UN Nº 22R06/01
PROTECTIVE HELMETS AND THEIR VISORS FOR DRIVERS AND PASSENGERS OF MOTORCYCLES AND MOPEDS ACCORDING TO UN REGULATION No. 22R06/01

Fabricante / *Manufacturer* (1)	:	JIANGMEN PENGCHENG HELMETS Ltd. No.01-7 Dongsheng Road, Gonghe Town, Heshan, Jiangmen City, Guangdong, 529728 P.R. China
Marca(s) / *Make(s)* (1)	:	MHR, LS2, TAKAI, KTM
Tipo / *Type* (1)	:	OF603
Denominaciones comerciales / *Commercial denominations* (1)	:	OF603-1, INFINITY II
Lugar y fecha de emisión del informe / *Test report place and date*	:	L'Albornar, Santa Oliva (Tarragona) 05.10.2022

CONCLUSIONES / *CONCLUSIONS*: El casco presentado CUMPLE con las especificaciones relativas a la homologación de cascos y pantallas de protección para conductores y pasajeros de motocicletas y ciclomotores, correspondientes al Reglamento UN Nº 22R06/01, según se detalla en la hoja de ensayo anexa a este informe. / *The helmet submitted for test FULFILS the specifications relating to the homologation of helmets and their visors of protection for riders and passengers of motorcycles and mopeds, according to UN Regulation No. 22R06/01, as detailed in the test form attached to this report.*

Realizado / *Performed by* :

Antonio Santos Carreño
TÉCNICO DE HOMOLOGACIONES
HOMOLOGATION TECHNICIAN

Vº. Bº. / *Revised by* :

Víctor Costa Escarrà
JEFE DE DEPARTAMENTO
DEPARTMENT MANAGER

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IDIADA MT22040034

* LOS RESULTADOS PRESENTADOS SE REFIEREN UNICAMENTE A LA MUESTRA ENSAYADA.
THE PRESENTED RESULTS REFER ONLY TO THE TESTED SAMPLE
* QUEDA TERMINANTEMENTE PROHIBIDA LA REPRODUCCION PARCIAL DE ESTE INFORME SIN PERMISO EXPRESO DE IDIADA.
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ANEXO AL INFORME / *ANNEX TO THE TEST REPORT*

IDENTIFICACIÓN DEL CASCO PRESENTADO AL ENSAYO /
IDENTIFICATION OF HELMET SUBMITTED FOR TEST

Fabricante / *Manufacturer* (1)	:	JIANGMEN PENGCHENG HELMETS Ltd.
Marca(s) / *Make(s)* (1)	:	LS2
Tipo / *Type* (1)	:	OF603
Tallas / *Sizes* (1)	:	XS(53-54), S(55-56), M(57-58), L(59-60), XL(61-62), XXL(63-64), XXXL(65-66)
Id. de la muestra / *Sample Id.*	:	CA2207/20, CA2208/54

MARCADO DEL CASCO / *HELMET MARKINGS*

Marca o nombre del fabricante /
Manufacturer's trade name or mark ..... *CORRECT*

Etiqueta de talla / *Size label* ..... *CORRECT*

Etiqueta de peso / *Weight label* ..... *CORRECT*

Año de producción / *Year of production* ..... *CORRECT*

Marcaje de homologación /
Approval mark ..... *CORRECT*

Indicación de uso correcto y reemplazo /
Indication of correct use and replacement ..... *CORRECT*

Advertencia del uso de disolventes sobre el casco /
Warning of the use of solvents on the helmet ..... *CORRECT*

Listado de pantallas homologadas compatibles /
Compatible approved visors list ..... *CORRECT*

Sin protección del mentón frente impactos (solo para tipos "NP") /
Does not protect chin from impacts (only for "NP" types) ..... *NOT APPLICABLE*

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DESCRIPCIÓN TÉCNICA Y DE MATERIALES / *TECHNICAL DESCRIPTION AND MATERIALS* (1)

Carcasa / *Shell*	:	Fibra de vidrio / *Fiberglass*
Relleno de protección / *Protective padding*	:	Poliestireno expandido (EPS) / *Expanded polystyrene (EPS)*
Peso del casco en gramos / *Helmet weight in grams*	:	XXXL-XL(1450 g), L(1400 g), M(1350 g), S-XS(1350 g)
Sistema de retención / *Retention system*	:	Cierre de apertura rápida (micrométrico) / *Quick release mechanism (micrometric)*
Pantalla / *Visor*	:	OF-MHR-107 (E9*22R06/01*6352*00)
Filtro solar / *Sun shield*	:	SF-MHR-21

ESPECIFICACIONES GENERALES / *GENERAL SPECIFICATIONS*

1. Constitución básica / *Basic construction* ..... *CORRECT*

2. Accesorios / *Accessories*: ----

3. Opción protectiva / *Protective option*:

   Sin mentón (J) / *Without lower face cover (J)*

4. Extensión de la protección / *Extent of the protection*:

   4.1. Área cubierta por la carcasa / *Area covered by the shell* ..... *CORRECT*

   4.2. Área cubierta por el relleno protector / *Area covered by the protective padding* ..... *CORRECT*

5. Proyecciones o irregularidades en la parte exterior de la carcasa / *Projections or irregularities in the outer shell* ..... *CORRECT*

6. Interior del casco / *Inside of helmet* ..... *CORRECT*

7. Sistema de retención protegido contra la abrasión / *Retention system protected against abrasion* ..... *CORRECT*

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8. Sistema de retención / *Retention system*:

8.1. Anchura de la cinta /
Chin strap width ..... *CORRECT*

8.2. Cinta desprovista de mentonera /
Chin strap does not include a chin-cup ..... *CORRECT*

8.3. Dispositivo de ajuste y retención de la cinta /
Chin strap adjustment and tensioning device ..... *CORRECT*

8.4. Posición de los dispositivos de retención y ajuste de la cinta /
Position of the chin strap fastening and tensioning devices ..... *CORRECT*

8.5. Dispositivo de apertura rápida con barra deslizante o doble anillo en D /
Sliding bar or double-D ring fastening devices:

8.5.1. Apertura únicamente con acción voluntaria /
Opening only with voluntary action ..... *NOT APPLICABLE*

8.5.2. Patilla de desenganche del mecanismo /
Releasing pulling flap ..... *NOT APPLICABLE*

8.6. Mecanismo de apertura rápida /
Quick release mechanism ..... *CORRECT*

8.7. Facilidad de apertura del cierre /
Ease of release ..... *CORRECT*

8.8. Protección contra manipulación incorrecta del cierre /
Buckle protected against incorrect manipulation ..... *CORRECT*

9. Estado del casco después del ensayo /
Helmet status after test ..... *CORRECT*

10. Visión periférica / *Peripheral vision*:

Horizontal / *Horizontal* (≥ 105°) ..... *CORRECT*

Hacia arriba / *Upwards* (≥ 7°) ..... *CORRECT*

Hacia abajo / *Downwards* (≥ 45°) ..... *CORRECT*

Deflector de respiración / *Breath deflector* ..... *CORRECT*

11. Marcado de visibilidad / *Conspicuity marking* ..... *NOT APPLICABLE*

12. Filtro solar / *Sun shield*:

12.1. Maniobrabilidad / *Maneuverability* ..... *CORRECT*

12.2. Visión periférica del usuario / *User's peripheral vision* ..... *CORRECT*

12.3. Guarniciones y dispositivos de maniobrabilidad /
Fixings and devices to allow the maneuverability ..... *CORRECT*

12.4. Defectos de visión / *Vision defects* ..... *CORRECT*

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ENSAYO DE ABSORCIÓN DE IMPACTO LINEAL / *LINEAR IMPACT ABSORPTION TEST*

TALLA / *SIZE*: XXXL(65-66) Cabeza de ensayo / *Test headform*: O (62)

Nº / *No.*	ACONDIC. / *CONDITIONING*	YUNQUE / *ANVIL*	VELOCIDAD / *SPEED* (m/s)	PUNTO IMPACTO / *IMPACT POINT*	RESULTADOS / *RESULTS*	
					$Acc_{(g)}$ max ≤ 275 g	HIC ≤ 2400
1	AMBIENTE / *AMBIENT*	PLANO / *FLAT*	7.5	B	166	1230
				X	231	2007
				P	218	2204
				R	159	1046
2	AMBIENTE / *AMBIENT*	CUÑA / *KERBSTONE*	7.5	B	168	1014
				X	151	1017
				P	143	1040
				R	106	681
3	-10 ºC	PLANO / *FLAT*	7.5	B	204	1435
				X	237	2096
				P	210	2195
				R	160	1164
			6.0	S	---	---
4	+50 ºC	CUÑA / *KERBSTONE*	7.5	B	187	1130
				X	135	1065
				P	146	1070
				R	114	705
5	UV + H_2O	PLANO / *FLAT*	7.5	B	163	1177
				X	228	1997
				P	197	1932
				R	162	1162

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TALLA / *SIZE*: L (59-60) Cabeza de ensayo / *Test headform*: M (60)

Nº / *No.*	ACONDIC. / *CONDITIONING*	YUNQUE / *ANVIL*	VELOCIDAD / *SPEED* (m/s)	PUNTO IMPACTO / *IMPACT POINT*	RESULTADOS / *RESULTS*	
					$Acc_{(g)}$ max ≤ 275 g	HIC ≤ 2400
6	AMBIENTE / *AMBIENT*	PLANO / *FLAT*	7.5	B	127	1029
				X	194	1656
				P	183	1465
				R	160	1080
7	AMBIENTE / *AMBIENT*	CUÑA / *KERBSTONE*	7.5	B	117	695
				X	132	907
				P	129	840
				R	114	569
8	-10 ºC	PLANO / *FLAT*	7.5	B	148	1088
				X	213	1784
				P	197	1787
				R	163	1071
			6.0	S	---	---
9	+50 ºC	CUÑA / *KERBSTONE*	7.5	B	110	740
				X	135	963
				P	130	919
				R	120	631
10	UV + H_2O	PLANO / *FLAT*	7.5	B	143	1092
				X	208	1612
				P	196	1716
				R	172	1158

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TALLA / *SIZE*: M (57-58) Cabeza de ensayo / *Test headform*: J (57)

Nº / *No.*	ACONDIC. / *CONDITIONING*	YUNQUE / *ANVIL*	VELOCIDAD / *SPEED* (m/s)	PUNTO IMPACTO / *IMPACT POINT*	RESULTADOS / *RESULTS*	
					$Acc_{(g)}$ max ≤ 275 g	HIC ≤ 2400
11	AMBIENTE / *AMBIENT*	PLANO / *FLAT*	7.5	B	136	869
				X	228	2064
				P	191	1866
				R	188	1555
12	AMBIENTE / *AMBIENT*	CUÑA / *KERBSTONE*	7.5	B	119	426
				X	152	1025
				P	165	1195
				R	148	936
13	-10 ºC	PLANO / *FLAT*	7.5	B	142	913
				X	230	2001
				P	193	1850
				R	159	1131
			6.0	S	---	---
14	+50 ºC	CUÑA / *KERBSTONE*	7.5	B	97	412
				X	142	924
				P	146	1009
				R	137	896
15	UV + H_2O	PLANO / *FLAT*	7.5	B	133	750
				X	231	2070
				P	193	1766
				R	190	1473

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TALLA / *SIZE*: S (55-56) Cabeza de ensayo / *Test headform*: E (54)

Nº / *No.*	ACONDIC. / *CONDITIONING*	YUNQUE / *ANVIL*	VELOCIDAD / *SPEED* (m/s)	PUNTO IMPACTO / *IMPACT POINT*	RESULTADOS / *RESULTS*	
					$Acc_{(g)}$ max ≤ 275 g	HIC ≤ 2400
16	AMBIENTE / *AMBIENT*	PLANO / *FLAT*	7.5	B	147	1028
				X	226	2083
				P	179	1539
				R	135	878
17	AMBIENTE / *AMBIENT*	CUÑA / *KERBSTONE*	7.5	B	140	629
				X	162	1301
				P	143	960
				R	118	768
18	-10 ºC	PLANO / *FLAT*	7.5	B	129	805
				X	231	2084
				P	188	1615
				R	145	956
			6.0	S	---	---
19	+50 ºC	CUÑA / *KERBSTONE*	7.5	B	132	796
				X	159	1252
				P	145	1024
				R	132	811
20	UV + H_2O	PLANO / *FLAT*	7.5	B	158	1134
				X	227	2096
				P	183	1622
				R	147	985

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TALLA / *SIZE*: XS (53-54) Cabeza de ensayo / *Test headform*: E (54)

Nº / *No.*	ACONDIC. / *CONDITIONING*	YUNQUE / *ANVIL*	VELOCIDAD / *SPEED* (m/s)	PUNTO IMPACTO / *IMPACT POINT*	RESULTADOS / *RESULTS*	
					$Acc_{(g)}$ max ≤ 275 g	HIC ≤ 2400
21	-10 ºC	PLANO / *FLAT*	7.5	B	141	875
				X	217	1995
				P	180	1645
				R	144	858
			6.0	S	---	---
22	+50 ºC	CUÑA / *KERBSTONE*	7.5	B	118	626
				X	167	1215
				P	141	935
				R	128	751

Resultado del ensayo / *Test result* .....*CORRECT*

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ENSAYO DE ABSORCIÓN DE IMPACTO EN PUNTOS EXTRA / *EXTRA POINT IMPACT ABSORPTION TEST*

TALLA / *SIZE*: XXXL(65-66) Cabeza de ensayo / *Test headform*: O (62)

Nº / *No.*	ACONDIC. / *CONDITIONING*	YUNQUE / *ANVIL*	VELOCIDAD / *SPEED* (m/s)	PUNTO IMPACTO / *IMPACT POINT*	RESULTADOS / *RESULTS*	
					$Acc_{(g)}$ max ≤ 275 g	HIC ≤ 2400
23	AMBIENTE / *AMBIENT*	PLANO / *FLAT*	7.5	BXPR	159	1325
				XPL	169	1574
				RXR	163	1232

TALLA / *SIZE*: L (59-60) Cabeza de ensayo / *Test headform*: M (60)

Nº / *No.*	ACONDIC. / *CONDITIONING*	YUNQUE / *ANVIL*	VELOCIDAD / *SPEED* (m/s)	PUNTO IMPACTO / *IMPACT POINT*	RESULTADOS / *RESULTS*	
					$Acc_{(g)}$ max ≤ 275 g	HIC ≤ 2400
24	AMBIENTE / *AMBIENT*	PLANO / *FLAT*	7.5	BXL	129	841
				XPR	216	2009
				RXPL	166	1331

Resultado del ensayo / *Test result* .....*CORRECT*

ENSAYO DE ABSORCIÓN DE IMPACTO EN ALTA ENERGÍA / *HIGH ENERGY IMPACT ABSORPTION TEST*

TALLA / *SIZE*: XXXL(65-66) Cabeza de ensayo / *Test headform*: O (62)

Nº / *No.*	ACONDIC. / *CONDITIONING*	YUNQUE / *ANVIL*	VELOCIDAD / *SPEED* (m/s)	PUNTO IMPACTO / *IMPACT POINT*	RESULTADOS / *RESULTS*	
					$Acc_{(g)}$ max ≤ 275 g	HIC ≤ 2880
25	AMBIENTE / *AMBIENT*	PLANO / *FLAT*	8.2	B	193	1690
				X	252	2580
				P	217	2022
				R	185	1540

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TALLA / *SIZE*: L (59-60) Cabeza de ensayo / *Test headform*: M (60)

Nº / *No.*	ACONDIC. / *CONDITIONING*	YUNQUE / *ANVIL*	VELOCIDAD / *SPEED* (m/s)	PUNTO IMPACTO / *IMPACT POINT*	RESULTADOS / *RESULTS*	
					$Acc_{(g)}$ max ≤ 275 g	HIC ≤ 2880
26	AMBIENTE / *AMBIENT*	PLANO / *FLAT*	8.2	B	163	1413
				X	237	2158
				P	205	2019
				R	154	1144

TALLA / *SIZE*: M (57-58) Cabeza de ensayo / *Test headform*: J (57)

Nº / *No.*	ACONDIC. / *CONDITIONING*	YUNQUE / *ANVIL*	VELOCIDAD / *SPEED* (m/s)	PUNTO IMPACTO / *IMPACT POINT*	RESULTADOS / *RESULTS*	
					$Acc_{(g)}$ max ≤ 275 g	HIC ≤ 2880
27	AMBIENTE / *AMBIENT*	PLANO / *FLAT*	8.2	B	148	974
				X	255	2581
				P	207	2200
				R	199	1913

TALLA / *SIZE*: S (55-56) Cabeza de ensayo / *Test headform*: E (54)

Nº / *No.*	ACONDIC. / *CONDITIONING*	YUNQUE / *ANVIL*	VELOCIDAD / *SPEED* (m/s)	PUNTO IMPACTO / *IMPACT POINT*	RESULTADOS / *RESULTS*	
					$Acc_{(g)}$ max ≤ 275 g	HIC ≤ 2880
28	AMBIENTE / *AMBIENT*	PLANO / *FLAT*	8.2	B	180	1410
				X	265	2653
				P	218	2205
				R	134	1089

Resultado del ensayo / *Test result* .....*CORRECT*

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ENSAYO DE ABSORCIÓN DE IMPACTO EN BAJA ENERGÍA / *LOW ENERGY IMPACT ABSORPTION TEST*

TALLA / *SIZE*: XXXL(65-66) Cabeza de ensayo / *Test headform*: O (62)

Nº / *No.*	ACONDIC. / *CONDITIONING*	YUNQUE / *ANVIL*	VELOCIDAD / *SPEED* (m/s)	PUNTO IMPACTO / *IMPACT POINT*	RESULTADOS / *RESULTS*	
					$Acc_{(g)}$ max ≤ 180 g	HIC ≤ 1300
29	AMBIENTE / *AMBIENT*	PLANO / *FLAT*	6.0	B	134	655
				X	161	992
				P	157	1079
				R	151	869

TALLA / *SIZE*: L (59-60) Cabeza de ensayo / *Test headform*: M (60)

Nº / *No.*	ACONDIC. / *CONDITIONING*	YUNQUE / *ANVIL*	VELOCIDAD / *SPEED* (m/s)	PUNTO IMPACTO / *IMPACT POINT*	RESULTADOS / *RESULTS*	
					$Acc_{(g)}$ max ≤ 180 g	HIC ≤ 1300
30	AMBIENTE / *AMBIENT*	PLANO / *FLAT*	6.0	B	117	588
				X	154	949
				P	150	967
				R	131	697

TALLA / *SIZE*: M (57-58) Cabeza de ensayo / *Test headform*: J (57)

Nº / *No.*	ACONDIC. / *CONDITIONING*	YUNQUE / *ANVIL*	VELOCIDAD / *SPEED* (m/s)	PUNTO IMPACTO / *IMPACT POINT*	RESULTADOS / *RESULTS*	
					$Acc_{(g)}$ max ≤ 180 g	HIC ≤ 1300
31	AMBIENTE / *AMBIENT*	PLANO / *FLAT*	6.0	B	118	470
				X	169	1060
				P	147	1004
				R	167	1033

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TALLA / *SIZE*: S (55-56) Cabeza de ensayo / *Test headform*: E (54)

Nº / *No.*	ACONDIC. / *CONDITIONING*	YUNQUE / *ANVIL*	VELOCIDAD / *SPEED* (m/s)	PUNTO IMPACTO / *IMPACT POINT*	RESULTADOS / *RESULTS*	
					$Acc_{(g)}$ max ≤ 180 g	HIC ≤ 1300
32	AMBIENTE / *AMBIENT*	PLANO / *FLAT*	6.0	B	117	577
				X	162	1065
				P	132	881
				R	115	542

Resultado del ensayo / *Test result* .....*CORRECT*

ENSAYO DE ABSORCIÓN DE IMPACTO OBLICUO / *OBLIQUE IMPACT ABSORPTION TEST*

TALLA / *SIZE*: XXXL(65-66) Cabeza de ensayo / *Test headform*: O (62)

Nº / *No.*	ACONDIC. / *CONDITIONING*	YUNQUE / *ANVIL*	VELOCIDAD / *SPEED* (m/s)	PUNTO IMPACTO / *IMPACT POINT*	RESULTADOS / *RESULTS*	
					PRA max ≤ 10.400 rad/s²	BrIC ≤ 0.78
33	AMBIENTE / *AMBIENT*	45º	8.0	Front lat. dcha. / *Front lat. right* (45°)	2339	0.44
				Trasero / *Rear* (180°)	2924	0.33
				Lateral izq. / *Lateral left* (270°)	2790	0.34
34	AMBIENTE / *AMBIENT*	45º	8.0	Frontal / *Frontal* (0°)	3656	0.46
				Trasero lat. dcha. / *Rear lat. right* (135°)	1918	0.31

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TALLA / *SIZE*: L (59-60) Cabeza de ensayo / *Test headform*: M (60)

Nº / *No.*	ACONDIC. / *CONDITIONING*	YUNQUE / *ANVIL*	VELOCIDAD / *SPEED* (m/s)	PUNTO IMPACTO / *IMPACT POINT*	RESULTADOS / *RESULTS*	
					PRA max ≤ 10.400 rad/s²	BrIC ≤ 0.78
35	AMBIENTE / *AMBIENT*	45º	8.0	Front lat. dcha. / *Front lat. right* (45°)	3035	0.42
				Trasero / *Rear* (180°)	3913	0.48
				Lateral izq. / *Lateral left* (270°)	1351	0.23
36	AMBIENTE / *AMBIENT*	45º	8.0	Frontal / *Frontal* (0°)	3860	0.42
				Trasero lat. dcha. / *Rear lat. right* (135°)	3045	0.33

TALLA / *SIZE*: M (57-58) Cabeza de ensayo / *Test headform*: J (57)

Nº / *No.*	ACONDIC. / *CONDITIONING*	YUNQUE / *ANVIL*	VELOCIDAD / *SPEED* (m/s)	PUNTO IMPACTO / *IMPACT POINT*	RESULTADOS / *RESULTS*	
					PRA max ≤ 10.400 rad/s²	BrIC ≤ 0.78
37	AMBIENTE / *AMBIENT*	45º	8.0	Front lat. dcha. / *Front lat. right* (45°)	2967	0.55
				Trasero / *Rear* (180°)	3929	0.39
				Lateral izq. / *Lateral left* (270°)	1275	0.17
38	AMBIENTE / *AMBIENT*	45º	8.0	Frontal / *Frontal* (0°)	3963	0.56
				Trasero lat. dcha. / *Rear lat. right* (135°)	2479	0.38

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TALLA / *SIZE*: S (55-56) Cabeza de ensayo / *Test headform*: E (54)

Nº / *No.*	ACONDIC. / *CONDITIONING*	YUNQUE / *ANVIL*	VELOCIDAD / *SPEED* (m/s)	PUNTO IMPACTO / *IMPACT POINT*	RESULTADOS / *RESULTS*	
					PRA max ≤ 10.400 rad/s²	BrIC ≤ 0.78
39	AMBIENTE / *AMBIENT*	45º	8.0	Front lat. dcha. / *Front lat. right* (45°)	3328	0.55
				Trasero / *Rear* (180°)	5071	0.46
				Lateral izq. / *Lateral left* (270°)	4170	0.62
40	AMBIENTE / *AMBIENT*	45º	8.0	Frontal / *Frontal* (0°)	4487	0.61
				Trasero lat. dcha. / *Rear lat. right* (135°)	2240	0.37

Resultado del ensayo / *Test result*.....*CORRECT*

ENSAYO PARA SALIENTES Y FRICCIÓN / *TEST FOR PROJECTIONS AND SURFACE FRICTION*

CASCO / *HELMET*		RESULTADOS DEL ENSAYO / *TEST RESULTS*	
Nº / *No.*	TALLA / *SIZE*	SALIENTES / *PROJECTIONS*	FRICCIÓN / *FRICTION*
41	M (57-58)	*CORRECT*	*CORRECT*

Observaciones / *Remarks*: Ensayo realizado según el Método B / *Test carried out according to Method B*

Resultado del ensayo / *Test result* .....*CORRECT*

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ENSAYO DE RIGIDEZ / *RIGIDITY TEST*

CASCO / *HELMET*		DIRECCIÓN / *DIRECTION*	RESULTADO / *RESULT*	
Nº / *No.*	TALLA / *SIZE*		DEFORMACIÓN MÁX. / *MAX. DEFORMATION* (≤ 40 mm)	DEFORMACIÓN RESIDUAL / *RESIDUAL DEFORMATION* (≤ 15 mm)
42	XXXL(65-66)	Transversal	13.5	4.4
		Longitudinal	10.8	2.3
43	L (59-60)	Transversal	12.7	3.4
		Longitudinal	11.2	1.4
44	M (57-58)	Transversal	17.7	5.8
		Longitudinal	15.6	3.2
45	S (55-56)	Transversal	17.5	5.4
		Longitudinal	14.7	3.4

Resultado del ensayo / *Test result* .....*CORRECT*

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ENSAYO DINÁMICO DEL SISTEMA DE RETENCIÓN / *RETENTION SYSTEM DYNAMIC TEST*

CASCO / *HELMET*			DESPLAZAMIENTO / *DISPLACEMENT*	
Nº / *No.*	TALLA / *SIZE*	CABEZA DE ENSAYO / *TEST HEADFORM*	DINÁMICO / *DYNAMIC* (≤ 35 mm)	RESIDUAL / *RESIDUAL* (≤ 25 mm)
46	XL (61-62)	O (62)	26.0	11.7
47	L (59-60)	M (60)	24.5	11.8
48	M (57-58)	J (57)	24.5	11.9
49	XS (53-54)	E (54)	24.4	10.8

Resultado del ensayo / *Test result* .....*CORRECT*

ENSAYO DE DESCALCE / *DETACHING TEST*

CASCO / *HELMET*			DESPLAZAMIENTO / *DISPLACEMENT*	
Nº / *No.*	TALLA / *SIZE*	CABEZA DE ENSAYO / *TEST HEADFORM*	COMPROBACIÓN FRONTAL DEL SISTEMA DE RETENCIÓN/ *RETENTION SYSTEM FRONTAL CHECKING* (≤ 30°)	ÁNGULO GIRADO / *TURNED ANGLE* (≤ 30°)
46	XL (61-62)	O (62)	14.5º	8.2º
47	L (59-60)	M (60)	19.8º	10.3º
48	M (57-58)	J (57)	12.7º	18.3º
49	XS (53-54)	E (54)	25.8º	17.2º

Resultado del ensayo / *Test result* .....*CORRECT*

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ENSAYO DEL SISTEMA DE RETENCIÓN / *RETENTION SYSTEM TEST*

ENSAYO DE DESLIZAMIENTO DE LA CINTA / *CHIN STRAP MICRO-SLIP TEST*

Frecuencia de ensayo / *Test frequency*: 1 Hz

- Deslizamiento de la cinta / *Slippage through the grip*: 1 mm ≤ 10 mm.....*CORRECT*

ENSAYO DE RESISTENCIA AL ROZAMIENTO DE LA CINTA / *CHIN STRAP RESISTANCE TO ABRASION TEST*

- Resultado de la aplicación de 3 kN de carga a tracción sobre el mecanismo después del proceso de desgaste / *Result of an application of a tensile strain of 3 kN over the chin strap after wearing process*.....*NOT APPLICABLE*

  Nota / *Note* : El deslizamiento de la cinta en el ensayo de deslizamiento es 1 ≤ 5 mm / *The slippage of the strap in the micro-slip test is 1 ≤5 mm*

ENSAYO DE SISTEMAS DE RETENCIÓN QUE COMPRENDEN MECANISMOS DE APERTURA RÁPIDA / *RETENTION SYSTEM TEST RELYING ON QUICK-RELEASE MECHANISMS)*

- El sistema no se abre apoyando una esfera de 100 mm de diámetro con una fuerza de 100 N / *The system does not release under the pressure of a rigid sphere of 100 mm diameter, with a force of 100 N*.....*CORRECT*

- Fuerza de apertura menor a 30 N cuando el sistema está cargado con 150 N, después de la aplicación de una fuerza adicional de 350 N / *Opening force less than 30 N when the system is loaded with 150 N, after the application of an additional force of 350 N*.....*CORRECT*

- Resultado de la aplicación de 2 kN de carga a tracción sobre el mecanismo después del proceso de desgaste (ciclado después del acondicionamiento con solución salina) / *Result of the application of 2 kN of tensile strain over the mechanism after the wearing process (cycling after salt spray conditioning)*:

  – El mecanismo ni se rompe ni se abre / *The mechanism does neither fracture nor disengage*.....*CORRECT*

  – Tras la aplicación de la carga, el mecanismo funciona normalmente / *After the load application, the mechanism operates properly*.....*CORRECT*

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ENSAYOS DE FILTRO SOLAR / *SUN SHIELD TESTS*

Nota / *Remark*:
Los resultados de ensayo del filtro solar con referencia SF-MHR-21 mostrados a continuación, son los recogidos en el informe técnico Nº MT21080068. / *The test results of the sun shield reference SF-MHR-21 shown below, are those included in technical report No. MT21080068.*

TRANSMITANCIA LUMÍNICA / *LUMINOUS TRANSMITTANCE*

Nº DE MUESTRA / *SAMPLE No.*	TRANSMITANCIA LUMÍNICA / *LUMINOUS TRANSMITTANCE* (τ_V) ≥ 20%
1	52.3 %
2	52.4 %
3	52.3 %

Resultado del ensayo / *Test result* .....*CORRECT*

RECONOCIMIENTO DE LAS SEÑALES LUMINOSAS / *RECOGNITION OF SIGNAL LIGHTS*

COCIENTE DE ATENUACIÓN RELATIVA VISUAL (Q) / *RELATIVE VISUAL ATTENUATION QUOTIENT (Q)*				
Nº DE MUESTRA / *SAMPLE No.*	ROJO / *RED* (≥ 0.8)	AMARILLO / *YELLOW* (≥ 0.6)	VERDE / *GREEN* (≥ 0.6)	AZUL / *BLUE* (≥ 0.6)
1	0.91	0.98	1.01	1.10
2	0.91	0.97	1.05	1.11
3	0.92	0.97	1.02	1.10

Resultado del ensayo / *Test result* .....*CORRECT*

TRANSMITANCIA ESPECTRAL / *SPECTRAL TRANSMITTANCE*

Nº DE MUESTRA / *SAMPLE No.*	TRANSMITANCIA ESPECTRAL / *SPECTRAL TRANSMITTANCE* (≥ 0.2 τ_V)
1	51.0 %
2	51.1 %
3	51.0 %

Resultado del ensayo / *Test result* .....*CORRECT*

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PODERES REFRACTIVOS / *REFRACTIVE POWERS*

Nº DE MUESTRA / *SAMPLE No.*	EFECTO ESFÉRICO / *SPHERICAL EFFECT* [-0.12 → +0.12](m^{-1})		EFECTO ASTIGMÁTICO / *ASTIGMATIC EFFECT* (≤ 0.12 m^{-1})		PODER PRISMÁTICO / *PRISMATIC POWER* (cm/m)		
					HORIZONTAL		VERTICAL (≤ 0.25)
	Left Sight Point	*Right Sight Point*	*Left Sight Point*	*Right Sight Point*	*Base Out* (≤ 1.00)	*Base In* (≤ 0.25)	
4	-0.039	-0.039	0.012	0.014	0.25	---	0.00
5	-0.035	-0.040	0.015	0.021	0.30	---	0.00
6	-0.037	-0.038	0.013	0.014	0.25	---	0.00

Resultado del ensayo / *Test result* .....*CORRECT*

Lugar del ensayo / *Test place* : L'Albornar, Santa Oliva (Tarragona)
Fecha del ensayo / *Test date* : 27.07.2022-07.09.2022

Antonio Santos Carreño
TÉCNICO DE HOMOLOGACIONES
HOMOLOGATION TECHNICIAN

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MT22040034

DOCUMENTACIÓN TÉCNICA /
TECHNICAL DOCUMENTATION

MT22040034

R22.06/ECE TYPE-APPROVAL OF PROTECTIVE HELMETS AND THEIR VISORS FOR DRIVERS AND PASSENGERS OF MOTORCYCLES AND MOPEDS

INDEX OF DOCUMENTATION

Page	Concept	Date
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2	DESCRIPTION OF THE HELMET / SHELL / RETENTION SYSTEM	OCT. 2022
3	PROTECTIVE PADDING / ACCESSORIES	OCT. 2022
4	VISOR / SUN SHIELD	OCT. 2022
5	ASSEMBLY DRAWING	OCT. 2022
6	DRAWING OF THE HELMET WITH DIMENSIONS (Shell 1, 2)	OCT. 2022
7	DRAWING OF THE HELMET WITH DIMENSIONS (Shell 3, 4)	OCT. 2022
8	DRAWING OF PROTECTIVE PADDING (Sizes XXXL-XL)	OCT. 2022
9	DRAWING OF PROTECTIVE PADDING (Size L)	OCT. 2022
10	DRAWING OF PROTECTIVE PADDING (Size M)	OCT. 2022
11	DRAWING OF PROTECTIVE PADDING (Size S)	OCT. 2022
12	DRAWING OF PROTECTIVE PADDING (Size XS)	OCT. 2022
13	DRAWING OF THE RETENTION SYSTEM	OCT. 2022
14	DRAWING OF THE VISOR AND MECHANISMS	OCT. 2022
15	DRAWING OF THE SUN SHIELD	OCT. 2022
16	MARKING	OCT. 2022
17	USER INSTRUCTIONS (I)	OCT. 2022
18	USER INSTRUCTIONS (II)	OCT. 2022
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R22.06/ECE TYPE-APPROVAL OF PROTECTIVE HELMETS AND THEIR VISORS FOR DRIVERS AND PASSENGERS OF MOTORCYCLES AND MOPEDS

1. GENERAL INFORMATION

1.1 Trade mark(s):

MHR, LS2, TAKAI, KTM

1.2. Type:

OF603

1.3. Variants:

1.4. Commercial denominations:

OF603-1, INFINITY II

1.5. Name and address of manufacturer:

JIANGMEN PENGCHENG HELMETS LTD.
No.01-7 Dongsheng Road, Gonghe Town, Heshan,
Jiangmen City, Guangdong, 529728 P.R. China

1.6. Name and address of assembly plant:

JIANGMEN PENGCHENG HELMETS LTD.
No.01-7 Dongsheng Road, Gonghe Town, Heshan,
Jiangmen City, Guangdong, 529728 P.R. China

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2. DESCRIPTION OF THE HELMET

2.1. Type of helmet: **OPEN FACE**

2.2. Protective option:

Helmet without protective lower face cover (J)

2.3. Shell size(s) and size range in cms:

Shell 1: XL (61-62cm), XXL (63-64cm), XXXL (65-66cm)
Shell 2: L (59-60cm)
Shell 3: M (57-58cm)
Shell 4: S (55-56cm), XS (53-54cm)

3. SHELL

3.1. Material used: **FiberGlass**

3.2. Ventilations:

3.2.1. Number of ventilations: **4**

4. RETENTION SYSTEM

4.1. Chin strap:

4.1.1. Material: **Nylon**

4.1.2. Width: **22 ± 1 mm**

4.2. Type of buckle(s): **Quick release mechamism (Micrometric No.13)**

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5. PROTECTIVE PADDING

5.1. Composition:

Expanded polystyrene

5.2. Density:

Size	Main Part Kg/m³	Side Part Kg/m³
XS	24	50
S	24	50
M	30	50
L	35	55
XL	40	60
XXL		
XXXL		

5.3 Weight:

Size	Main Part g	Side Part g
XS	75 ± 5g	55 ± 2g
S	71 ± 5g	48 ± 2g
M	95 ± 5g	52 ± 2g
L	115 ± 5g	60 ± 2g
XL	156 ± 5g	72 ± 2g
XXL		
XXXL		

6. ACCESSORIES

6.1. Peak: **----**

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7. VISOR

7.1. Approval number: **E9*22R06/01*6352*00**

7.2. Trade Mark: **MHR, LS2**

7.3. Type: **: OF-MHR-107**

7.4. Name and address of manufacturer:

JIANGMEN PENGCHENG HELMETS LTD.
No.01-7 Dongsheng Road, Gonghe Town, Heshan,
Jiangmen City, Guangdong, 529728 P.R. China

7.5. Material: **PC**

7.6. Drawing of the visor: **See page 14**

7.7. Surface treatment: **Anti-scracth (outside)**

7.8. Colour: **Clear**

7.9. Manufacturing method: **Mould injection.**

7.10. Thickness: **2.0 ± 0.1 mm**

8. SUN SHIELD

8.1. Reference name: **SF-MHR-21**

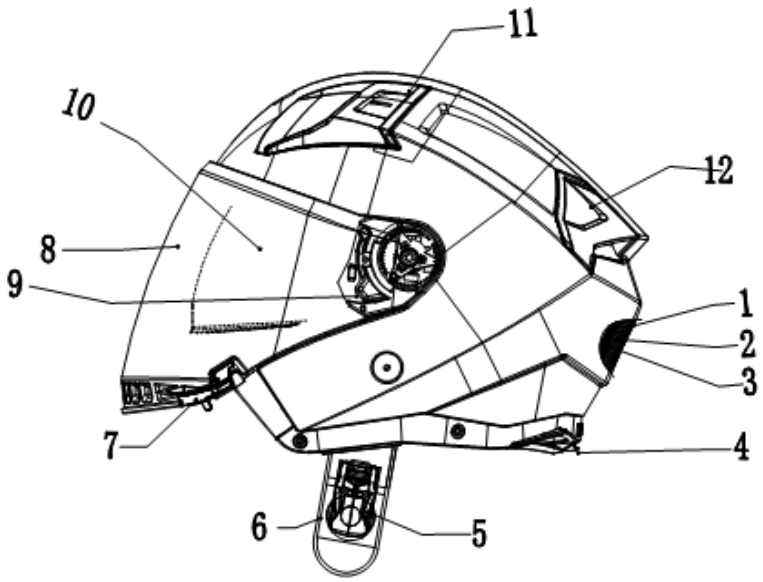
8.2. Material: **PC**

8.3. Drawing of the sun shield: **See page 15**

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R22.06/ECE TYPE-APPROVAL OF PROTECTIVE HELMETS AND THEIR VISORS FOR DRIVERS AND PASSENGERS OF MOTORCYCLES AND MOPEDS

ASSEMBLY DRAWING



序号 number	名称 name	单位 unit	数量 piece	材料 material
12	后风窗 back vent	套 set	1	pc+abs
11	前风窗 top vent	套 set	1	pc+abs
10	内镜片 Visor	个 piece	1	pc
9	底座 Ratchet system	套 set	2	pom+aluminium
8	镜片 visor	个 piece	1	pc
7	镜片锁 vent lock	套 set	1	pc+abs
6	帽带 chin strap	条 unit	2	nylon
5	快插扣/D型不锈钢环扣 buckle/Double"D"ring	套 set	1	as/ stainless steel
4	底胶条 rubber ring	条 unit	1	PP
3	内衬 comfort padding	套 set	1	nylon
2	泡沫 protective padding	个 piece	5	eps
1	壳体 Outer shell	个 piece	1	Fiberglass

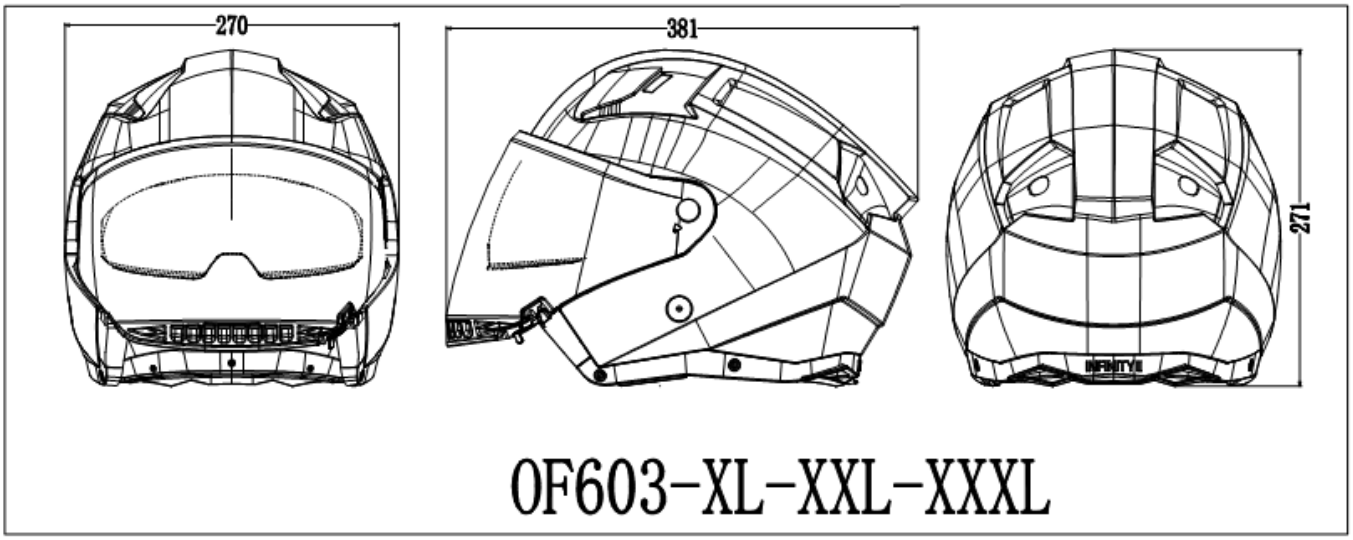
MODEL	OF603						
SIZE	XXXL	XXL	XL	L	M	S	XS
CM	66-65	64-63	62-61	60-59	58-57	56-55	54-53

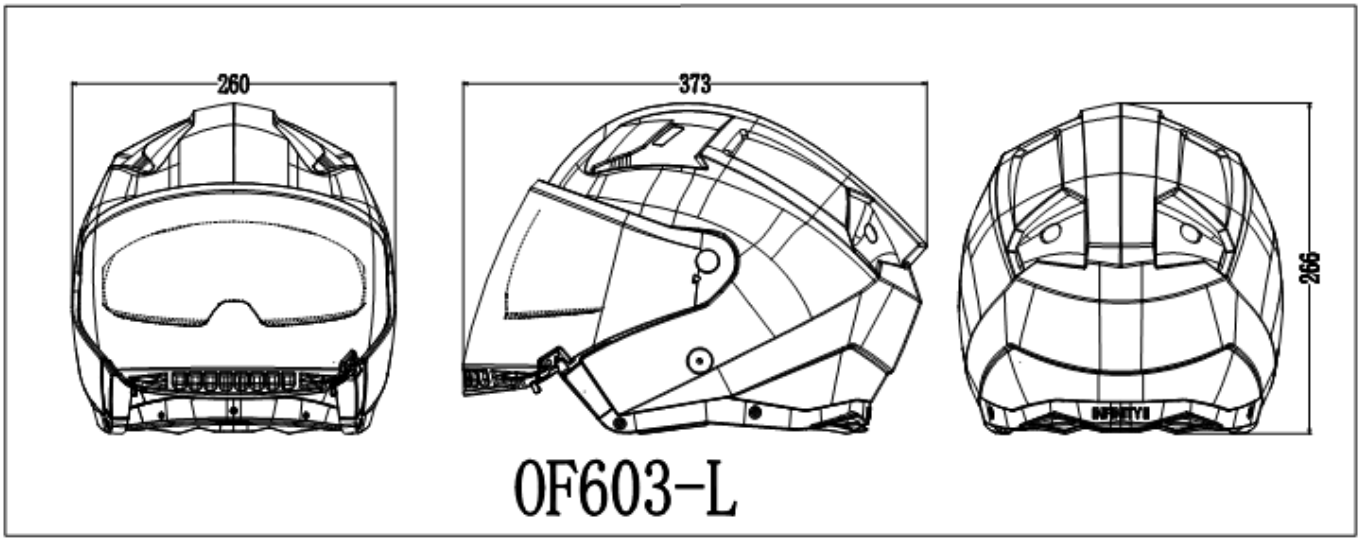
技术要求 technical requirement

1.The surface of the outshell should be smooth and bright no mottle, pinhold,bulb,drop lack of oil ,disdosuie of basic color.
2. Every spare parts should be fixed correctly , and not be loose,missed.

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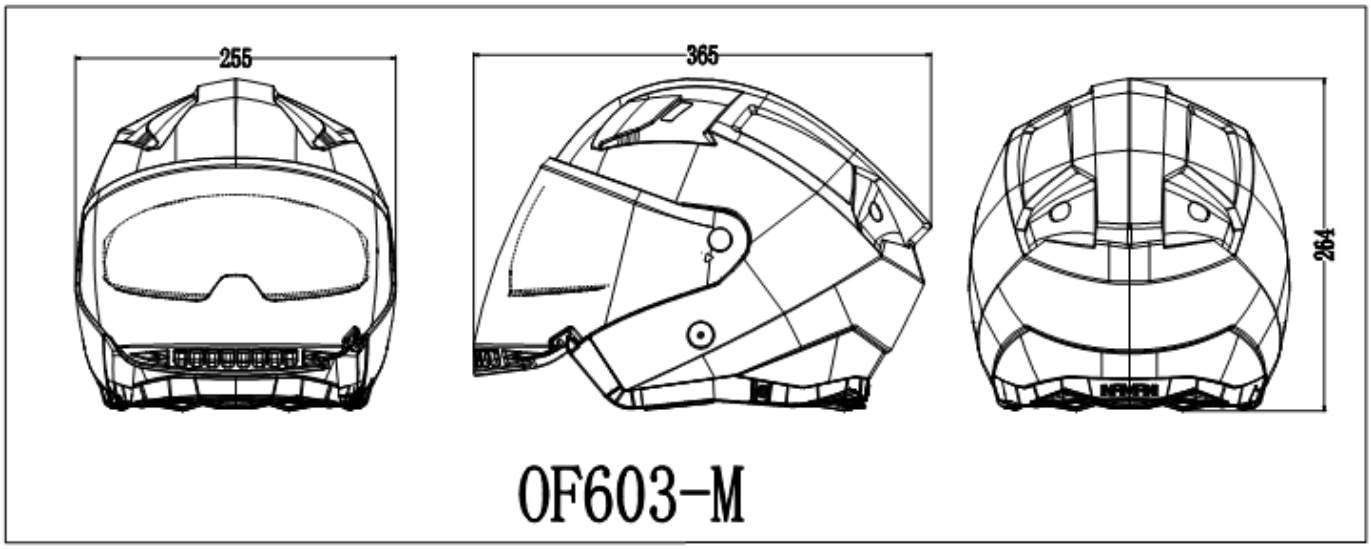
DRAWING OF THE HELMET WITH DIMENSIONS (Shell 1, 2)

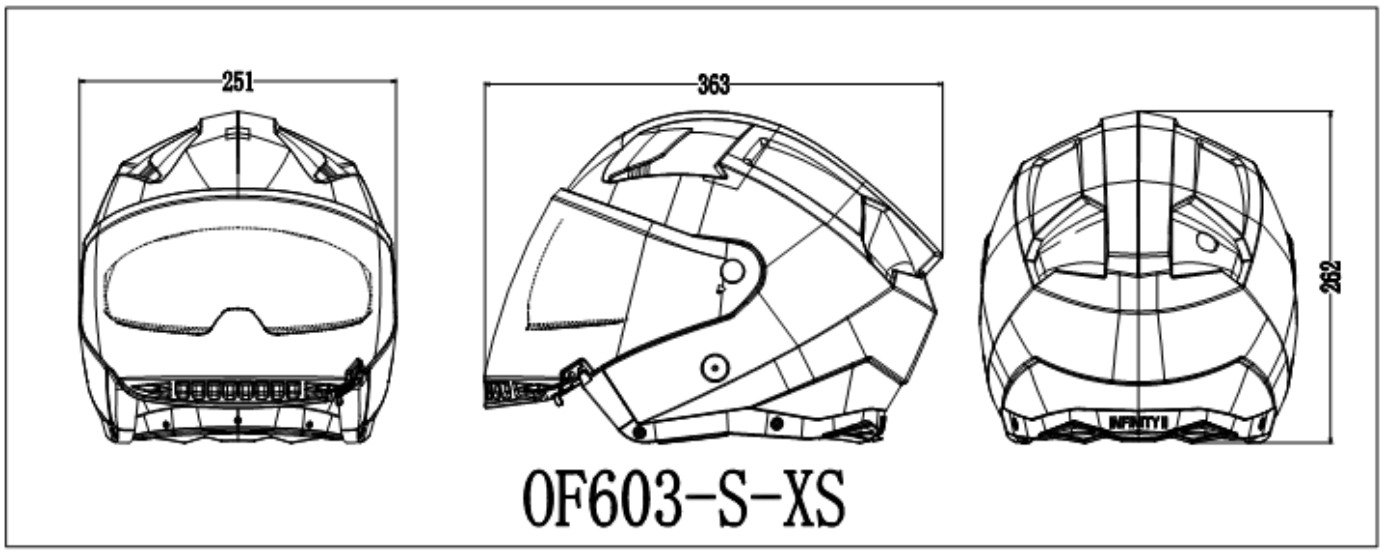




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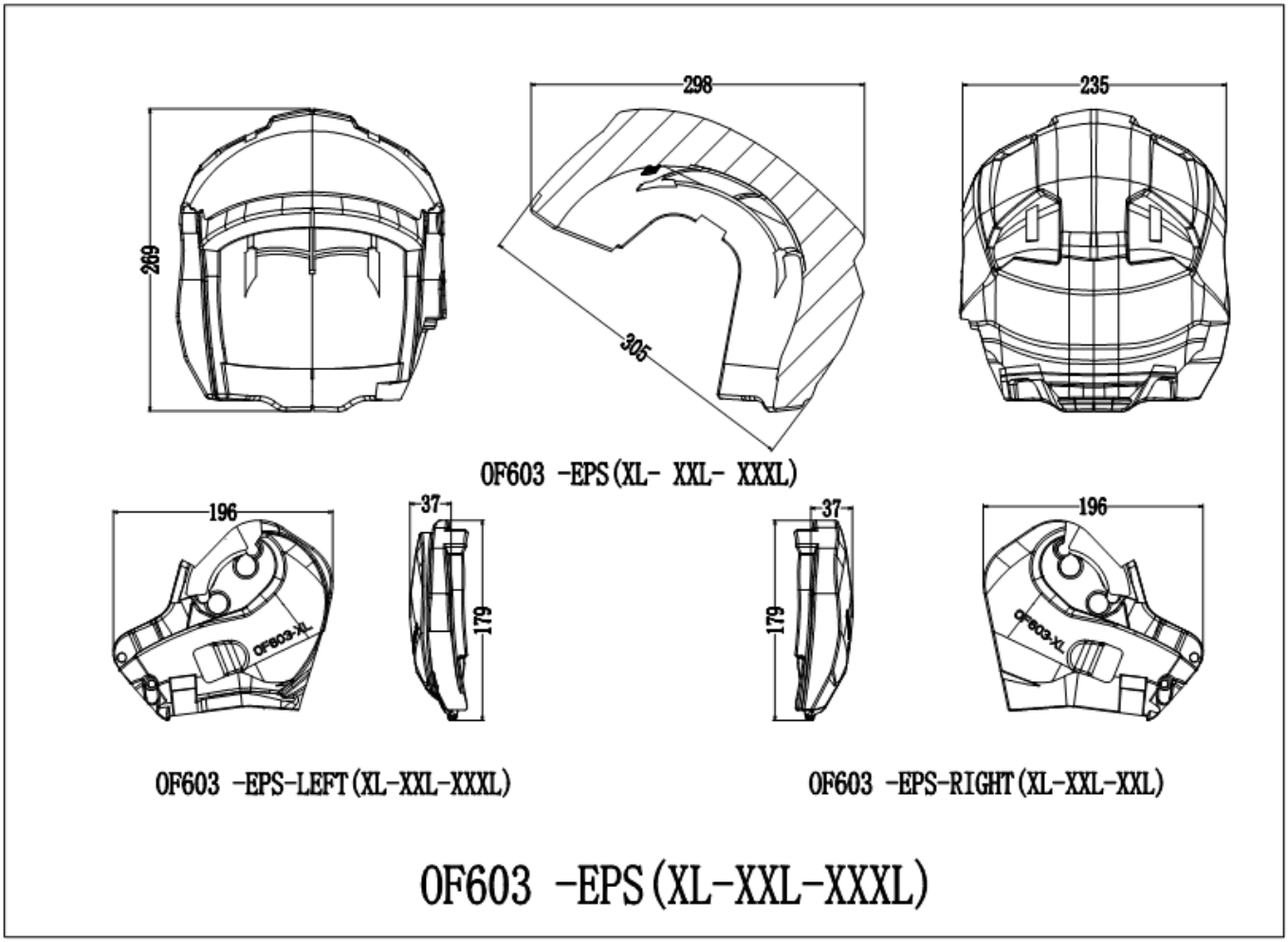
DRAWING OF THE HELMET WITH DIMENSIONS (Shell 3, 4)





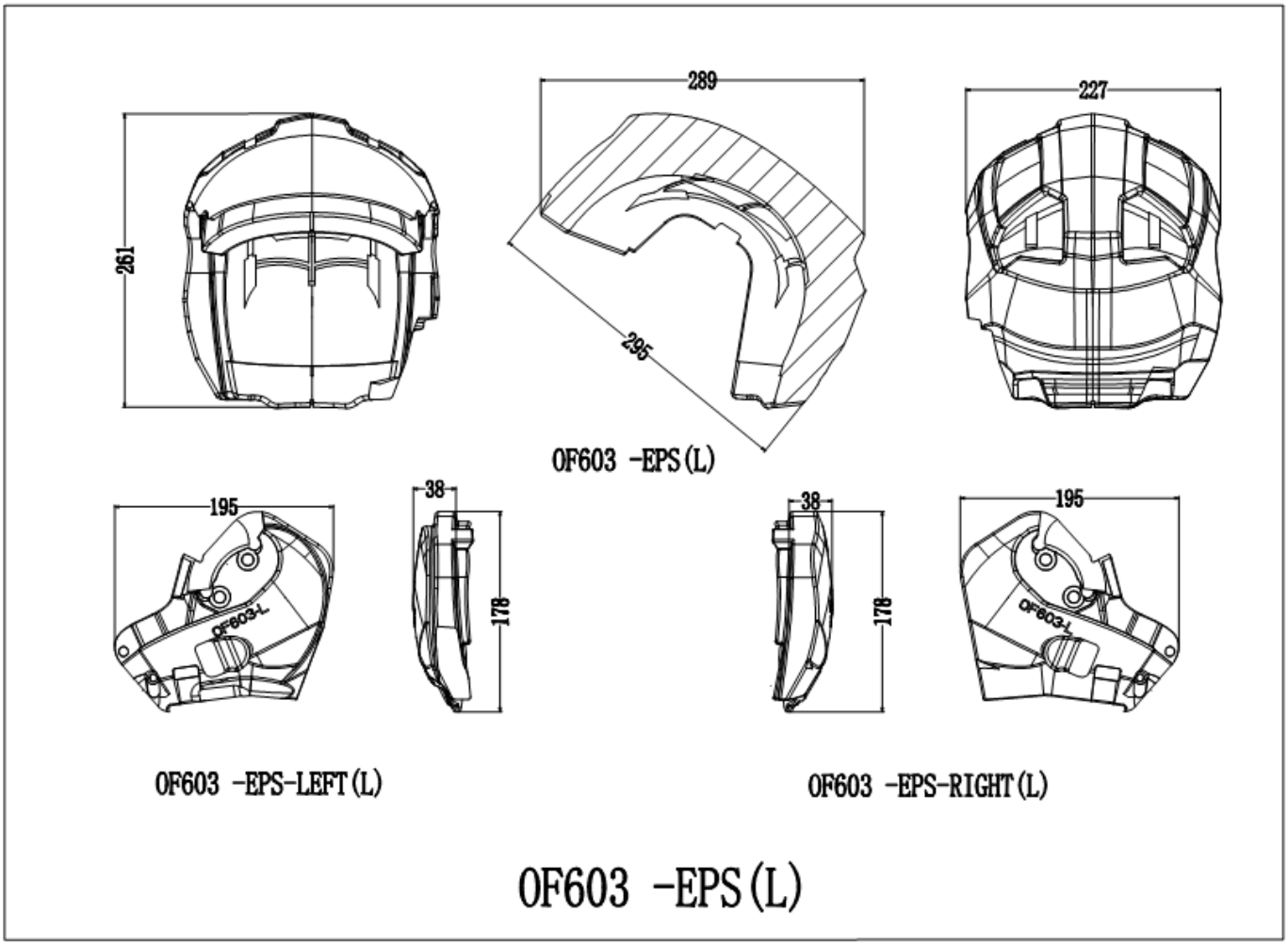
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DRAWING OF PROTECTIVE PADDING (Sizes XXXL-XL)



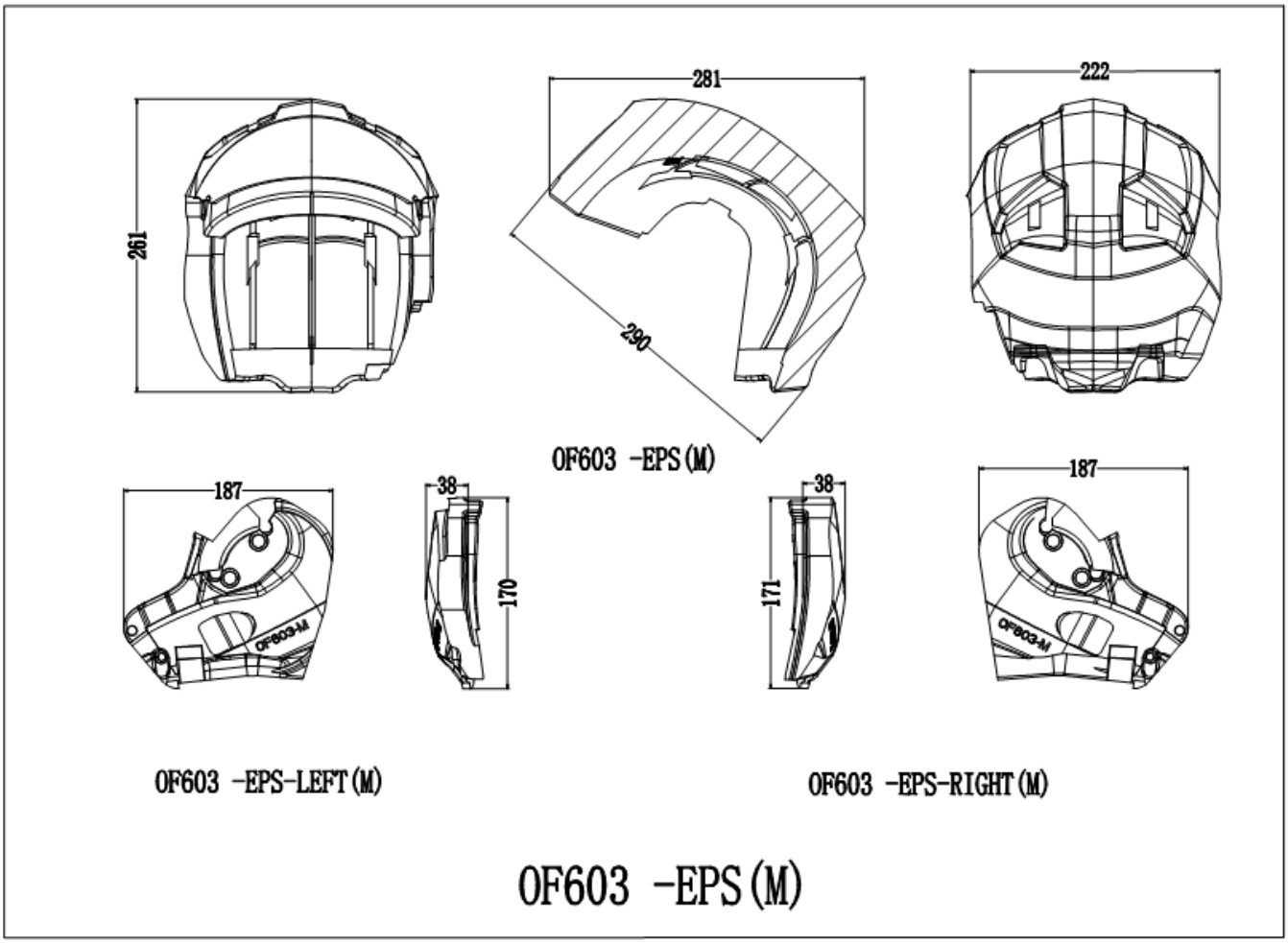
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DRAWING OF PROTECTIVE PADDING (Size L)



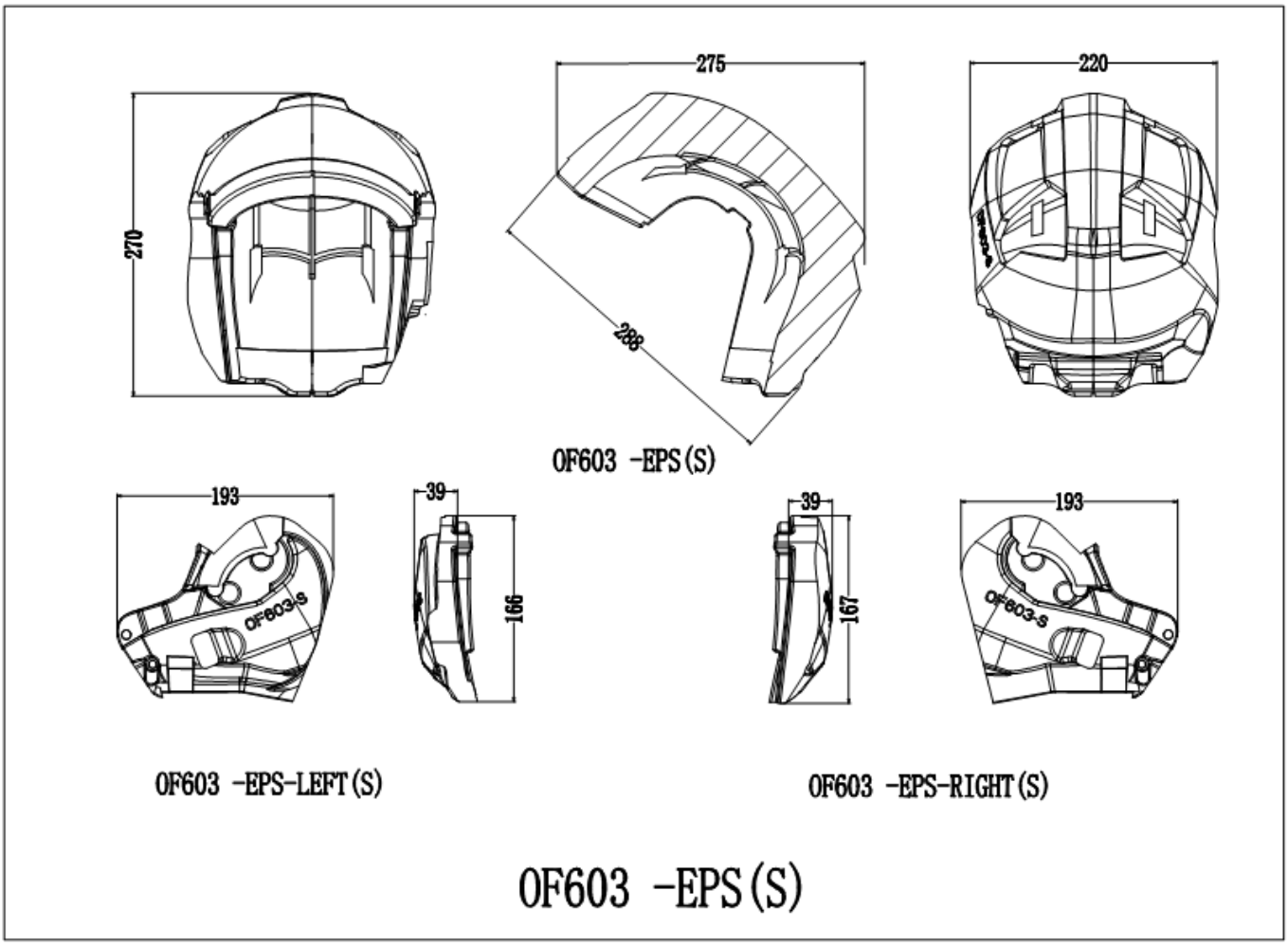
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DRAWING OF PROTECTIVE PADDING (Size M)



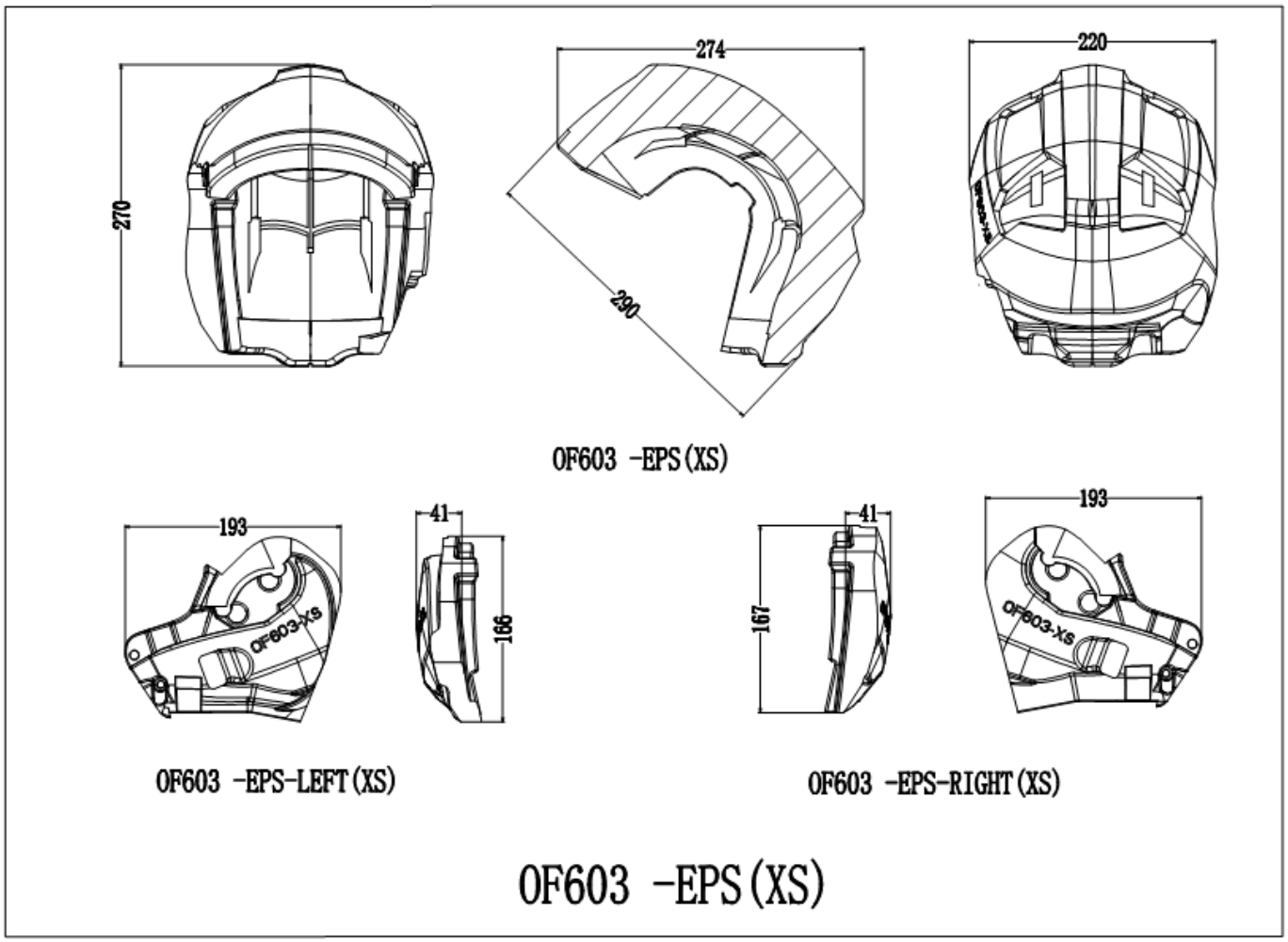
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DRAWING OF PROTECTIVE PADDING (Size S)



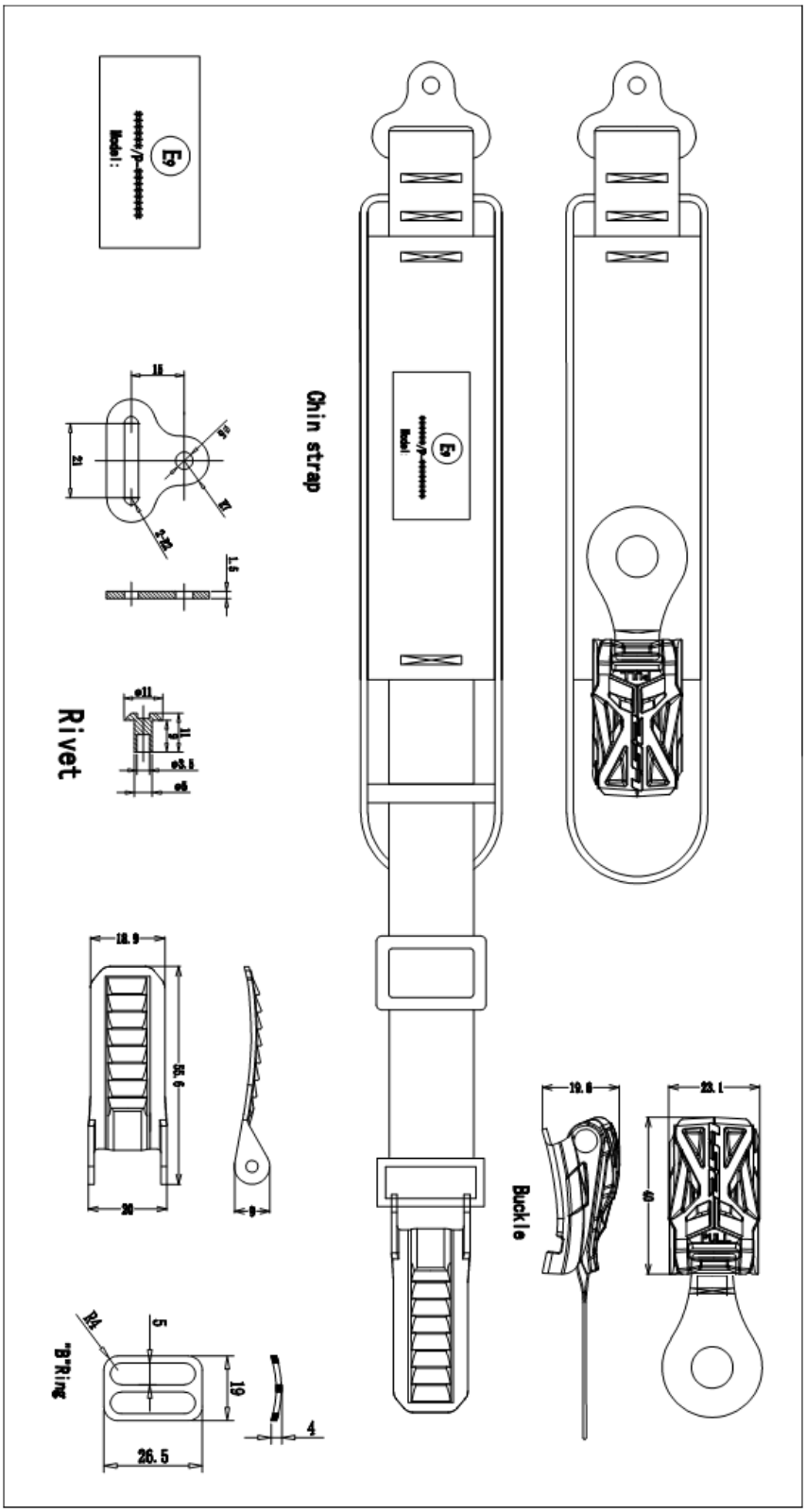
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DRAWING OF PROTECTIVE PADDING (Size XS)



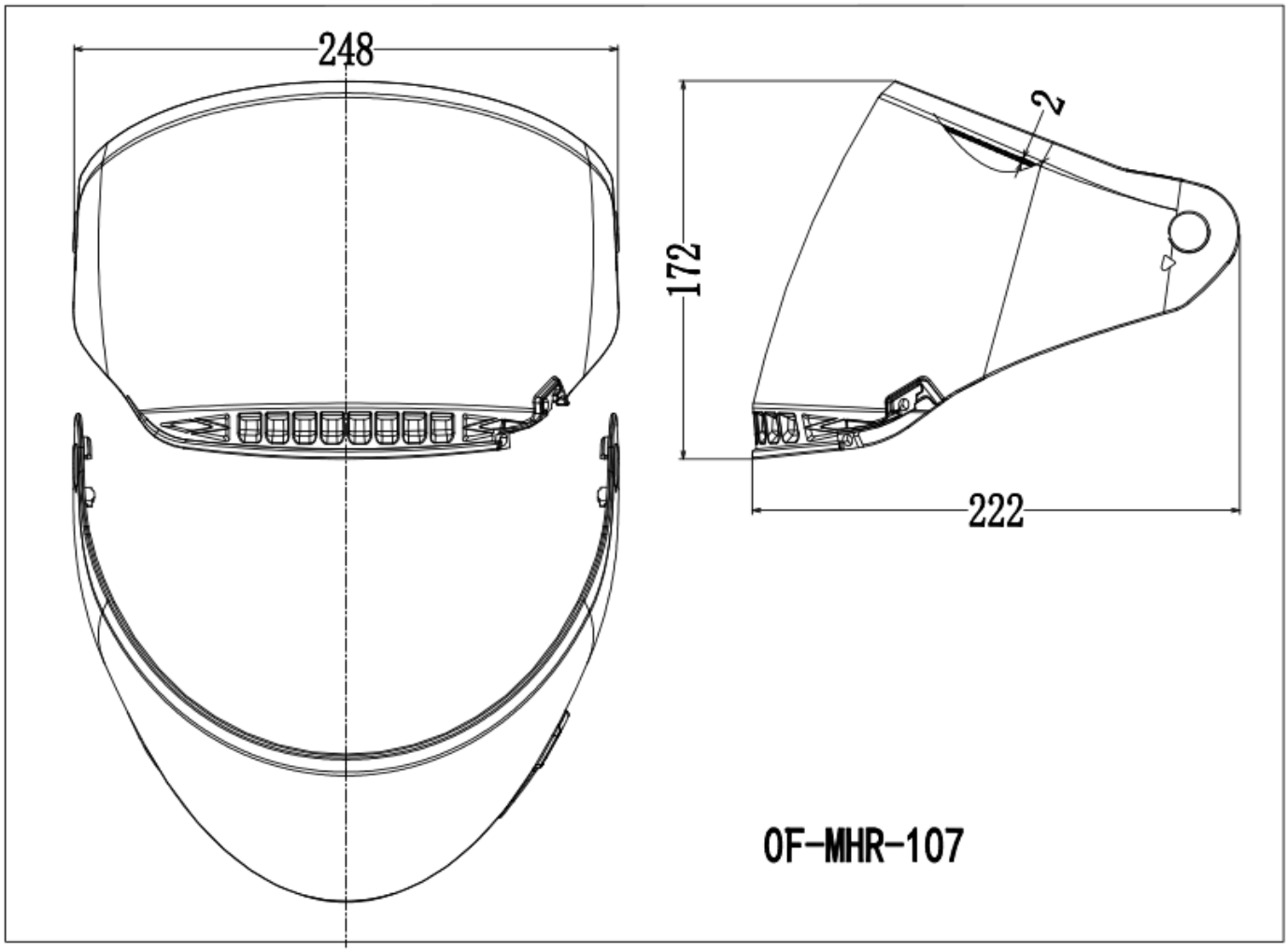
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DRAWING OF THE RETENTION SYSTEM



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DRAWING OF THE VISOR AND MECHANISMS

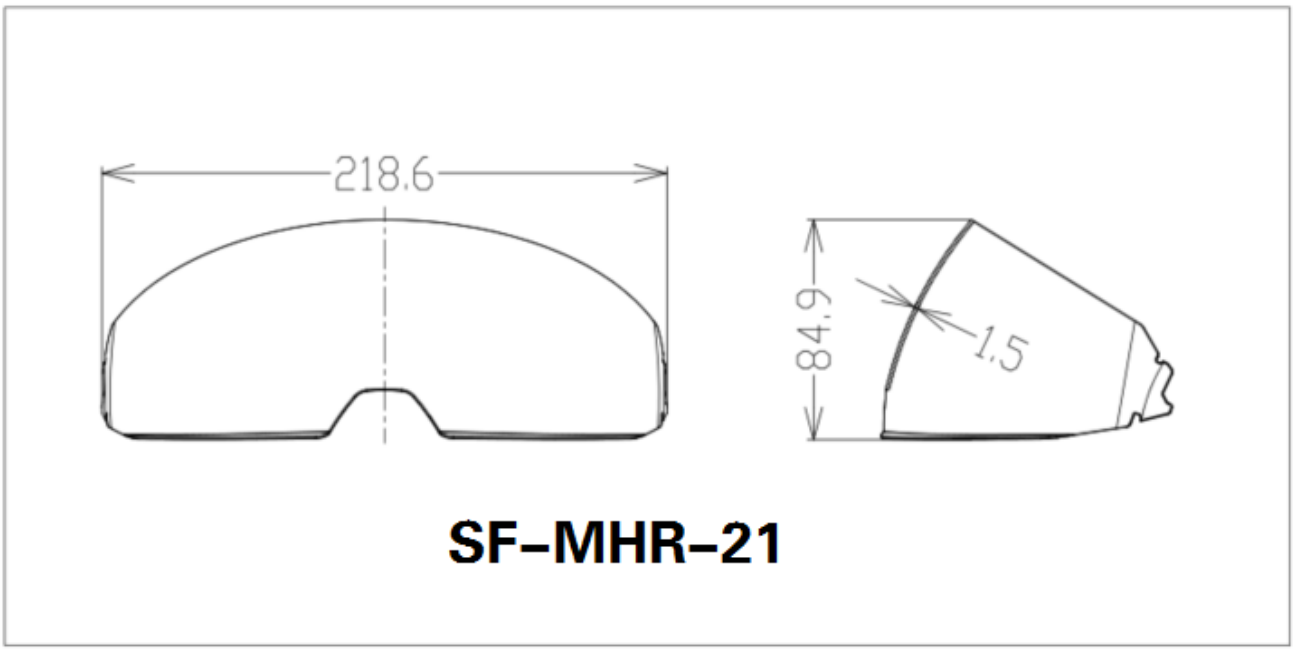






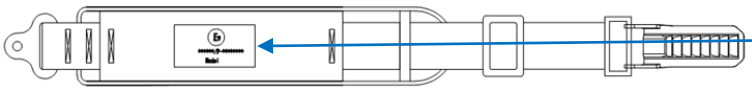
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DRAWING OF THE SUN SHIELD



IDIADA MT22040034

MARKING



Approval Mark and Serial number



WARNING
ALWAYS CHECK YOUR
HELMET BEFORE RIDING OFF.
①1. Check the shield and visor screws, and retighten them if necessary.
2. Check for cracks in the helmet. Strong acid (for example, battery acid) can damage the shield base. If you find crack damages, stop using the helmet immediately.
3. Plastic components may start to wear out about 5 years after manufacture. If you find deterioration in any part of a component, either replace the component or get a new helmet. If these parts come loose and/or fall off while you are riding, your vision may be blocked which could cause an accident.
4. Check the security of the retention system.
5. For adequate protection, this helmet must fit closely and be securely attached.
6. Any helmet that has sustained a violent impact should be replaced.
7. "'Warning' - Do not apply paint, stickers, petrol or other solvents to this helmet".
CLEAN CAREFULLY YOUR HELMET
②1. Never use hot or salt water, benzene, gasoline, glass cleaner or other solvents. Your helmet could be seriously damaged by these substances without whowing any apparent visible damage. A helmet damaged or weakened by a cleaning Agent may not provide head protection in an accident resulting serious personal injury or death. The correct way to clean a helmet is to mix 5 or 6 drops of mild soap in quart of warm water. Dampen a soft cloth with this solution and wipe the helmet clean. Rinse with a wet cloth.

Manufactured date:
Visor approved for this helmet:
DO NOT REMOVE THIS LABEL
Manufactured by MHR. Made in China



L (59-60) / 1400 g

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USER INSTRUCTIONS (I)



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R22.06/ECE TYPE-APPROVAL OF PROTECTIVE HELMETS AND THEIR VISORS FOR DRIVERS AND PASSENGERS OF MOTORCYCLES AND MOPEDS

USER INSTRUCTIONS (II)

Congratulations on purchasing your new LS2 helmet. Please read these instructions carefully before use.They contain valuable informations to help you obtain the most protection from your helmet and to ensure a longer life for your helmet. All our products come from the most advanced research in terms of active security and design. The very high level for aerodynamism and comfort will get you the best performances all along the road. Whatever can be your choice leisure, tourism, racing, one of the helmets from the LS2 range is the best solution for your active protection.

1. Read these instructions thorougly before using your helmet for the first time and store them safety for future reference.
2. A helmet like all products may wear out over time depending upon its use and the amount of care that is given. Please check your helmet every time before use for damage and do not use a damaged helmet. The most known standards of homologation recommend a helmet life of five years. LS2 agrees with their recommendation even though your helmet does not show any signs of malfunction, visible damage or defect. We strongly recommend you replace your helmet five years after the original date of purchase. See also "ONE IMPACT RULE" of item 3 in this manual, which says clearly "helmet is designed to help absorb one impact".
3. If you have any questions or comments concerning this helmet, please contact your nearest LS2 dealer or agent. Note that these specifications are subject to change without notice, as we continually strive to improve our products.

HOW TO CHOOSE A HELMET AND WEAR IT CORRECTLY

No helmet can protect the wearer against all foreseable high speed and low speed impact. however, for maximum head protection the helmet must be of proper fit and the retention system must be securely fastened under the chin. Failure to have proper fit and to securely fasten the helmet is dangerous as the helmet could come off in an accident resulting in severe head injury or death.

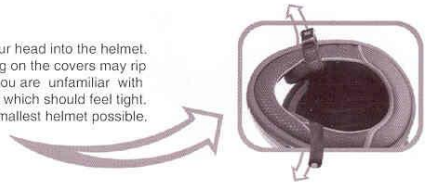
1 **To determinate proper fit.**

1.1. Measure your head size. Wrap a tape measure horizontally around your head at the height of about 2,5 cm above your eyebrows. This will establish the longest measurement around your head.

1.2. Select the helmet that is the closest match to your head size. If your head size should fat between two helmet sizes, try on the smaller one first.

2 **Try the helmet on**

2.1. Expand the helmet opening by the straps, and slide your head into the helmet. Pull the chin straps only, not the chin straps cover, puling on the covers may rip them. If the helmet is not tight, it is too big for you. If you are unfamiliar with helmets you may be reluctant to pull down the helmet which should feel tight. Even if you feel it is difficult to put it on, please use the smallest helmet possible.



3 **Check for a proper fit. With the helmet , go through the following checklist to determine whether the helmet is the correct size.**

3.1. Make sure the inner lining fits snugly all around your head.

3.2. Make sure the top pad presses closely to the top of your head.

3.3. Check whether the cheek pads are in contact with your cheeks.

3.4. Make sure there is no space between inner lining and brow where you could insert your finger.

3.5. Now, take hold of the helmet with a hand on each side. Without moving your head, try to move the helmet up and down, and side to side. You should feel the skin of your head and face being pulled as you try to move the helmet. If you can move the helmet around easily, it is too big. Try a smaller size.



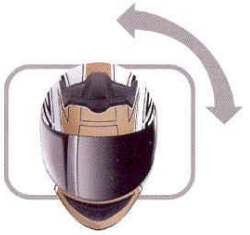
4 **Check the retention system and go through the following steps.**

4.1. Fasten the chinstrap as tight as possible without cousing you pain (see diagram 2). There must be no slack in the strap and it must be tight up against your chin.

4.2. With the chinstrap secured, put your hands flat on the back of the helmet and try to push the helmet off by rotating forward.

4.3. Next, put your hands on the front of the helmet above your forehead (or on the chinguard) and try to push the helmet off by rotating it toward the rear.

4.4. If the helmet starts to come off in either direction, do not use the helmet, either the helmet is too large for you or the chin strap is not fightened enough.



Tightening the chinstrap correctly is extremely important. Try to pull down on the chinstrap with the tips of your fingers if the strap is not against your chin or loosens, you have not properly put the strap through the D rings. Start again (see diagram 2) If your chinstrap is loose, the shock of an impact may knock your helmet off, leaving your head completely unprotected. Do not use a helmet that can be rolled off the head with the chinstrap fastened, since it may come off in an accident, resulting in death or serious personal injuries.

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USER INSTRUCTIONS (III)

D RING: To securely fasten the D ring retention system, thread the end of the chinstrap through the D rings only as shown in diagra m 2 and put it tight against your throat. Clip the chin strap end hook on the D ring as shown in diagram 2 to secure the loose end of the chin strap after it's securely fastening the chin strap. The only function of the chinstrap end hook fitted on the end of the chinstrap is to avoid flutering of the end part of the chinstrap.

Quick-release retention system: To fasten the strap, push the metal tongue firmly into the buckle until it locks with a click. Pull the strap tight and pass the end of the strap through the strap ring or ladder to secure it. To release the strap, press the two catches inward (or slide the catche down).

SAFETY RECOMMENDATIONS

1

No helmet can protect wearer against all foreseeable high speed and low speed impacts.
However, for maximum head protection, the helmet must be of proper fit and retention system must be securely fastened under the chin. The helmet should allow peripheral vision when secure on your head. If your helmet is too large, it may sleep or moove on your head while riding which may make it possible for your helmet to come off in an accident or to obstruct your vision while riding. In the first case, your helmet will not protect your head in an accident, which can result in serious personal injury or death and in the second case, if you cannot see you may have an accident.

2

Use only a helmet that fits snugly all around your head, and fasten the chinstrap securely under your chin.
Expand the helmet opening with your hands, and slide your head into the helmet. Please check whether the helmet fits properly according to the checklist (paragraph 3, page 3). Pull the chinstraps only, not the chinstraps covers. Pulling on the covers may rip them. if the helmet is not tight, it is too big for you. to securely fasten the D ring retention system, thread the end of the chinstrap through the D rings only as shown, and pull it tight up against your throat. In the case of quick-release retention system, refer to upper paragraph. If your chinstrap is loose, the shock of an impact may knock your helmet off leaving your head completely unprotected resulting in serious personal injury or death.

3

Helmets are designed to help absorb ONE impact. Afetr your helmet has protected you from an impact, you must get a new one.
Your helmet is designed to distribute the force incurred during an impact over a wide area. Even if your helmet looks undamaged externally its useful life is finished after one impact during riding, for example, a capsize or accident where you and your helmet hit the ground or some object. In an impact, the helmet's impact absorbing liner becomes compacted. Once this has happened, the helmet no longer has the ability to absorb further impacts. Your helmet may look the same, but it will not provide protection in an accident. if you have any doubts, for example, if you drop your helmet or if it is hit by something and you are not sure if this one impact rule applies, consult your LS2 dealer before you use the helmet again.

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4

Clean your helmet carefully.
Never use hot or salt water, benzene, gazoline, glass cleaner or other solvents. Your helmet could be seriously damaged by these substances. whithout whowing any apparent visible damage. A helmet damaged or weakened by a cleaning agent may not provide head protection in an accident resulting in serious personal injury or death. The correct way to clean a helmet is to mix 5 or 6 drops of mild soap in a quart of warm water. Dampen a soft cloth with this solution and wipe the helmet clean. Rinse with a wet cloth.

5

Never modify your helmet.
It is very dangerous to drill holes or cut the shell and / or the shock absorber liner. Modifications can seriously weaken the helmet. Modifying the retention system weakens it, and it may snap in an impact. removing parts such as the mouth guard or rubber face trim can expose edges, which may injure you in an accident. Always used approved LS2 parts when replacing shields, screws, or any other parts. A weakened helmet will not provide protection.

6

Don't mistread your helmet.
Never ride with the helmet hanging from the helmet holder, and don't hang the helmet from angled supports like a mirror. Don't sit on your helmet or throw it around. You should not expose the liner of your helmet to strong sunlight and excessive heat such as near heaters or where temperatures exceed 50° C (122 F). Avoid the spray of insect repellent chemicals (such as "naphtalene") near the helmet. Mistreating your helmet will damage the shell and impact absorbing liner and reduce the helmet's ability to protect you in an accident.

7

Always check your helmet before riding off.

1. **Check the shield and visor screws, and retighten them if necessary.**
2. **Check for cracks in the helmet. Strong acid (for exampl, battery acid) can damage the shield base. If you find cracks or damage, stop using the helmet immediately.**
3. **Plastic componets may start to wear out about 5 years after manufacture. If you find deterioration in any part of a component, either replace that component or get a new helmet. If these parts come loose and / or fall off while you are riding, your vision may be blocked which could cause an accident resulting in serious personal injury or death.**
4. **Check the security of the retention system**
5. **Make sure that the center pad (or comfort liner) and the cheek pads are attached before you use the helmet.**

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USER INSTRUCTIONS (IV)

8

Maintain your helmet shield in good condition.
If your shield becomes too scratched or undeanable, replace it with a new one. Impaired visibility causes accidents. Clean your shield with mild soapy water, rinse well with clean water, and dry with a soft cloth. Never use benzene gasoline, glass cleaner or any other solvents. Do not attach stickers or adhesive tape to the shield, as this will weaken the hard coating. This can damage the shield.Do not drive with a dim or blurred face shield. Impaired vision can cause an accident resulting in serious personal injury or death.

9

Do not repaint the helmet.
We do not recommend you repaint the helmet, because paint and thinner can damage the materials used in the helmet construction. A helmet damaged weakened by a paint agent may not provide head protection in an accident resulting in serious personal injury or death. If you must paint your helmet, please consult your LS2 dealer.

10

Remember: helmets block important sounds and reduce awareness of environmental changes.
When you wear a helmet, especially a full-face type, you are somewhat isolated from the environment around you. Weather changes can catch you unprepared: sudden showers or temperature variations as you enter ore leave tunnels or climb mountain roads can cause unexpected misting of your shield and loss of visibility. Do not drive with a fogged face shield. Wearing a helmet also reduces your ability to hear traffic sounds, especially of high speed. With a full face helmet, opening and closing the shield makes a major difference in how much you can hear. For safe riding be aware of how your helmet type, your speed, affects your perception of road conditions and whether your shield is open.

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