Firmado el 26/09/2024 11:55:01 : JORDI GARCIA BRUSTENGA, Director General de Estrategia Industrial y de la Pyme de Direccion General de Estrategia Industrial y de la Pequeña y Mediana Empresa.

MINISTERIO
DE INDUSTRIA
Y TURISMO

SECRETARÍA DE ESTADO DE
INDUSTRIA

DIRECCIÓN GENERAL DE ESTRATEGIA
INDUSTRIAL Y DE LA PEQUEÑA Y
MEDIANA EMPRESA

E9

E9*22R06/02*6519*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- ~~retirada de homologación / *approval withdrawn*~~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, ~~con~~/sin (1) un/~~varios~~ (1) tipo~~(s)~~ de accesorio específico en aplicación del Reglamento UN Nº 22 / *of a type of protective helmet with/~~without~~* (1) *one/~~more~~* (1) *visor type(s), ~~with~~/without* (1) *one/~~more~~* (1) *specific accessory type~~(s)~~ pursuant to UN Regulation No. 22.*

Homologación Nº / *Approval No.*: E9*22R06/02*6519*00 Extensión Nº / *Extension No.* 00

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

2. Tipo / *Type*: FF807

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 / *Address*:
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*:
Casco de protección para motociclistas. / *Motorcyclist's protective helmet.*

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*: FF-MHR-116 (E9*22R06/02*6520*00)

11. Breve descripción de la pantalla o pantallas y pantalla interior si la hay / *Brief description of visor or visors and inner visor if any*:
Pantalla protectora para cascos de motociclista con lente interior antivaho. /
Protective screen for motorcycle helmets with anti-fog inner lens.

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

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Documento electrónico, página 1 de 4.

12. ~~Casco preparado para accesorio específico (SA)/preparado para accesorios universales (UA)~~ (1) / ~~*Helmet ready for specific accessory (SA)/ready for universal accessories (UA)*~~ (1)

13. Accesorios incluidos en la homologación del casco y funcionalidad / *Accessories included in the helmet homologation and functionality*: ----

14. ~~Si casco UA, altavoces (S o S45) / Micrófono (M) / Montaje frontal (F) / Montaje lateral (L) / Montaje trasero (R)~~ (1) ~~*/ If UA helmet, speakers (S or S45) / Microphone (M) / Front mounting (F) / Side mounting (L), Rear mounting (R)*~~ (1)

15. Presentado a la homologación el / *Submitted for approval on*: 19.07.2024

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

17. Fecha del acta de los ensayos emitida por este servicio / *Date of report issued by that service*: 23.09.2024

18. Nº del acta de ensayos emitida por este servicio / *Number of report issued by that service*: MT24070092

19. Observaciones / *Comments*: ----

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

21. Lugar / *Place*: Madrid

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

23. Firma / *Signature*:
EL DIRECTOR GENERAL DE ESTRATEGIA INDUSTRIAL Y DE LA PEQUEÑA Y MEDIANA EMPRESA

24. 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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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 Estrategia Industrial y de la Pequeña y Mediana empresa, o ante la Secretaría de Estado de Industria, 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

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 Estrategia Industrial y de la Pequeña y Mediana empresa, or Secretaría de Estado de Industria.

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

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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

THE TESTS HAVE BEEN CARRIED OUT BY IDIADA AUTOMOTIVE TECHNOLOGY, S.A. (TS) LABORATORY ACCREDITED BY ENAC WITH NUMBER OF ACCREDITATION 35/LE2594
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INFORME Nº / *REPORT No.* MT24070092

CASCOS DE PROTECCIÓN, SUS PANTALLAS Y SUS ACCESORIOS PARA CONDUCTORES Y PASAJEROS DE MOTOCICLETAS Y CICLOMOTORES SEGÚN EL REGLAMENTO UN Nº 22R06/02
PROTECTIVE HELMETS, THEIR VISORS AND THEIR ACCESSORIES FOR DRIVERS AND PASSENGERS OF MOTORCYCLES AND MOPEDS ACCORDING TO UN REGULATION No. 22R06/02

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)	:	FF807
Denominaciones comerciales / *Commercial denominations* (1)	:	FF807-1, DRAGON, CHALLENGER II
Lugar y fecha de emisión del informe / *Test report place and date*	:	L'Albornar, Santa Oliva (Tarragona) 23.09.2024

CONCLUSIONES / *CONCLUSIONS*: El casco presentado CUMPLE con las especificaciones relativas a la homologación de cascos, pantallas y accesorios de protección para conductores y pasajeros de motocicletas y ciclomotores, correspondientes al Reglamento UN Nº 22R06/02, 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, their visors and their accesories of protection for riders and passengers of motorcycles and mopeds, according to UN Regulation No. 22R06/02, 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* :

Victor Costa Escarra
JEFE DE DEPARTAMENTO
DEPARTMENT MANAGER

IDIADA MT24070092

* 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)	:	FF807
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.*	:	CA2407/15, CA2408/16

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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MT24070092

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THE DECISION RULE USED, ACCORDING TO THE ILAC-G8 STANDARD, WAS THE BINARY STATEMENT FOR SIMPLE ACCEPTANCE.

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

Carcasa / *Shell*	:	Fibra de carbono / *Carbon fiber*
Relleno de protección / *Protective padding*	:	Poliestireno expandido (EPS) / *Expanded polystyrene (EPS)*
Peso del casco en gramos / *Helmet weight in grams*	:	XXXL-XL (1500g), L-M (1450g), S-XS (1450g)
Sistema de retención / *Retention system*	:	Version 1: Doble anilla en D / *Double-D rings* Version 2: Cierre de apertura rápida (micrométrico Nº.23) / *Quick release mechanism (micrometric No.23)*
Pantalla / *Visor*	:	FF-MHR-116 (E9*22R06/02*6520*00) Incluyendo variante / *Including variant*: FF-MHR-119
Filtro solar / *Sun shield*	:	SF-MHR-20

ESPECIFICACIONES GENERALES / *GENERAL SPECIFICATIONS*

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

2. Componentes adicionales / *Additional components*: ----

3. Opción protectiva / *Protective option*:

   Con mentón protectivo (P) / *With protective lower face cover (P)*

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 (Versión 1) /
Sliding bar or double-D ring fastening devices (Version 1):

8.5.1. Apertura únicamente con acción voluntaria /
Opening only with voluntary action ..... *CORRECT*

8.5.2. Patilla de desenganche del mecanismo /
Releasing pulling flap ..... *CORRECT*

8.6. Mecanismo de apertura rápida (Versión 2) /
Quick release mechanism (Version 2) ..... *CORRECT*

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

8.8. Protección contra manipulación incorrecta del cierre (Versión 2) /
Buckle protected against incorrect manipulation (Version 2) ..... *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 (625)

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	168	1253
				X	216	1738
				P	182	1723
				R	141	793
2	AMBIENTE / *AMBIENT*	CUÑA / *KERBSTONE*	7.5	B	176	983
				X	149	997
				P	130	793
				R	104	559
3	-10 ºC	PLANO / *FLAT*	7.5	B	169	1202
				X	227	1847
				P	190	1748
				R	129	457
			6.0	S	212	967
4	+50 ºC	CUÑA / *KERBSTONE*	7.5	B	179	1019
				X	192	1226
				P	118	783
				R	110	596
5	UV + H_2O	PLANO / *FLAT*	7.5	B	179	1333
				X	217	1665
				P	152	1209
				R	139	703

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TALLA / *SIZE*: L (59-60) Cabeza de ensayo / *Test headform*: M (605)

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	135	1020
				X	208	1660
				P	142	1021
				R	121	416
7	AMBIENTE / *AMBIENT*	CUÑA / *KERBSTONE*	7.5	B	157	862
				X	140	947
				P	125	630
				R	91	358
8	-10 ºC	PLANO / *FLAT*	7.5	B	186	1300
				X	216	1700
				P	174	1618
				R	124	490
			6.0	S	197	767
9	+50 ºC	CUÑA / *KERBSTONE*	7.5	B	168	925
				X	138	915
				P	116	712
				R	120	473
10	UV + H_2O	PLANO / *FLAT*	7.5	B	174	1159
				X	209	1700
				P	175	1539
				R	126	467

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TALLA / *SIZE*: S (55-56) Cabeza de ensayo / *Test headform*: E (535)

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	169	1039
				X	225	1940
				P	172	1597
				R	91	385
12	AMBIENTE / *AMBIENT*	CUÑA / *KERBSTONE*	7.5	B	142	913
				X	158	1202
				P	142	659
				R	76	338
13	-10 ºC	PLANO / *FLAT*	7.5	B	148	915
				X	229	1975
				P	173	1641
				R	117	504
			6.0	S	152	514
14	+50 ºC	CUÑA / *KERBSTONE*	7.5	B	178	960
				X	144	1036
				P	142	734
				R	88	298
15	UV + H_2O	PLANO / *FLAT*	7.5	B	169	1036
				X	213	1802
				P	174	1634
				R	91	321

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TALLA / *SIZE*: M (57-58) Cabeza de ensayo / *Test headform*: J (575)

Nº / *No.*	ACONDIC. / *CONDITIONING*	YUNQUE / *ANVIL*	VELOCIDAD / *SPEED* (m/s)	PUNTO IMPACTO / *IMPACT POINT*	RESULTADOS / *RESULTS*	
					$Acc_{(g)}$ max ≤ 275 g	HIC ≤ 2400
16	-10 ºC	PLANO / *FLAT*	7.5	B	156	1024
				X	213	1777
				P	180	1673
				R	119	505
			6.0	S	195	813
17	+50 ºC	CUÑA / *KERBSTONE*	7.5	B	125	743
				X	139	926
				P	132	685
				R	93	364

TALLA / *SIZE*: XS (53-54) Cabeza de ensayo / *Test headform*: E (535)

Nº / *No.*	ACONDIC. / *CONDITIONING*	YUNQUE / *ANVIL*	VELOCIDAD / *SPEED* (m/s)	PUNTO IMPACTO / *IMPACT POINT*	RESULTADOS / *RESULTS*	
					$Acc_{(g)}$ max ≤ 275 g	HIC ≤ 2400
18	-10 ºC	PLANO / *FLAT*	7.5	B	176	1111
				X	216	1825
				P	175	1578
				R	117	604
			6.0	S	184	602
19	+50 ºC	CUÑA / *KERBSTONE*	7.5	B	152	973
				X	158	1120
				P	132	746
				R	121	447

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 (625)

Nº / *No.*	ACONDIC. / *CONDITIONING*	YUNQUE / *ANVIL*	VELOCIDAD / *SPEED* (m/s)	PUNTO IMPACTO / *IMPACT POINT*	RESULTADOS / *RESULTS*	
					$Acc_{(g)}$ max ≤ 275 g	HIC ≤ 2400
20	AMBIENTE / *AMBIENT*	PLANO / *FLAT*	7.5	BXPR	145	1003
				XPL	180	1495
				RXR	152	1155

TALLA / *SIZE*: L (59-60) Cabeza de ensayo / *Test headform*: M (605)

Nº / *No.*	ACONDIC. / *CONDITIONING*	YUNQUE / *ANVIL*	VELOCIDAD / *SPEED* (m/s)	PUNTO IMPACTO / *IMPACT POINT*	RESULTADOS / *RESULTS*	
					$Acc_{(g)}$ max ≤ 275 g	HIC ≤ 2400
21	AMBIENTE / *AMBIENT*	PLANO / *FLAT*	7.5	BXL	150	1025
				XPR	188	1600
				RXPL	137	964

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

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

TALLA / *SIZE*: XXXL (65-66) Cabeza de ensayo / *Test headform*: O (625)

Nº / *No.*	ACONDIC. / *CONDITIONING*	YUNQUE / *ANVIL*	VELOCIDAD / *SPEED* (m/s)	PUNTO IMPACTO / *IMPACT POINT*	RESULTADOS / *RESULTS*	
					$Acc_{(g)}$ max ≤ 275 g	HIC ≤ 2880
22	AMBIENTE / *AMBIENT*	PLANO / *FLAT*	8.2	B	182	1501
				X	251	2309
				P	196	1742
				R	162	1039

TALLA / *SIZE*: L (59-60) Cabeza de ensayo / *Test headform*: M (605)

Nº / *No.*	ACONDIC. / *CONDITIONING*	YUNQUE / *ANVIL*	VELOCIDAD / *SPEED* (m/s)	PUNTO IMPACTO / *IMPACT POINT*	RESULTADOS / *RESULTS*	
					$Acc_{(g)}$ max ≤ 275 g	HIC ≤ 2880
23	AMBIENTE / *AMBIENT*	PLANO / *FLAT*	8.2	B	211	1642
				X	242	2106
				P	185	1784
				R	152	862

TALLA / *SIZE*: S (55-56) Cabeza de ensayo / *Test headform*: E (535)

Nº / *No.*	ACONDIC. / *CONDITIONING*	YUNQUE / *ANVIL*	VELOCIDAD / *SPEED* (m/s)	PUNTO IMPACTO / *IMPACT POINT*	RESULTADOS / *RESULTS*	
					$Acc_{(g)}$ max ≤ 275 g	HIC ≤ 2880
24	AMBIENTE / *AMBIENT*	PLANO / *FLAT*	8.2	B	240	1887
				X	243	2262
				P	175	1806
				R	121	555

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 (625)

Nº / *No.*	ACONDIC. / *CONDITIONING*	YUNQUE / *ANVIL*	VELOCIDAD / *SPEED* (m/s)	PUNTO IMPACTO / *IMPACT POINT*	RESULTADOS / *RESULTS*	
					$Acc_{(g)}$ max ≤ 180 g	HIC ≤ 1300
25	AMBIENTE / *AMBIENT*	PLANO / *FLAT*	6.0	B	112	585
				X	168	984
				P	164	1233
				R	98	315

TALLA / *SIZE*: L (59-60) Cabeza de ensayo / *Test headform*: M (605)

Nº / *No.*	ACONDIC. / *CONDITIONING*	YUNQUE / *ANVIL*	VELOCIDAD / *SPEED* (m/s)	PUNTO IMPACTO / *IMPACT POINT*	RESULTADOS / *RESULTS*	
					$Acc_{(g)}$ max ≤ 180 g	HIC ≤ 1300
26	AMBIENTE / *AMBIENT*	PLANO / *FLAT*	6.0	B	124	607
				X	159	941
				P	154	1098
				R	85	134

TALLA / *SIZE*: S (55-56) Cabeza de ensayo / *Test headform*: E (535)

Nº / *No.*	ACONDIC. / *CONDITIONING*	YUNQUE / *ANVIL*	VELOCIDAD / *SPEED* (m/s)	PUNTO IMPACTO / *IMPACT POINT*	RESULTADOS / *RESULTS*	
					$Acc_{(g)}$ max ≤ 180 g	HIC ≤ 1300
27	AMBIENTE / *AMBIENT*	PLANO / *FLAT*	6.0	B	126	491
				X	171	1046
				P	149	1032
				R	92	199

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

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

TALLA / *SIZE*: XXXL (65-66) Cabeza de ensayo / *Test headform*: O (625)

Nº / *No.*	ACONDIC. / *CONDITIONING*	YUNQUE / *ANVIL*	VELOC. / *SPEED* (m/s)	PUNTO IMPACTO / *IMPACT POINT*	RESULTADOS / *RESULTS*	
					PRA max ≤ 10.400 rad/s²	BrIC ≤ 0.78
28	AMBIENTE / *AMBIENT*	45º	8.0	Front lat. dcha. / *Front lat. right* (45°)	1793	0.14
				Trasero / *Rear* (180°)	4269	0.34
				Lateral izq. / *Lateral left* (270°)	1088	0.07
29	AMBIENTE / *AMBIENT*	45º	8.0	Frontal / *Frontal* (0°)	3035	0.39
				Trasero lat. dcha. / *Rear lat. right* (135°)	3410	0.49

TALLA / *SIZE*: L (59-60) Cabeza de ensayo / *Test headform*: M (605)

Nº / *No.*	ACONDIC. / *CONDITIONING*	YUNQUE / *ANVIL*	VELOC. / *SPEED* (m/s)	PUNTO IMPACTO / *IMPACT POINT*	RESULTADOS / *RESULTS*	
					PRA max ≤ 10.400 rad/s²	BrIC ≤ 0.78
30	AMBIENTE / *AMBIENT*	45º	8.0	Front lat. dcha. / *Front lat. right* (45°)	1643	0.19
				Trasero / *Rear* (180°)	1905	0.31
				Lateral izq. / *Lateral left* (270°)	1136	0.09
31	AMBIENTE / *AMBIENT*	45º	8.0	Frontal / *Frontal* (0°)	2960	0.41
				Trasero lat. dcha. / *Rear lat. right* (135°)	2363	0.41

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TALLA / *SIZE*: S (55-56) Cabeza de ensayo / *Test headform*: E (535)

Nº / *No.*	ACONDIC. / *CONDITIONING*	YUNQUE / *ANVIL*	VELOC. / *SPEED* (m/s)	PUNTO IMPACTO / *IMPACT POINT*	RESULTADOS / *RESULTS*	
					PRA max ≤ 10.400 rad/s²	BrIC ≤ 0.78
32	AMBIENTE / *AMBIENT*	45º	8.0	Front lat. dcha. / *Front lat. right* (45°)	1326	0.22
				Trasero / *Rear* (180°)	3634	0.48
				Lateral izq. / *Lateral left* (270°)	1839	0.17
33	AMBIENTE / *AMBIENT*	45º	8.0	Frontal / *Frontal* (0°)	3669	0.53
				Trasero lat. dcha. / *Rear lat. right* (135°)	2466	0.51

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*
34	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)
35	XXXL (65-66)	Transversal	6.4	0.8
		Longitudinal	12.5	1.5
36	L (59-60)	Transversal	7.7	1.3
		Longitudinal	11.7	1.7
37	S (55-56)	Transversal	6.5	0.9
		Longitudinal	13.8	2.3

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

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

Version 1: Doble anilla en D / *Double-D rings*

CASCO / *HELMET*			DESPLAZAMIENTO / *DISPLACEMENT*	
Nº / *No.*	TALLA / *SIZE*	CABEZA DE ENSAYO / *TEST HEADFORM*	DINÁMICO / *DYNAMIC* (≤ 35 mm)	RESIDUAL / *RESIDUAL* (≤ 25 mm)
38	XL (61-62)	O (625)	23.7	12.3
39	M (57-58)	J (575)	20.7	12.5
40	XS (53-54)	E (535)	24.8	11.8

Version 2: Cierre de apertura rápida (micrométrico Nº.23) / *Quick release mechanism (micrometric No.23)*

CASCO / *HELMET*			DESPLAZAMIENTO / *DISPLACEMENT*	
Nº / *No.*	TALLA / *SIZE*	CABEZA DE ENSAYO / *TEST HEADFORM*	DINÁMICO / *DYNAMIC* (≤ 35 mm)	RESIDUAL / *RESIDUAL* (≤ 25 mm)
41	XL (61-62)	O (625)	25.3	13.4
42	M (57-58)	J (575)	18.1	8.6
43	XS (53-54)	E (535)	21.9	15.1

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

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ENSAYO DE DESCALCE / *DETACHING TEST*

Version 1: Doble anilla en D / *Double-D rings*

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°)
38	XL (61-62)	O (625)	4.9º	18.6º
39	M (57-58)	J (575)	8.3º	20.9º
40	XS (53-54)	E (535)	16.2º	22.0º

Version 2: Cierre micrométrico"No. 23" / *Micrometric mechanism "No. 23"*

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°)
41	XL (61-62)	O (625)	9.3º	21.1º
42	M (57-58)	J (575)	21.8º	19.8º
43	XS (53-54)	E (535)	22.4º	23.3º

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*: 2 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 2 ≤ 5 mm / *The slippage of the strap in the micro-slip test is 2 ≤5 mm*

ENSAYO DE SISTEMAS DE RETENCIÓN QUE COMPRENDEN MECANISMOS DE APERTURA RÁPIDA (V. 2) / *RETENTION SYSTEM TEST RELYING ON QUICK-RELEASE MECHANISMS (V. 2)*

- 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*

TRANSMITANCIA LUMÍNICA / *LUMINOUS TRANSMITTANCE*

Nº DE MUESTRA / *SAMPLE No.*	TRANSMITANCIA LUMÍNICA / *LUMINOUS TRANSMITTANCE* (τ_V) ≥ 20%
1	27.2 %
2	26.5 %
3	28.8 %

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	1.09	0.96	1.00	1.22
2	1.10	0.96	1.00	1.23
3	1.10	0.97	0.99	1.20

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

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TRANSMITANCIA ESPECTRAL / *SPECTRAL TRANSMITTANCE*

Nº DE MUESTRA / *SAMPLE No.*	TRANSMITANCIA ESPECTRAL / *SPECTRAL TRANSMITTANCE* ($\geq 0.2\ \tau_V$)
1	21.8 %
2	21.0 %
3	23.4 %

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

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	-0.028	-0.026	0.017	0.001	0.25	---	0.10
5	-0.027	-0.027	0.000	0.000	0.25	---	0.10
6	-0.024	-0.021	0.003	0.007	0.30	---	0.10

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

Lugar del ensayo / *Test place* : L'Albornar, Santa Oliva (Tarragona)
Fecha del ensayo / *Test date* : 19.07.2024-20.09.2024

Antonio Santos Carreño
TÉCNICO DE HOMOLOGACIONES
HOMOLOGATION TECHNICIAN

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DOCUMENTACIÓN TÉCNICA /
TECHNICAL DOCUMENTATION

MT24070092

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

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5	ASSEMBLY DRAWING	SEP. 2024
6	DRAWING OF THE HELMET WITH DIMENSIONS	SEP. 2024
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17	USER INSTRUCTIONS (I)	SEP. 2024
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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:

FF807

1.3. Variants:

1.4. Commercial denominations:

FF807-1, DRAGON, CHALLENGER 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:

Full Face

2.2. Protective option:

Helmet with protective lower face cover (P)

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

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

3. SHELL

3.1. Material used: **CARBON FIBER**

3.2. Ventilations:

3.2.1. Number of ventilations: **3**

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):

Version 1: Double-D Rings
Version 2: Quick release mechanism (Micrometric No.23)

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5. PROTECTIVE PADDING

5.1. Composition:

Expanded polystyrene

5.2. Density:

Size	Main Part Kg/m³	Top Part Kg/m³	Side Part Kg/m³	Chin Part Kg/m³
XS	25	25	50	80
S	25	25	50	
M	30	25	50	
L	40	30	50	
XL	45	30	65	
XXL				
XXXL				

5.3 Weight:

Size	Main Part g	Top Part Kg/m³	Side Part g	Chin Part g
XS	41 ± 5g	43 ± 5g	58 ± 2g	7± 2g
S	39 ± 5g	43 ± 5g	56 ± 2g	
M	53 ± 5g	46 ± 5g	57 ± 2g	
L	67 ± 5g	55 ± 5g	52 ± 2g	
XL	84± 5g	58± 5g	68± 2g	
XXL				
XXXL				

6. ADDITIONAL COMPONENTS

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

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7. VISOR

7.1. Approval number: **E9*22R06/02*6520*00**

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

7.3. Type: **FF-MHR-116**

7.4. Variants: **FF-MHR-116, FF-MHR-119**

7.5. Name and address of manufacturer:

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

7.6. Material: **Polycarbonate**

7.7. Drawing of the visor: **See pages 12 and 13**

7.8. Inner visor: **PINLOCK 120XLT DKS 611. See Page 14**

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

7.10. Colour: **Clear**

7.11. Manufacturing method: **Mould injection**

7.12. Thickness: **2.0 ± 0.1 mm**

8. SUN SHIELD

8.1. Reference name: **SF-MHR-20**

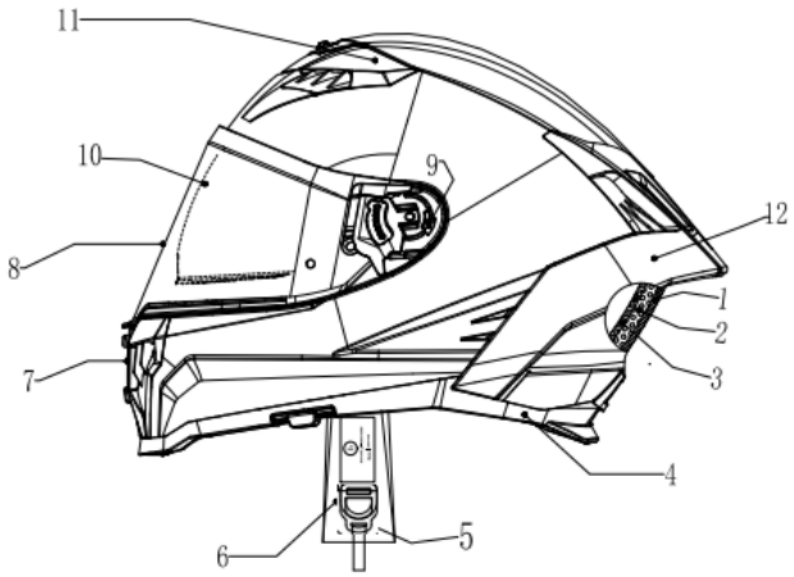
8.2. Material: **Polycarbonate**

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	个 piece	1	pp+carbon
11	前风窗 top vent	个 piece	1	pp+carbon
10	内镜片 Visor	个 piece	1	pc
9	底座 Ratchet system	套 set	2	pom+abs+pc
8	镜片 visor	个 piece	1	pc
7	下巴风窗 mouth vent	套 set	1	pp+carbon
6	帽带 chin strap	条 unit	2	nylon
5	快速扣/D型半扁铁环扣 buckle/Double"D"ring	套 set	1	a3/ 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	carbon

MODEL	FF807						
SIZE	XXXL	XXL	XL	L	M	S	XS
CM	65-66	63-64	61-62	59-60	57-58	55-56	53-54

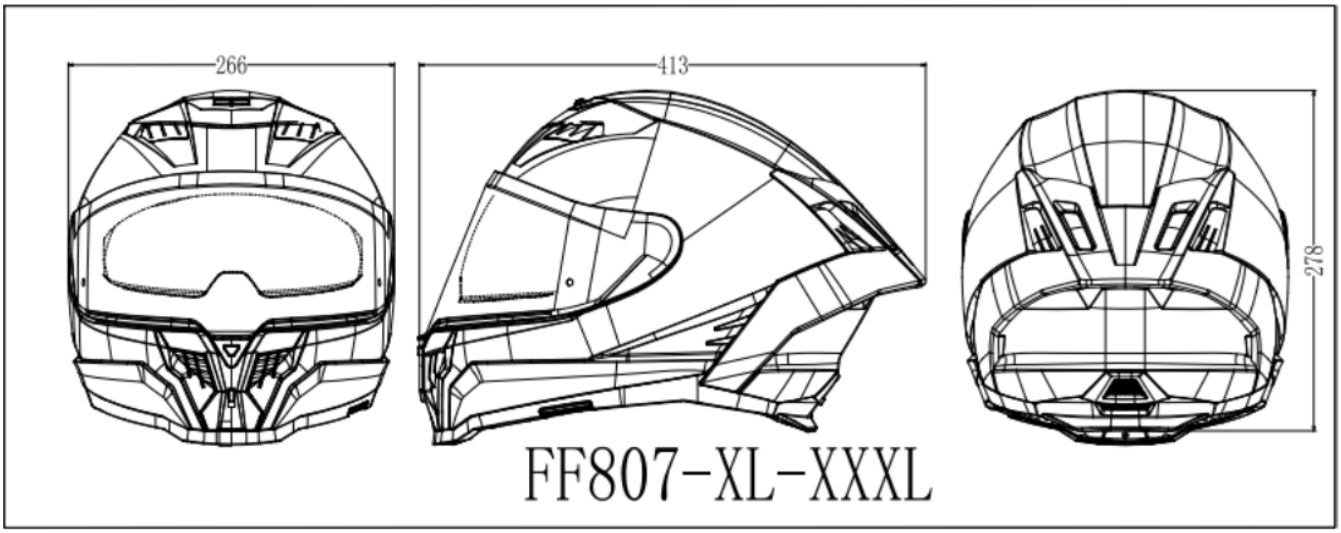
技术要求 technical requirement

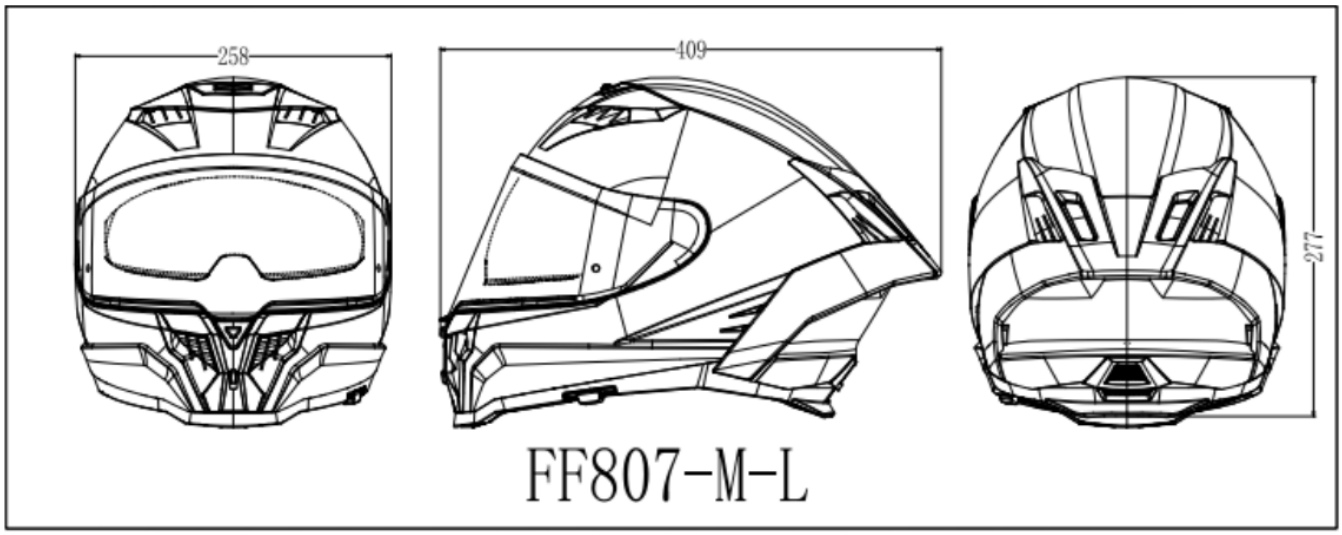
1. The surface of the outshell should be smooth and bright no mottle, pinhold, bulb, drop lack of oil , disdosuie of basic color.
2. Every spare parts should be fixed correctly , and not be loose, missed.

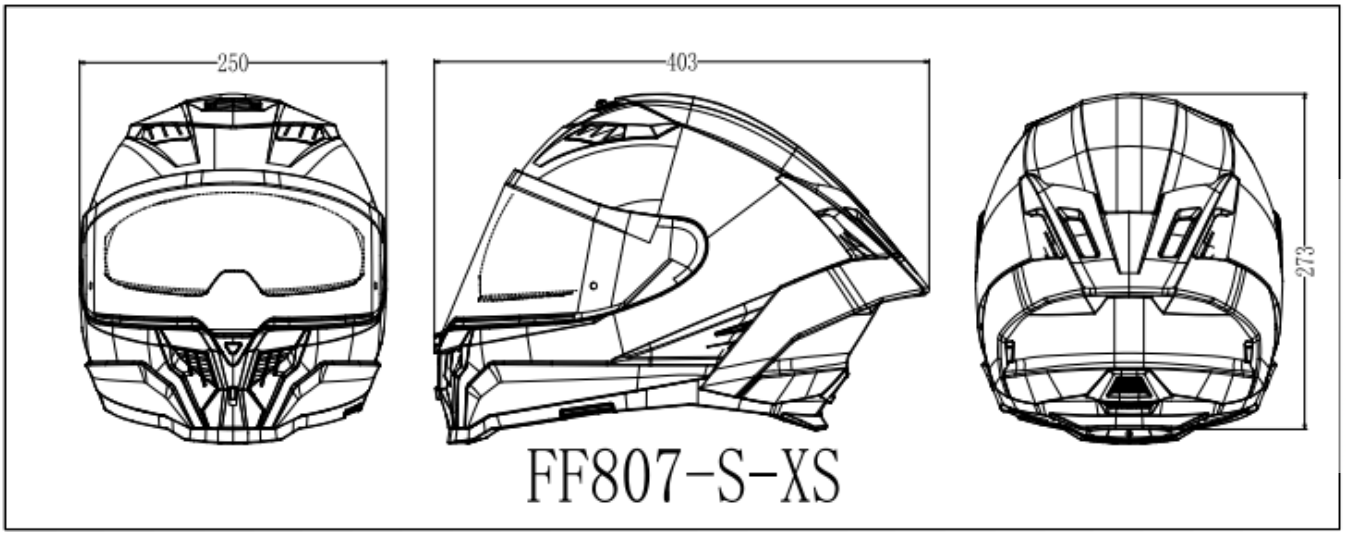
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R22.06/ECE TYPE-APPROVAL OF PROTECTIVE HELMETS AND THEIR VISORS FOR DRIVERS AND PASSENGERS OF MOTORCYCLES AND MOPEDS

DRAWING OF THE HELMET WITH DIMENSIONS

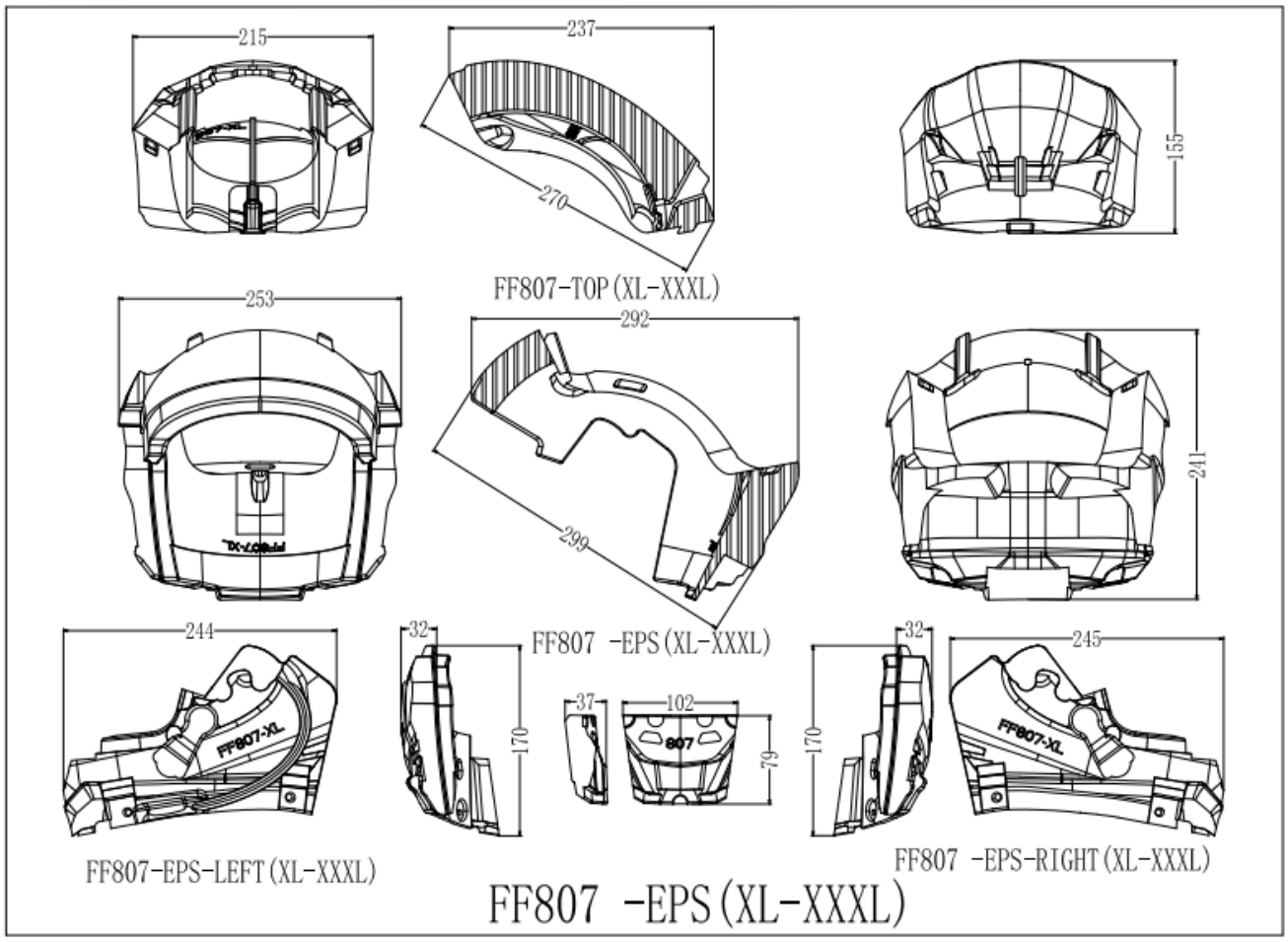






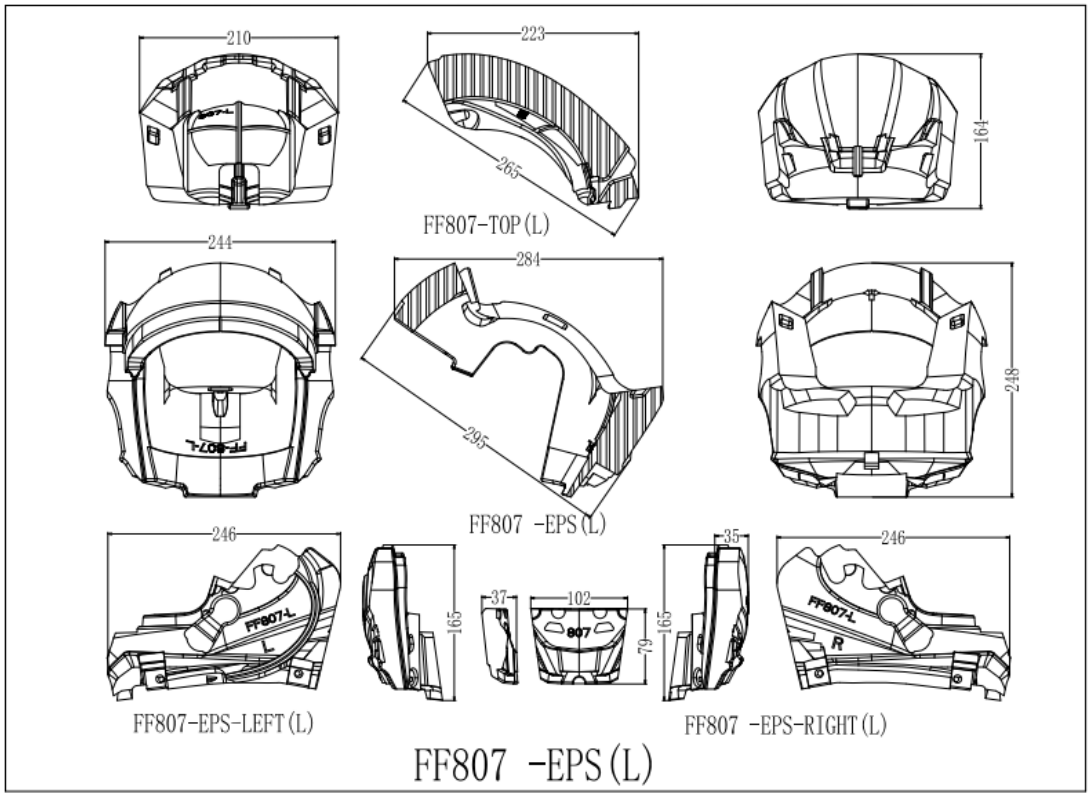
IDIADA MT24070092

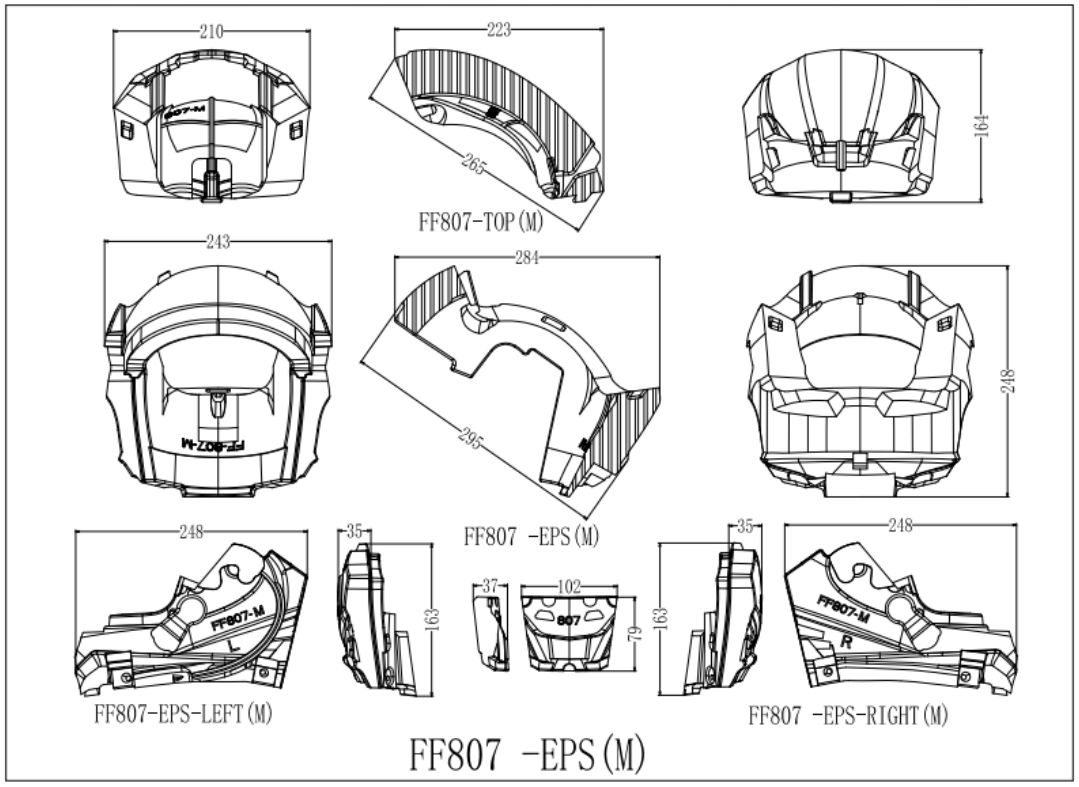
DRAWING OF THE PROTECTIVE PADDING (I)



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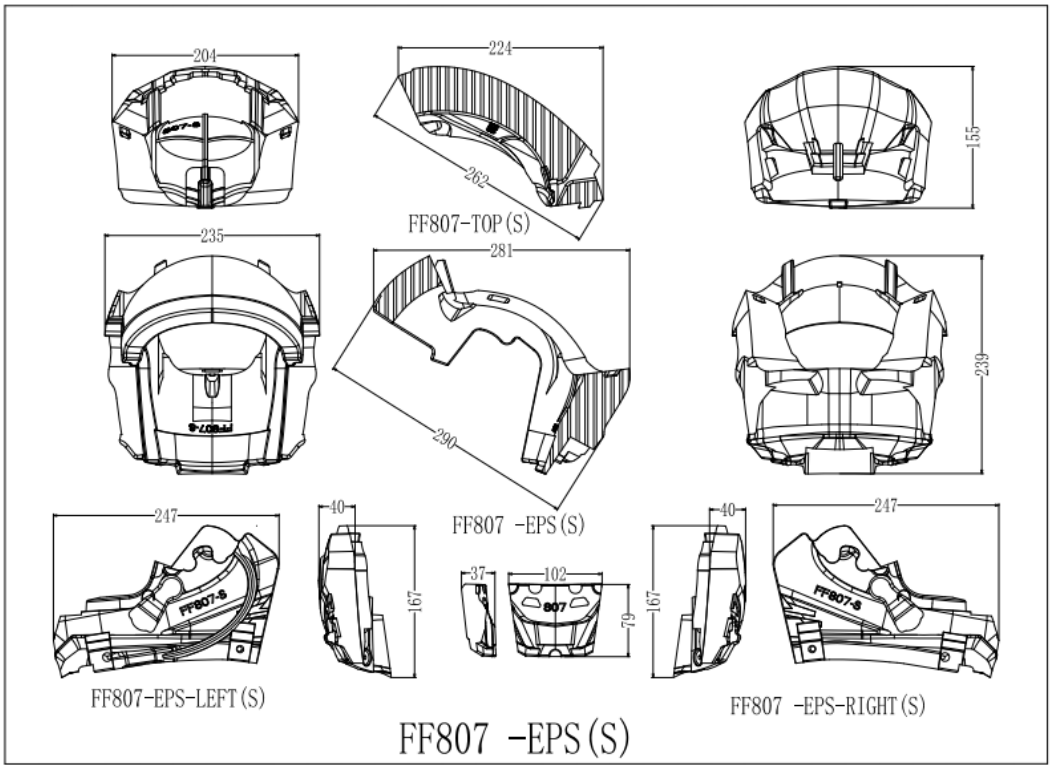
DRAWING OF THE PROTECTIVE PADDING (II)

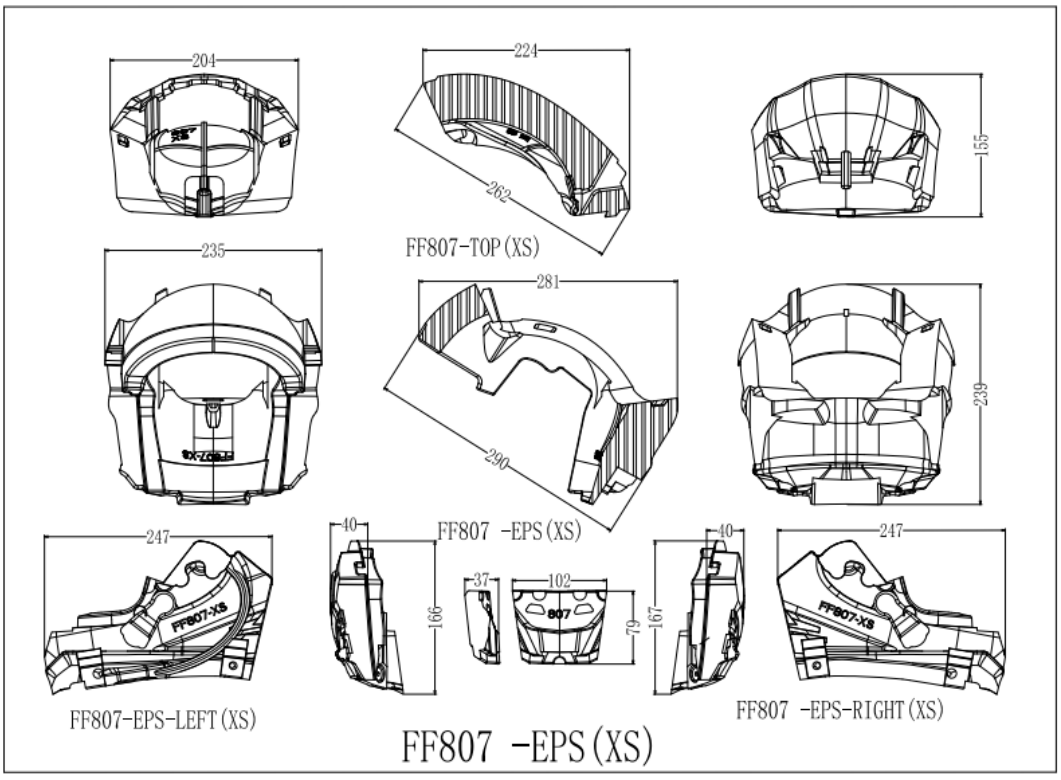




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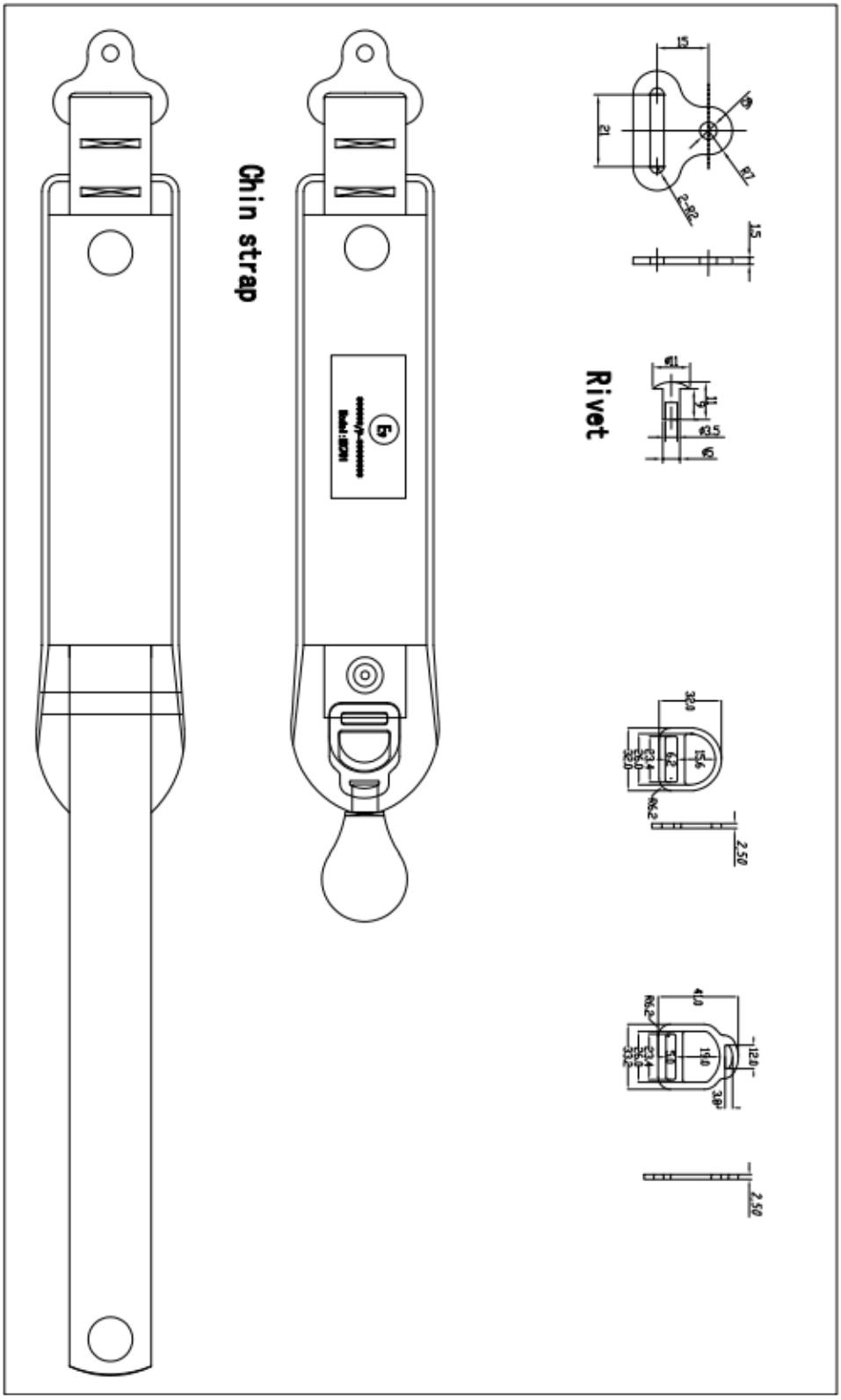
DRAWING OF THE PROTECTIVE PADDING (III)





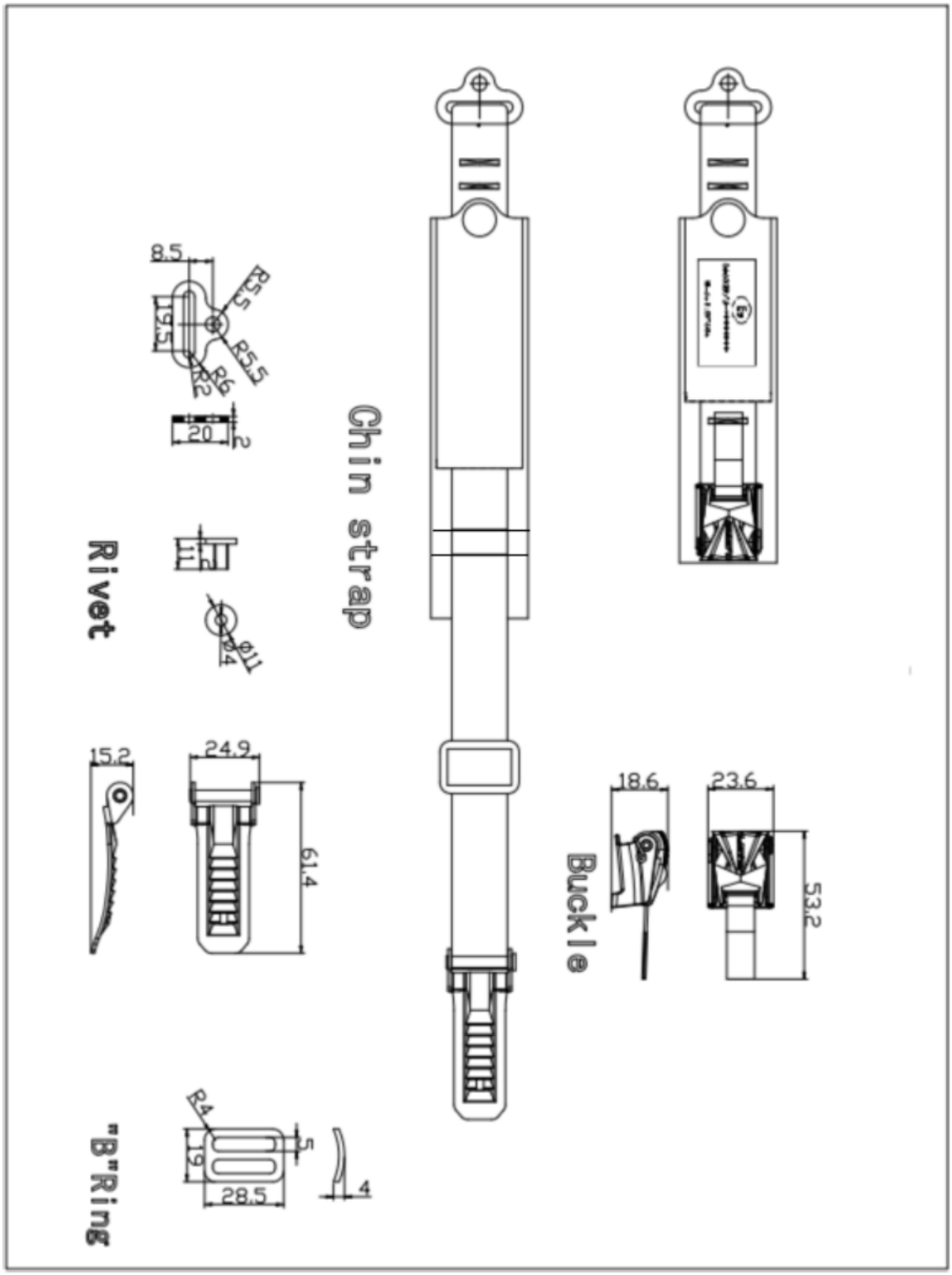
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DRAWING OF THE RETENTION SYSTEM (I)
Version 1: Double-D Rings



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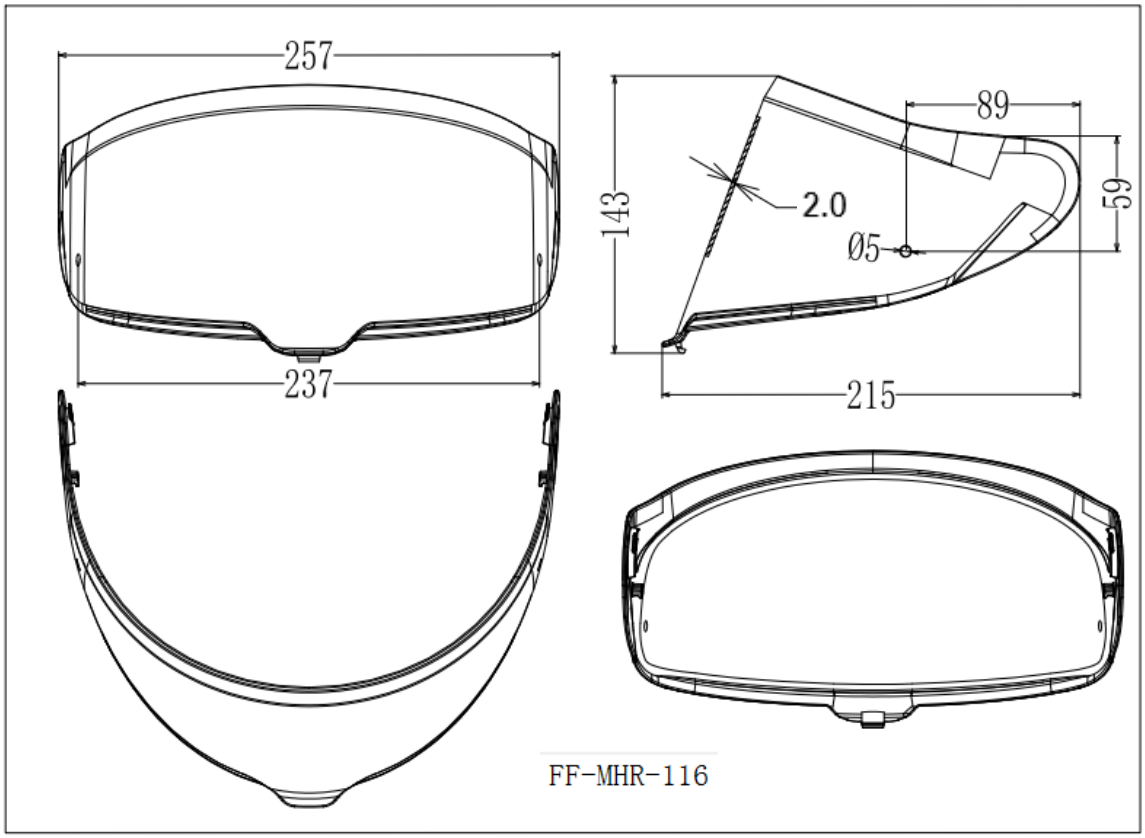
DRAWING OF THE RETENTION SYSTEM (II)
Version 2: Quick release mechanism (Micrometric No.23)



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DRAWING OF THE VISOR AND MECHANISMS (I)

Visor variant FF-MHR-116



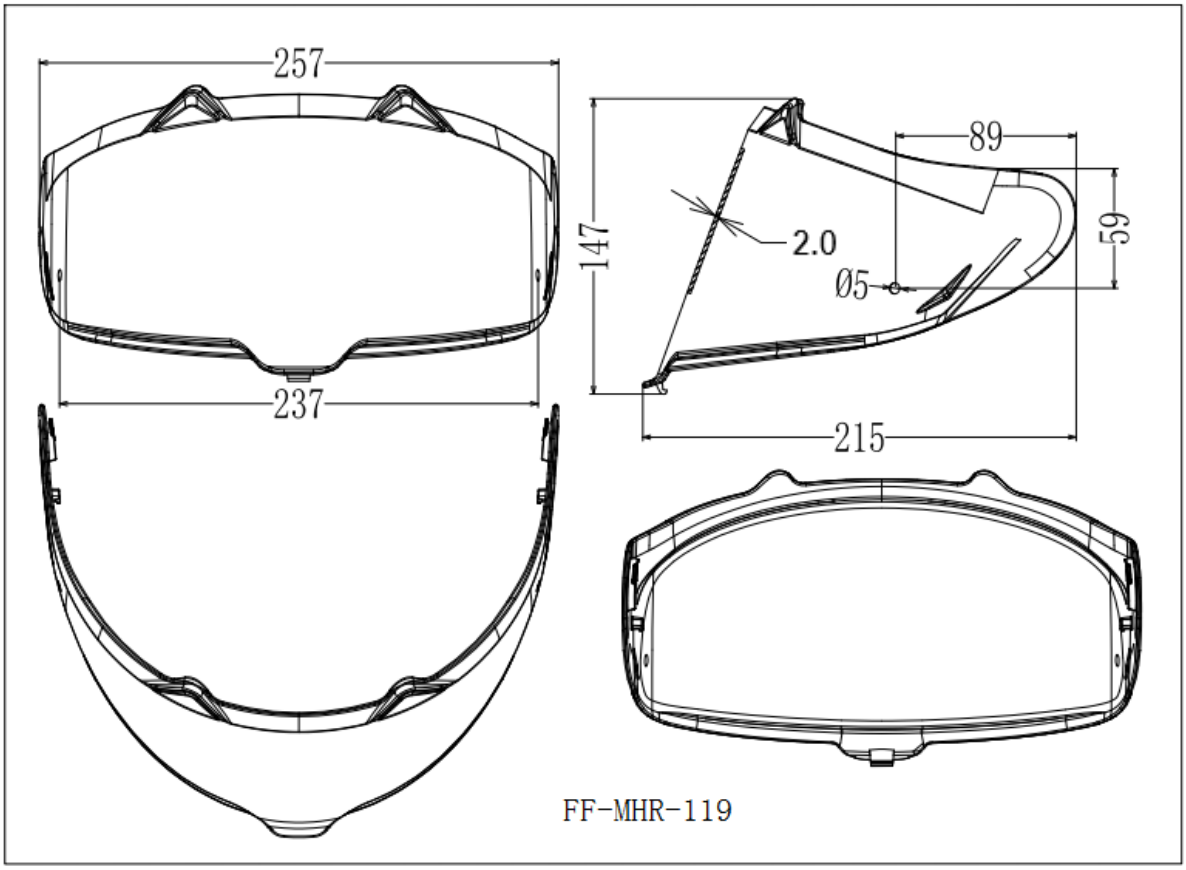


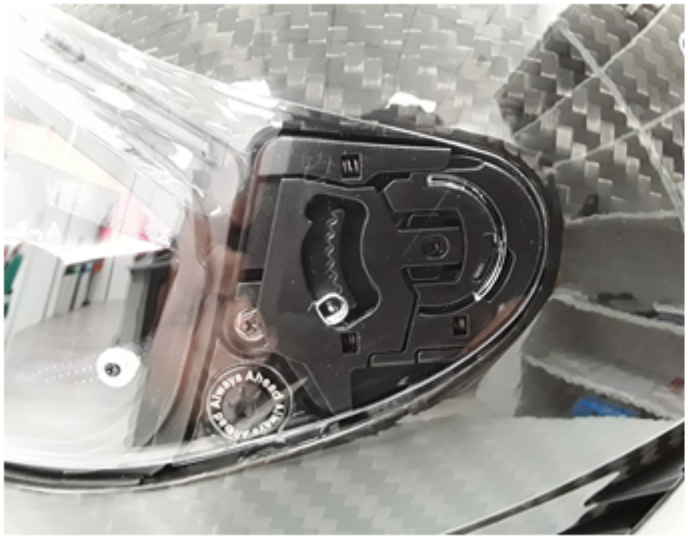


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DRAWING OF THE VISOR AND MECHANISMS (II)

Visor variant FF-MHR-119

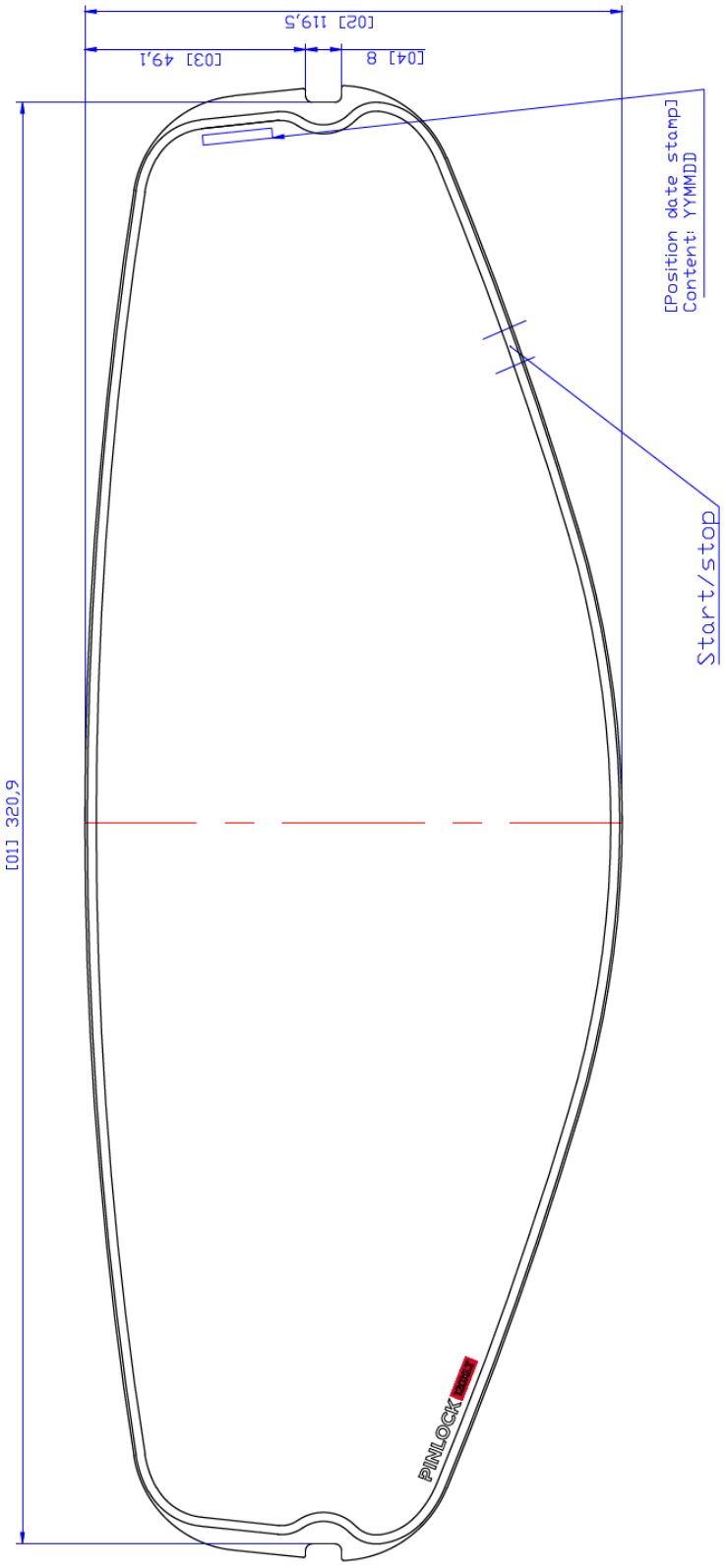






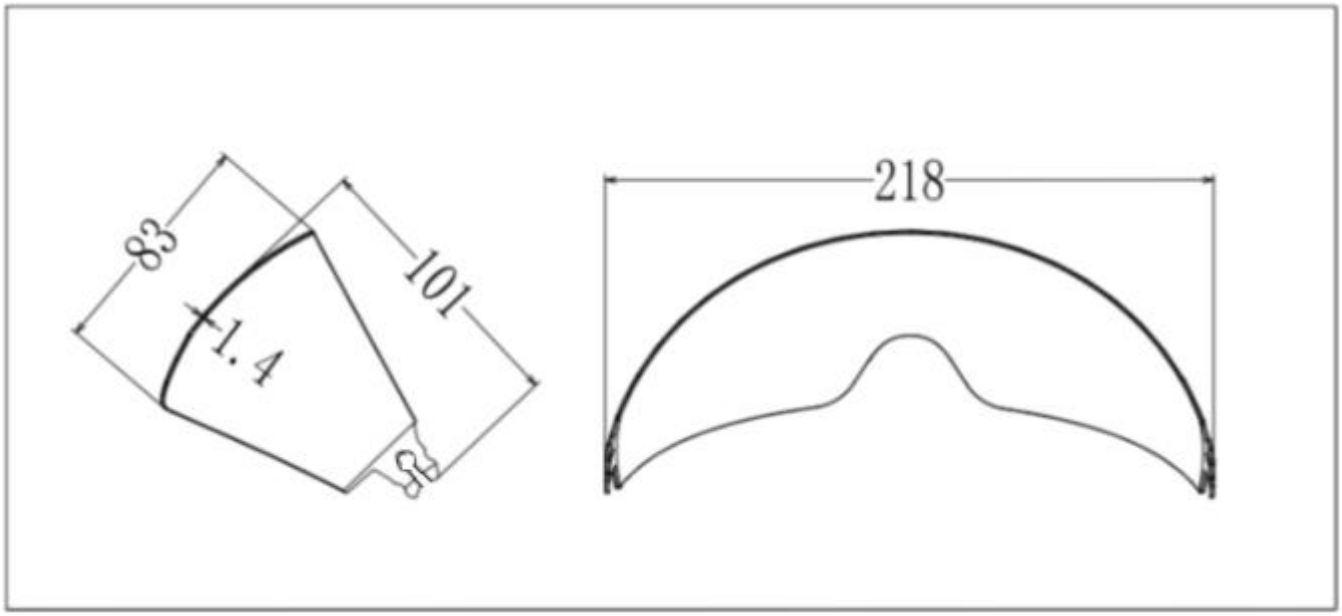
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DRAWING OF THE INNER VISOR



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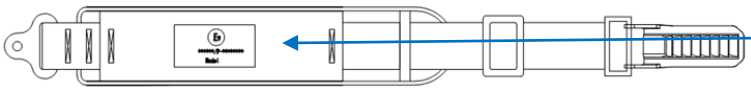
DRAWING OF THE SUN SHIELD



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

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



Size / Weight
M (57-58) / 1450 g

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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 (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.

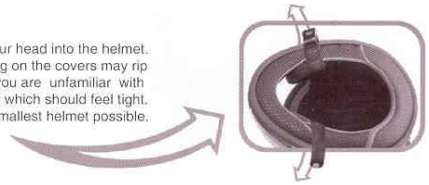
1 To determinate proper fit.

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.



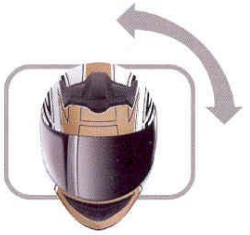
4 Check the retention system and go through the following steps.

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.

page 4

ENGLISH

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.**

page 5

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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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