



E9\*22R06/01\*6324\*00

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Comunicación sobre / *Concerning* <sup>(1)</sup>:

- 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- retirada de homologación / *approval withdrawn*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 <sup>(1)</sup> un/varios <sup>(1)</sup> tipo(s) de pantalla en aplicación del Reglamento UN N° 22 /  
*of a type of protective helmet with/without <sup>(1)</sup> one/more <sup>(1)</sup> visor type(s) pursuant to UN Regulation No. 22.*

Homologación N° / *Approval No.*: E9\*22R06/01\*6324\*00

Extensión N° / *Extension No.* 00

1. Marca de fábrica o comercial / *Trade mark*: MHR, LS2, TAKAI, KTM
2. Tipo / *Type*: FF906
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*:  
Ver documentación del fabricante / *See manufacturer's documentation*
9. Casco sin mentón (J) / con mentón protectorio (P) / con mentón no protectorio (NP) / con mentón protectorio móvil o extraíble (P/J) <sup>(1)</sup> / *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) <sup>(1)</sup>*
10. Tipo de pantalla o pantallas / *Type of visor or visors*: FF-MHR-106 (E9\*22R06/01\*6325\*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*





E9\*22R06/01\*6324\*00

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12. Presentado a la homologación el / *Submitted for approval on:* 04.05.2022
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:* 19.07.2022
15. Nº del acta de ensayos emitida por este servicio / *Number of report issued by that service:* MT21120076
16. Observaciones / *Comments:* ----
17. Homologación concedida / ~~extendida~~ / ~~denegada~~ / ~~retirada~~ <sup>(1)</sup> / *Approval granted / ~~extended~~ / ~~refused~~ / ~~withdrawn~~ <sup>(1)</sup>*
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*





## 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 <sup>1</sup> 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.

<sup>1</sup> 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<sup>2</sup> 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.*

<sup>2</sup> Note: Appeal on the following link:

<https://sede.serviciosmin.gob.es/es-es/procedimientoselectronicos/Paginas/detalle-procedimientos.aspx?IdProcedimiento=157>



**INFORME N° / REPORT No. MT21120076****CASCOS DE PROTECCIÓN Y SUS PANTALLAS PARA CONDUCTORES Y PASAJEROS DE  
MOTOCICLETAS Y CICLOMOTORES SEGÚN EL REGLAMENTO UN N° 22R06/01  
PROTECTIVE HELMETS AND THEIR VISORS FOR DRIVERS AND PASSENGERS OF MOTORCYCLES  
AND MOPEDS ACCORDING TO UN REGULATION No. 22R06/01**

Fabricante / *Manufacturer* <sup>(1)</sup> : JIANGMEN PENGCHENG HELMETS Ltd.  
No.01-7 Dongsheng Road, Gonghe Town, Heshan, Jiangmen City,  
Guangdong, 529728 P.R. China

Marca(s) / *Make(s)* <sup>(1)</sup> : MHR, LS2, TAKAI, KTM

Tipo / *Type* <sup>(1)</sup> : FF906

Denominaciones comerciales /  
*Commercial denominations* <sup>(1)</sup> : ADVANT

Lugar y fecha de emisión del  
informe / *Test report place and date* : L'Albornar, Santa Oliva (Tarragona)  
19.07.2022

**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 N° 22R06/01, según se detalla en la hoja de ensayo anexa a este informe. / *The helmet submitted for test FULFILLS 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

\* LOS RESULTADOS PRESENTADOS SE REFIEREN ÚNICAMENTE A LA MUESTRA ENSAYADA.  
*THE PRESENTED RESULTS REFER ONLY TO THE TESTED SAMPLE*

\* QUEDA TERMINANTEMENTE PROHIBIDA LA REPRODUCCIÓN 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* <sup>(1)</sup> : JIANGMEN PENGCHENG HELMETS Ltd.  
 Marca(s) / *Make(s)* <sup>(1)</sup> : LS2  
 Tipo / *Type* <sup>(1)</sup> : FF906  
 Tallas / *Sizes* <sup>(1)</sup> : 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.* : CA2205/03, CA2205/18, CA2206/07, CA2206/08

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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 MEASUREMENT UNCERTAINTY OF THE RESULTS HAS BEEN CALCULATED BY THE LABORATORY.  
 \* LA REGLA DE DECISIÓN UTILIZADA, SEGÚN LA NORMA ILAC-G8, HA SIDO LA DECLARACIÓN BINARIA DE ACEPTACIÓN SIMPLE.  
 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 <sup>(1)</sup>

Carcasa / <i>Shell</i>	:	ABS
Relleno de protección / <i>Protective padding</i>	:	Poliestireno expandido (EPS) / <i>Expanded polystyrene (EPS)</i>
Peso del casco en gramos / <i>Helmet weight in grams</i>	:	XXXL-XL (1700 g), L-XS (1700 g)
Sistema de retención / <i>Retention system</i>	:	Cierre micrométrico “No.13” / <i>Micrometric mechanism “No.13”</i>
Pantalla / <i>Visor</i>	:	FF-MHR-106 (E9*22R06/01*6325*00)
Filtro solar / <i>Sun shield</i>	:	SF-MHR-23

ESPECIFICACIONES GENERALES / GENERAL SPECIFICATIONS

1. Constitución básica /  
*Basic construction* .....CORRECT
2. Accesorios / *Accessories*: ----
3. Opción protectora / *Protective option*:  
  
Con mentón protectora móvil o extraíble (P/J) / *With detachable or movable protective lower face cover (P/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* ( $\geq 105^\circ$ ).....CORRECT
  - Hacia arriba / *Upwards* ( $\geq 7^\circ$ ).....CORRECT
  - Hacia abajo / *Downwards* ( $\geq 45^\circ$ ).....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

\* LOS RESULTADOS PRESENTADOS SE REFIEREN ÚNICAMENTE A LA MUESTRA ENSAYADA.  
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*THE DECISION RULE USED, ACCORDING TO THE ILAC-G8 STANDARD, WAS THE BINARY STATEMENT FOR SIMPLE ACCEPTANCE.*





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

CONFIGURACIÓN DEL CASCO OPCIÓN “P” / *“P” OPTION HELMET CONFIGURATION*

TALLA / *SIZE*: XXXL (65-66)

Cabeza de ensayo / *Test headform*: O (62)

Nº / <i>No.</i>	ACONDIC. / <i>CONDITIONING</i>	YUNQUE / <i>ANVIL</i>	VELOCIDAD / <i>SPEED</i> (m/s)	PUNTO IMPACTO / <i>IMPACT POINT</i>	RESULTADOS / <i>RESULTS</i>	
					Acc <sub>(g)</sub> max ≤ 275 g	HIC ≤ 2400
1	AMBIENTE / <i>AMBIENT</i>	PLANO / <i>FLAT</i>	7.5	B	184	1462
				X	212	1656
				P	197	1831
				R	161	1119
2	AMBIENTE / <i>AMBIENT</i>	CUÑA / <i>KERBSTONE</i>	7.5	B	170	1066
				X	185	1277
				P	149	1203
				R	133	932
3	-10 °C	PLANO / <i>FLAT</i>	7.5	B	185	1452
				X	219	1802
				P	203	1896
				R	158	1103
			6.0	S	127	383
4	+50 °C	CUÑA / <i>KERBSTONE</i>	7.5	B	140	891
				X	193	1217
				P	233	1371
				R	138	889
5	UV + H <sub>2</sub> O	PLANO / <i>FLAT</i>	7.5	B	184	1450
				X	215	1677
				P	194	1762
				R	166	1163

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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 <sub>(g)</sub> max ≤ 275 g	HIC ≤ 2400
6	AMBIENTE / AMBIENT	PLANO / FLAT	7.5	B	186	1446
				X	189	1389
				P	208	1920
				R	157	1015
7	AMBIENTE / AMBIENT	CUÑA / KERBSTONE	7.5	B	152	1032
				X	152	1056
				P	143	1179
				R	124	819
8	-10 °C	PLANO / FLAT	7.5	B	201	1582
				X	210	1592
				P	210	1869
				R	180	1000
			6.0	S	107	329
9	+50 °C	CUÑA / KERBSTONE	7.5	B	173	1028
				X	165	1079
				P	178	1285
				R	114	807
10	UV + H <sub>2</sub> O	PLANO / FLAT	7.5	B	181	1425
				X	197	1490
				P	213	1951
				R	160	1012

Validate this report with the security code «981WCD16» at: <https://extranet.idiada.com/hom-cve>  
 Verifique el informe con código de seguridad «981WCD16» en: <https://extranet.idiada.com/hom-cve>

**IDIADA** MT21120076

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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 <sub>(g)</sub> max ≤ 275 g	HIC ≤ 2400
11	-10 °C	PLANO / FLAT	7.5	B	184	1422
				X	209	1702
				P	235	2212
				R	210	1999
			6.0	S	119	426
12	+50 °C	CUÑA / KERBSTONE	7.5	B	186	1114
				X	154	1083
				P	153	1074
				R	113	717

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 <sub>(g)</sub> max ≤ 275 g	HIC ≤ 2400
13	-10 °C	PLANO / FLAT	7.5	B	200	1737
				X	188	1537
				P	220	2173
				R	164	1070
			6.0	S	111	255
14	+50 °C	CUÑA / KERBSTONE	7.5	B	166	1133
				X	141	1003
				P	154	1184
				R	126	800

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



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 <sub>(g)</sub> max ≤ 275 g	HIC ≤ 2400
15	-10 °C	PLANO / FLAT	7.5	B	194	1592
				X	186	1515
				P	212	1983
				R	146	792
			6.0	S	106	225
16	+50 °C	CUÑA / KERBSTONE	7.5	B	229	1286
				X	146	1047
				P	148	970
				R	110	583

**CONFIGURACIÓN DEL CASCO OPCIÓN “J” / “J” OPTION HELMET CONFIGURATION**

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 <sub>(g)</sub> max ≤ 275 g	HIC ≤ 2400
33	-10 °C	PLANO / FLAT	7.5	B	178	1405
				X	208	1653
				P	211	1871
				R	171	1222
			6.0	S	---	---
34	+50 °C	CUÑA / KERBSTONE	7.5	B	161	987
				X	204	1194
				P	257	1480
				R	130	886

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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 <sub>(g)</sub> max ≤ 275 g	HIC ≤ 2400
35	-10 °C	PLANO / FLAT	7.5	B	196	1463
				X	202	1558
				P	207	1899
				R	175	1097
			6.0	S	---	---
36	+50 °C	CUÑA / KERBSTONE	7.5	B	169	1050
				X	150	997
				P	174	1254
				R	125	686

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

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

CONFIGURACIÓN DEL CASCO OPCIÓN “P” / *“P” OPTION HELMET CONFIGURATION*

TALLA / *SIZE*: XXXL (65-66)

Cabeza de ensayo / *Test headform*: O (62)

Nº / <i>No.</i>	ACONDIC. / <i>CONDITIONING</i>	YUNQUE / <i>ANVIL</i>	VELOCIDAD / <i>SPEED</i> (m/s)	PUNTO IMPACTO / <i>IMPACT POINT</i>	RESULTADOS / <i>RESULTS</i>	
					Acc <sub>(g)</sub> max ≤ 275 g	HIC ≤ 2400
17	AMBIENTE / <i>AMBIENT</i>	PLANO / <i>FLAT</i>	7.5	BP	207	1767
				XPL	170	1285
				RXPR	217	2034

TALLA / *SIZE*: L (59-60)

Cabeza de ensayo / *Test headform*: M (60)

Nº / <i>No.</i>	ACONDIC. / <i>CONDITIONING</i>	YUNQUE / <i>ANVIL</i>	VELOCIDAD / <i>SPEED</i> (m/s)	PUNTO IMPACTO / <i>IMPACT POINT</i>	RESULTADOS / <i>RESULTS</i>	
					Acc <sub>(g)</sub> max ≤ 275 g	HIC ≤ 2400
18	AMBIENTE / <i>AMBIENT</i>	PLANO / <i>FLAT</i>	7.5	BXL	155	1066
				RXPL	198	1772
				RXR	221	1967

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

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

CONFIGURACIÓN DEL CASCO OPCIÓN “P” / *“P” OPTION HELMET CONFIGURATION*

TALLA / *SIZE*: XXXL (65-66)

Cabeza de ensayo / *Test headform*: O (62)

Nº / <i>No.</i>	ACONDIC. / <i>CONDITIONING</i>	YUNQUE / <i>ANVIL</i>	VELOCIDAD / <i>SPEED</i> (m/s)	PUNTO IMPACTO / <i>IMPACT POINT</i>	RESULTADOS / <i>RESULTS</i>	
					Acc <sub>(g)</sub> max ≤ 275 g	HIC ≤ 2880
19	AMBIENTE / <i>AMBIENT</i>	PLANO / <i>FLAT</i>	8.2	B	204	1787
				X	241	2108
				P	214	2289
				R	187	1555

TALLA / *SIZE*: L (59-60)

Cabeza de ensayo / *Test headform*: M (60)

Nº / <i>No.</i>	ACONDIC. / <i>CONDITIONING</i>	YUNQUE / <i>ANVIL</i>	VELOCIDAD / <i>SPEED</i> (m/s)	PUNTO IMPACTO / <i>IMPACT POINT</i>	RESULTADOS / <i>RESULTS</i>	
					Acc <sub>(g)</sub> max ≤ 275 g	HIC ≤ 2880
20	AMBIENTE / <i>AMBIENT</i>	PLANO / <i>FLAT</i>	8.2	B	222	1883
				X	229	1915
				P	216	2266
				R	173	1275

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

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

CONFIGURACIÓN DEL CASCO OPCIÓN “J” / *“J” OPTION HELMET CONFIGURATION*

TALLA / *SIZE*: XXXL (65-66)

Cabeza de ensayo / *Test headform*: O (62)

Nº / <i>No.</i>	ACONDIC. / <i>CONDITIONING</i>	YUNQUE / <i>ANVIL</i>	VELOCIDAD / <i>SPEED</i> (m/s)	PUNTO IMPACTO / <i>IMPACT POINT</i>	RESULTADOS / <i>RESULTS</i>	
					Acc <sub>(g)</sub> max ≤ 275 g	HIC ≤ 2880
37	AMBIENTE / <i>AMBIENT</i>	PLANO / <i>FLAT</i>	8.2	B	197	1715
				X	229	1985
				P	235	2223
				R	202	1679

TALLA / *SIZE*: L (59-60)

Cabeza de ensayo / *Test headform*: M (60)

Nº / <i>No.</i>	ACONDIC. / <i>CONDITIONING</i>	YUNQUE / <i>ANVIL</i>	VELOCIDAD / <i>SPEED</i> (m/s)	PUNTO IMPACTO / <i>IMPACT POINT</i>	RESULTADOS / <i>RESULTS</i>	
					Acc <sub>(g)</sub> max ≤ 275 g	HIC ≤ 2880
38	AMBIENTE / <i>AMBIENT</i>	PLANO / <i>FLAT</i>	8.2	B	200	1833
				X	220	1854
				P	234	2511
				R	172	1280

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

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

CONFIGURACIÓN DEL CASCO OPCIÓN “P” / *“P” OPTION HELMET CONFIGURATION*

TALLA / *SIZE*: XXXL (65-66)

Cabeza de ensayo / *Test headform*: O (62)

Nº / <i>No.</i>	ACONDIC. / <i>CONDITIONING</i>	YUNQUE / <i>ANVIL</i>	VELOCIDAD / <i>SPEED</i> (m/s)	PUNTO IMPACTO / <i>IMPACT POINT</i>	RESULTADOS / <i>RESULTS</i>	
					Acc <sub>(g)</sub> max ≤ 180 g	HIC ≤ 1300
21	AMBIENTE / <i>AMBIENT</i>	PLANO / <i>FLAT</i>	6.0	B	140	832
				X	151	832
				P	134	907
				R	133	736

TALLA / *SIZE*: L (59-60)

Cabeza de ensayo / *Test headform*: M (60)

Nº / <i>No.</i>	ACONDIC. / <i>CONDITIONING</i>	YUNQUE / <i>ANVIL</i>	VELOCIDAD / <i>SPEED</i> (m/s)	PUNTO IMPACTO / <i>IMPACT POINT</i>	RESULTADOS / <i>RESULTS</i>	
					Acc <sub>(g)</sub> max ≤ 180 g	HIC ≤ 1300
22	AMBIENTE / <i>AMBIENT</i>	PLANO / <i>FLAT</i>	6.0	B	148	894
				X	146	788
				P	157	1034
				R	134	636

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

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

CONFIGURACIÓN DEL CASCO OPCIÓN “J” / *“J” OPTION HELMET CONFIGURATION*

TALLA / *SIZE*: XXXL (65-66)

Cabeza de ensayo / *Test headform*: O (62)

Nº / <i>No.</i>	ACONDIC. / <i>CONDITIONING</i>	YUNQUE / <i>ANVIL</i>	VELOCIDAD / <i>SPEED</i> (m/s)	PUNTO IMPACTO / <i>IMPACT POINT</i>	RESULTADOS / <i>RESULTS</i>	
					Acc <sub>(g)</sub> max ≤ 180 g	HIC ≤ 1300
39	AMBIENTE / <i>AMBIENT</i>	PLANO / <i>FLAT</i>	6.0	B	130	783
				X	143	808
				P	139	946
				R	147	787

TALLA / *SIZE*: L (59-60)

Cabeza de ensayo / *Test headform*: M (60)

Nº / <i>No.</i>	ACONDIC. / <i>CONDITIONING</i>	YUNQUE / <i>ANVIL</i>	VELOCIDAD / <i>SPEED</i> (m/s)	PUNTO IMPACTO / <i>IMPACT POINT</i>	RESULTADOS / <i>RESULTS</i>	
					Acc <sub>(g)</sub> max ≤ 180 g	HIC ≤ 1300
40	AMBIENTE / <i>AMBIENT</i>	PLANO / <i>FLAT</i>	6.0	B	151	834
				X	140	767
				P	147	1062
				R	143	753

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

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

CONFIGURACIÓN DEL CASCO OPCIÓN “P” / *“P” OPTION HELMET CONFIGURATION*

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/s <sup>2</sup>	BrIC ≤ 0.78
23	AMBIENTE / AMBIENT	45°	8.0	Front lat. dcha. / Front lat. right (45°)	3111	0.44
				Trasero / Rear (180°)	2064	0.28
				Lateral izq. / Lateral left (270°)	2260	0.25
24	AMBIENTE / AMBIENT	45°	8.0	Frontal / Frontal (0°)	3221	0.47
				Trasero lat. dcha. / Rear lat. right (135°)	2974	0.30

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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/s <sup>2</sup>	BrIC ≤ 0.78
25	AMBIENTE / AMBIENT	45°	8.0	Front lat. dcha. / Front lat. right (45°)	1978	0.47
				Trasero / Rear (180°)	2397	0.34
				Lateral izq. / Lateral left (270°)	2918	0.23
26	AMBIENTE / AMBIENT	45°	8.0	Frontal / Frontal (0°)	4070	0.41
				Trasero lat. dcha. / Rear lat. right (135°)	3714	0.34

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

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

CONFIGURACIÓN DEL CASCO OPCIÓN “J” / *“J” OPTION HELMET CONFIGURATION*

TALLA / SIZE: XXXL (65-66)

Cabeza de ensayo / Test headform: O (62)

Nº / No.	ACONDIC. / <i>CONDITIONING</i>	YUNQUE / <i>ANVIL</i>	VELOCIDAD / <i>SPEED (m/s)</i>	PUNTO IMPACTO / <i>IMPACT POINT</i>	RESULTADOS / <i>RESULTS</i>	
					PRA max ≤ 10.400 rad/s <sup>2</sup>	BrIC ≤ 0.78
41	AMBIENTE / <i>AMBIENT</i>	45°	8.0	Front lat. dcha. / <i>Front lat. right (45°)</i>	2087	0.38
				Trasero / <i>Rear (180°)</i>	3209	0.34
				Lateral izq. / <i>Lateral left (270°)</i>	2743	0.23
42	AMBIENTE / <i>AMBIENT</i>	45°	8.0	Frontal / <i>Frontal (0°)</i>	3396	0.40
				Trasero lat. dcha. / <i>Rear lat. right (135°)</i>	2165	0.30

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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/s <sup>2</sup>	BrIC ≤ 0.78
43	AMBIENTE / AMBIENT	45°	8.0	Front lat. dcha. / Front lat. right (45°)	2256	0.44
				Trasero / Rear (180°)	2190	0.34
				Lateral izq. / Lateral left (270°)	2249	0.27
44	AMBIENTE / AMBIENT	45°	8.0	Frontal / Frontal (0°)	4487	0.37
				Trasero lat. dcha. / Rear lat. right (135°)	2075	0.24

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

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

**CONFIGURACIÓN DEL CASCO OPCIÓN “P” / “P” OPTION HELMET CONFIGURATION**

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

**CONFIGURACIÓN DEL CASCO OPCIÓN “J” / “J” OPTION HELMET CONFIGURATION**

CASCO / HELMET		RESULTADOS DEL ENSAYO / TEST RESULTS	
Nº / No.	TALLA / SIZE	SALIENTES / PROJECTIONS	FRICCIÓN / FRICTION
45	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

ENSAYO PARA SALIENTES Y FRICCIÓN, PROTECTOR MÓVIL DE MENTÓN / TEST FOR PROJECTIONS AND SURFACE FRICTION, MOVABLE LOWER FACE COVER

CASCO / HELMET		RESULTADOS DEL ENSAYO / TEST RESULTS	
Nº / No.	TALLA / SIZE	SALIENTES DEL PROTECTOR MÓVIL DE MENTÓN / PROJECTIONS OF THE MOVABLE CHIN GUARD	
28	M (57-58)	CORRECT	

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

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 ENSAYO DE RIGIDEZ / *RIGIDITY TEST*
**CONFIGURACIÓN DEL CASCO OPCIÓN “P” / “P” OPTION HELMET CONFIGURATION**

CASCO / HELMET		DIRECCIÓN / DIRECTION	RESULTADO / RESULT	
Nº / No.	TALLA / SIZE		DEFORMACIÓN MÁX. / MAX. DEFORMATION (≤ 40 mm)	DEFORMACIÓN RESIDUAL / RESIDUAL DEFORMATION (≤ 15 mm)
29	XXXL (65-66)	Transversal	12.7	3.2
		Longitudinal	19.8	4.0
30	L (59-60)	Transversal	10.7	1.9
		Longitudinal	17.6	3.3

**CONFIGURACIÓN DEL CASCO OPCIÓN “J” / “J” OPTION HELMET CONFIGURATION**

CASCO / HELMET		DIRECCIÓN / DIRECTION	RESULTADO / RESULT	
Nº / No.	TALLA / SIZE		DEFORMACIÓN MÁX. / MAX. DEFORMATION (≤ 40 mm)	DEFORMACIÓN RESIDUAL / RESIDUAL DEFORMATION (≤ 15 mm)
46	XXXL (65-66)	Transversal	16.1	5.6
		Longitudinal	24.5	7.3
47	L (59-60)	Transversal	13.0	4.3
		Longitudinal	21.6	5.4

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

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ENSAYO DINÁMICO DEL SISTEMA DE RETENCIÓN / RETENTION SYSTEM DYNAMIC TEST

**CONFIGURACIÓN DEL CASCO OPCIÓN “P” / “P” OPTION HELMET CONFIGURATION**

CASCO / HELMET			DESPLAZAMIENTO / DISPLACEMENT	
Nº / No.	TALLA / SIZE	CABEZA DE ENSAYO / TEST HEADFORM	DINÁMICO / DYNAMIC (≤ 35 mm)	RESIDUAL / RESIDUAL (≤ 25 mm)
31	XL (61-62)	O (62)	19.7	3.2
32	XS (53-54)	E (54)	22.9	6.1

**CONFIGURACIÓN DEL CASCO OPCIÓN “J” / “J” OPTION HELMET CONFIGURATION**

CASCO / HELMET			DESPLAZAMIENTO / DISPLACEMENT	
Nº / No.	TALLA / SIZE	CABEZA DE ENSAYO / TEST HEADFORM	DINÁMICO / DYNAMIC (≤ 35 mm)	RESIDUAL / RESIDUAL (≤ 25 mm)
48	XL (61-62)	O (62)	20.1	4.0
49	XS (53-54)	E (54)	28.0	8.6

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

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ENSAYO DE DESCALCE / DETACHING TEST

**CONFIGURACIÓN DEL CASCO OPCIÓN “P” / “P” OPTION HELMET CONFIGURATION**

CASCO / HELMET			DESPLAZAMIENTO / DISPLACEMENT	
Nº / No.	TALLA / SIZE	CABEZA DE ENSAYO / TEST HEADFORM	COMPROBACIÓN FRONTAL DEL SISTEMA DE RETENCIÓN/ RETENTION SYSTEM FRONTAL CHECKING ( $\leq 30^\circ$ )	ÁNGULO GIRADO / TURNED ANGLE ( $\leq 30^\circ$ )
31	XL (61-62)	O (62)	10.6°	13.4°
32	XS (53-54)	E (54)	17.1°	15.2°

**CONFIGURACIÓN DEL CASCO OPCIÓN “J” / “J” OPTION HELMET CONFIGURATION**

CASCO / HELMET			DESPLAZAMIENTO / DISPLACEMENT	
Nº / No.	TALLA / SIZE	CABEZA DE ENSAYO / TEST HEADFORM	COMPROBACIÓN FRONTAL DEL SISTEMA DE RETENCIÓN/ RETENTION SYSTEM FRONTAL CHECKING ( $\leq 30^\circ$ )	ÁNGULO GIRADO / TURNED ANGLE ( $\leq 30^\circ$ )
48	XL (61-62)	O (62)	12.4°	20.8°
49	XS (53-54)	E (54)	24.6°	27.1°

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:  $1 \text{ mm} \leq 10 \text{ mm}$ .....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  $1 \leq 5 \text{ mm}$  /  
The slippage of the strap in the micro-slip test is  $1 \leq 5 \text{ mm}$

ENSAYO DE SISTEMAS DE RETENCIÓN QUE COMPRENEN 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*

TRANSMITANCIA LUMÍNICA / *LUMINOUS TRANSMITTANCE*

Nº DE MUESTRA / SAMPLE No.	TRANSMITANCIA LUMÍNICA / <i>LUMINOUS</i> <i>TRANSMITTANCE</i> ( $\tau_v$ ) $\geq$ 20%
1	21.9 %
2	24.2 %
3	22.5 %

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

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

COCIENTE DE ATENUACIÓN RELATIVA VISUAL (Q) / <i>RELATIVE VISUAL ATTENUATION QUOTIENT (Q)</i>				
Nº DE MUESTRA / SAMPLE No.	ROJO / <i>RED</i> ( $\geq$ 0.8)	AMARILLO / <i>YELLOW</i> ( $\geq$ 0.6)	VERDE / <i>GREEN</i> ( $\geq$ 0.6)	AZUL / <i>BLUE</i> ( $\geq$ 0.6)
1	0.90	0.80	0.80	1.10
2	0.90	0.70	0.80	1.10
3	0.90	0.80	0.90	1.10

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

TRANSMITANCIA ESPECTRAL / *SPECTRAL TRANSMITTANCE*

Nº DE MUESTRA / SAMPLE No.	TRANSMITANCIA ESPECTRAL / <i>SPECTRAL TRANSMITTANCE</i> ( $\geq$ 0.2 $\tau_v$ )
1	20.5 %
2	22.8 %
3	21.1 %

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 <sup>-1</sup> )		EFECTO ASTIGMÁTICO / ASTIGMATIC EFFECT (≤ 0.12 m <sup>-1</sup> )		PODER PRISMÁTICO / PRISMATIC POWER (cm/m)		
	Left Sight Point	Right Sight Point	Left Sight Point	Right Sight Point	HORIZONTAL		VERTICAL (≤ 0.25)
					Base Out (≤ 1.00)	Base In (≤ 0.25)	
4	-0.026	-0.014	0.036	0.044	0.30	---	0.05
5	-0.019	-0.017	0.029	0.041	0.30	---	0.05
6	-0.023	-0.016	0.034	0.046	0.30	---	0.05

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

Lugar del ensayo / Test place : L'Albornar, Santa Oliva (Tarragona)  
 Fecha del ensayo / Test date : 04.05.2022-20.06.2022



Antonio Santos Carreño  
 TÉCNICO DE HOMOLOGACIONES  
 HOMOLOGATION TECHNICIAN

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TYPE:  
**FF906**



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

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3	PROTECTIVE PADDING / ACCESSORIES	JUL. 2022
4	VISOR / SUN SHIELD	JUL. 2022
5	ASSEMBLY DRAWING	JUL. 2022
6	DRAWING OF THE HELMET WITH DIMENSIONS (Shell 1)	JUL. 2022
7	DRAWING OF THE HELMET WITH DIMENSIONS (Shell 2)	JUL. 2022
8	DRAWING OF PROTECTIVE PADDING (Sizes XXXL-XL)	JUL. 2022
9	DRAWING OF PROTECTIVE PADDING (Size L)	JUL. 2022
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13	DRAWING OF PROTECTIVE PADDING (Chin part all sizes)	JUL. 2022
14	DRAWING OF THE RETENTION SYSTEM (Micrometric No.13)	JUL. 2022
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**FF906**



DATE : JUL. 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:

**FF906**

1.3. Variants:

----

1.4. Commercial denominations:

**ADVANT**

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**



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

**2. DESCRIPTION OF THE HELMET**

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

2.2. Protective option:

**Helmet with detachable or movable protective lower face cover (P/J)**

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

**Shell 1: XL(61-62cm), XXL(63-64cm), XXXL(65-66cm)**

**Shell 2: XS(53-54cm), S(55-56cm), M(57-58cm), L(59-60cm)**

**3. SHELL**

3.1. Material used:

**ABS**

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): **Quick release buckle (micrometric No.13)**



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

**5. PROTECTIVE PADDING**

5.1. Composition:

**Expanded polystyrene**

5.2. Density:

Size	Main Part Kg/m <sup>3</sup>	Top Part Kg/m <sup>3</sup>	Side Part Kg/m <sup>3</sup>	Middle Part Kg/m <sup>3</sup>	Small Part Kg/m <sup>3</sup>
XS	35	-	40	85	50
S	35	-	40		
M	40	-	50		
L	55	20	55		
XL	60	20	60		
XXL					
XXXL					

5.3 Weight:

Size	Main Part Kg/m <sup>3</sup>	Top Part Kg/m <sup>3</sup>	Side Part Kg/m <sup>3</sup>	Middle Part Kg/m <sup>3</sup>	Small Part Kg/m <sup>3</sup>
XS	125 ± 5g	-	48 ± 2g	14 ± 1g	5 ± 1g
S	123 ± 5g	-	46 ± 2g		
M	128 ± 5g	-	50 ± 2g		
L	110 ± 5g	23 ± 2g	62 ± 2g		
XL	122 ± 5g	23 ± 2g	65 ± 2g		
XXL					
XXXL					

**6. ACCESSORIES**

6.1. Peak: ----

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

**7. VISOR**

7.1. Approval number: **E9\*22R06/01\*6325\*00**

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

7.3. Type: **FF-MHR-106**

7.4. Variants: **FF-MHR-106, FF-MHR-106 PINLOCK**

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: **PC**

7.7. Drawing of the visor: **See page 15**

7.8. Surface treatment: **Anti-scratch (outside)**

7.9. Colour: **Clear**

7.10. Manufacturing method: **Mould injection.**

7.11. Thickness: **2.0 ± 0.1 mm**

**8. SUN SHIELD**

8.1. Reference name: **SF-MHR-23**

8.2. Material: **PC**

8.3. Drawing of the sun shield: **See page 16.**

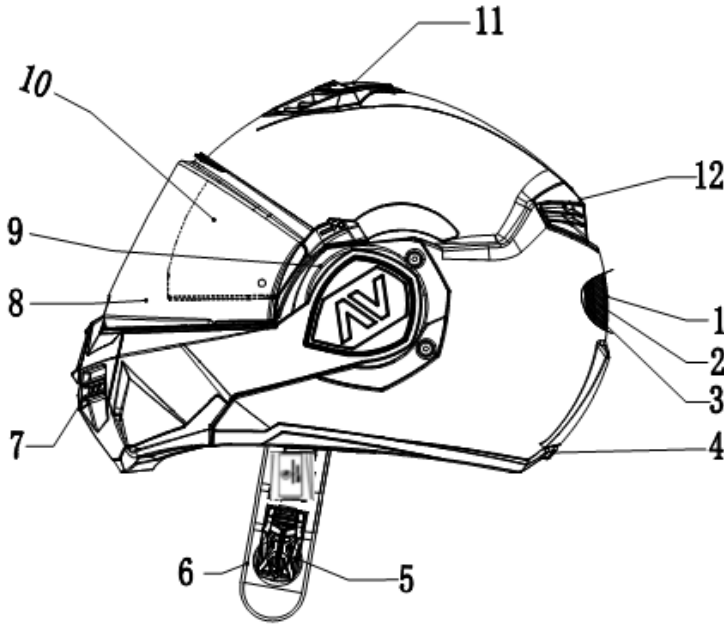
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R22.06/ECE TYPE-APPROVAL OF PROTECTIVE HELMETS AND THEIR VISORS FOR DRIVERS  
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ASSEMBLY DRAWING



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
8	镜片 visor	个 piece	1	pc
7	下巴风窗 mouth vent	套 set	1	pc+abs
6	帽带 chin strap	条 unit	2	nylon
5	快速扣/双D形扣 buckle/Double D'ring	套 set	1	stainless steel
4	橡胶条 rubber ring	条 unit	1	pa
3	内衬 comfort padding	套 set	1	nylon
2	泡沫 protective padding	个 piece	4	eps
1	壳体 Outer shell	个 piece	1	abs
序号 number	名称 name	单位 unit	数量 piece	材料 material

MODEL	FF906						
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	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.						

TYPE:  
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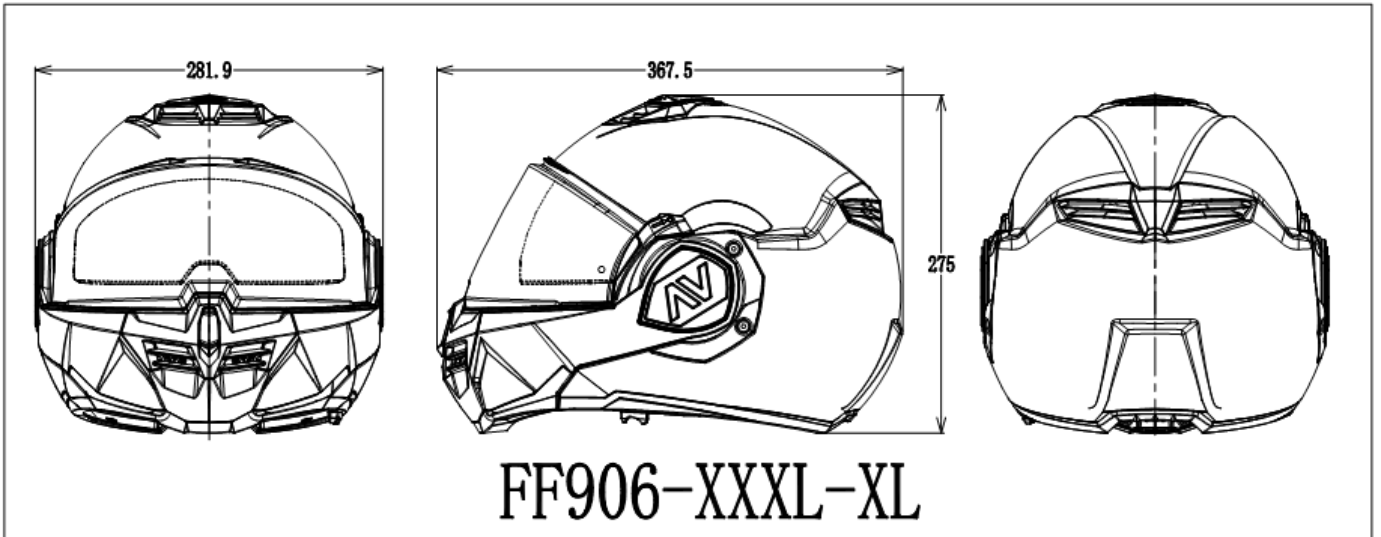


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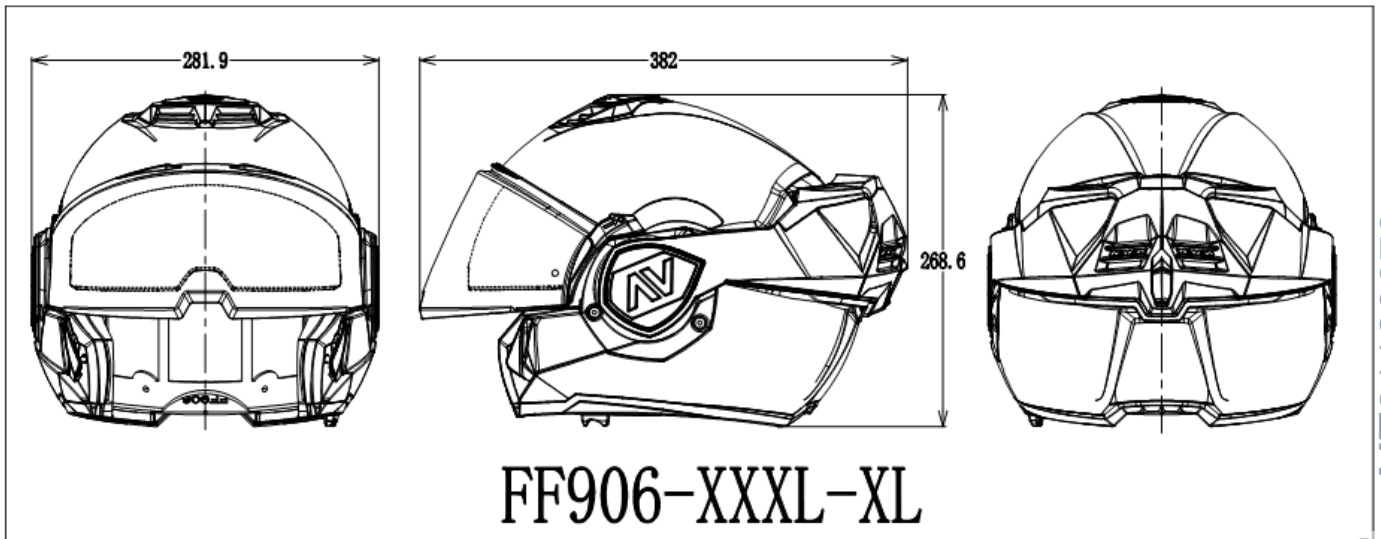
R22.06/ECE TYPE-APPROVAL OF PROTECTIVE HELMETS AND THEIR VISORS FOR DRIVERS  
AND PASSENGERS OF MOTORCYCLES AND MOPEDS

DRAWING OF THE HELMET WITH DIMENSIONS (Shell 1)

PROTECTIVE OPTION "P"



PROTECTIVE OPTION "J"





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FF906

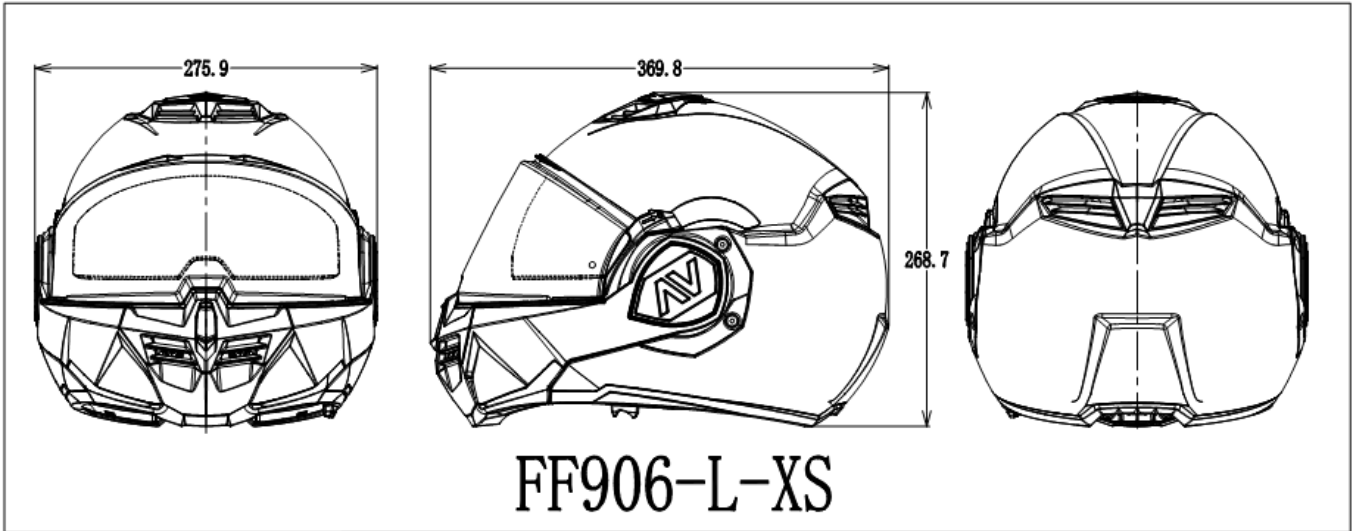


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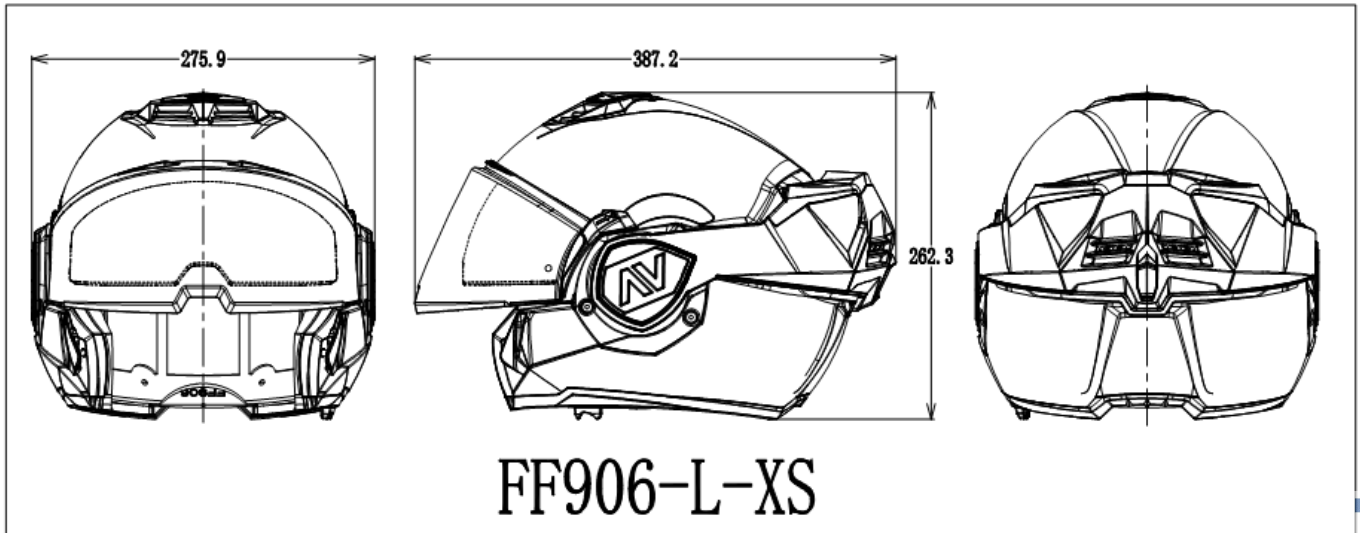
R22.06/ECE TYPE-APPROVAL OF PROTECTIVE HELMETS AND THEIR VISORS FOR DRIVERS  
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DRAWING OF THE HELMET WITH DIMENSIONS (Shell 2)

PROTECTIVE OPTION "P"



PROTECTIVE OPTION "J"



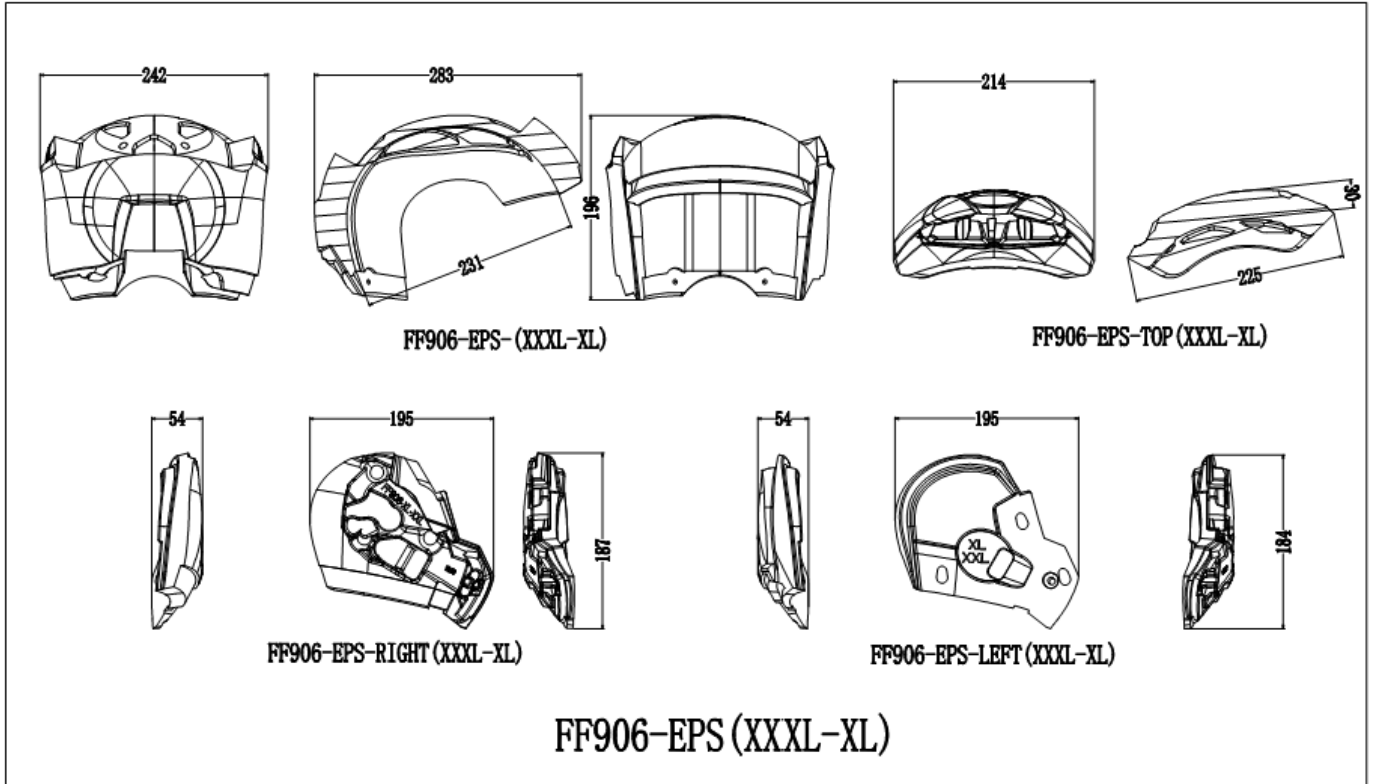
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**R22.06/ECE TYPE-APPROVAL OF PROTECTIVE HELMETS AND THEIR VISORS FOR DRIVERS  
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**DRAWING OF PROTECTIVE PADDING (Sizes XXXL-XL)**



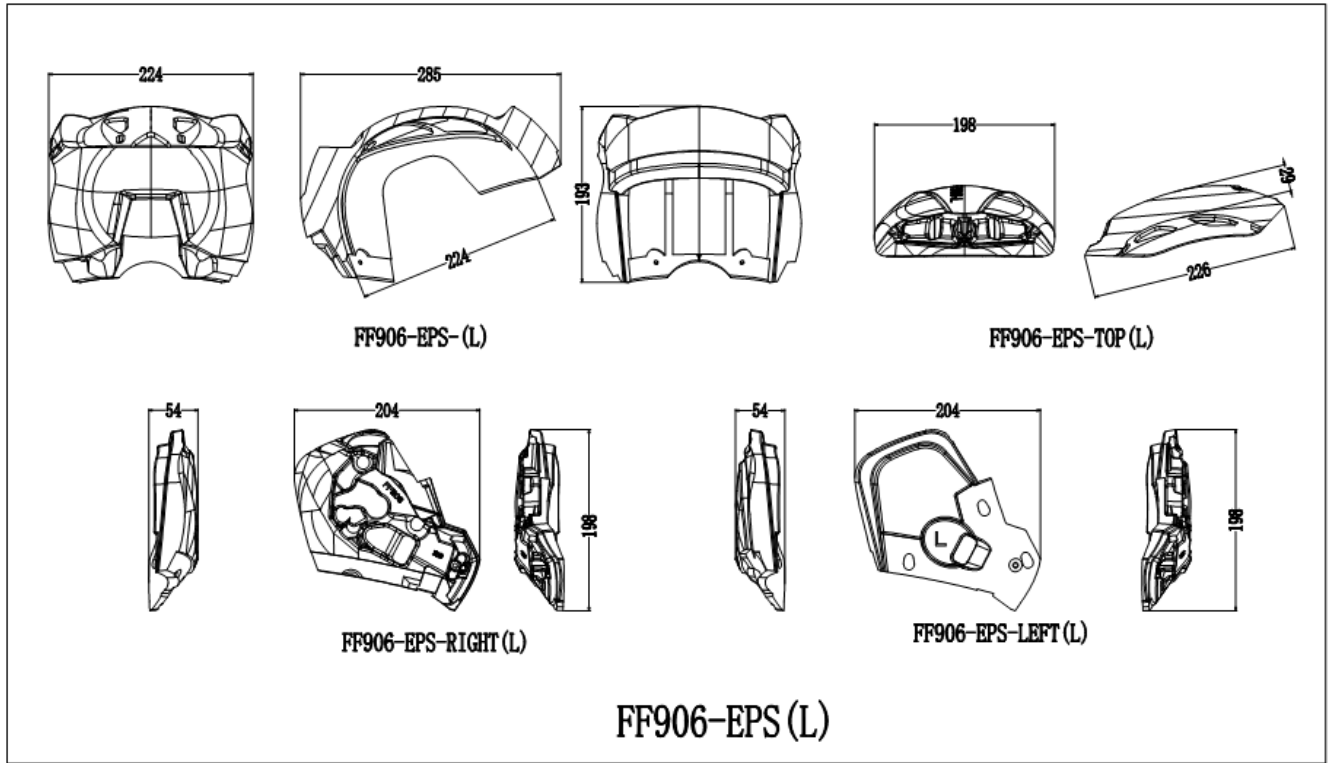
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**R22.06/ECE TYPE-APPROVAL OF PROTECTIVE HELMETS AND THEIR VISORS FOR DRIVERS  
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**DRAWING OF PROTECTIVE PADDING (Size L)**



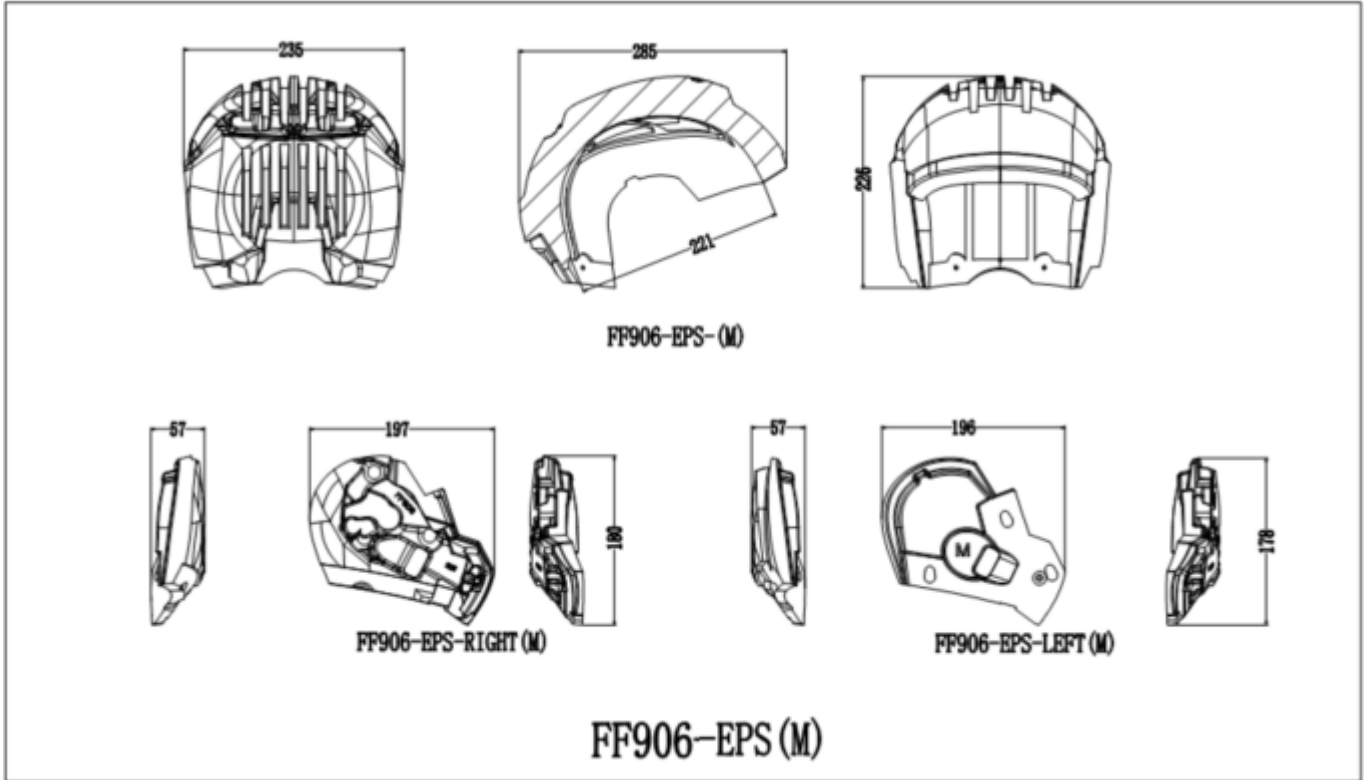
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**R22.06/ECE TYPE-APPROVAL OF PROTECTIVE HELMETS AND THEIR VISORS FOR DRIVERS  
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**DRAWING OF PROTECTIVE PADDING (Size M)**



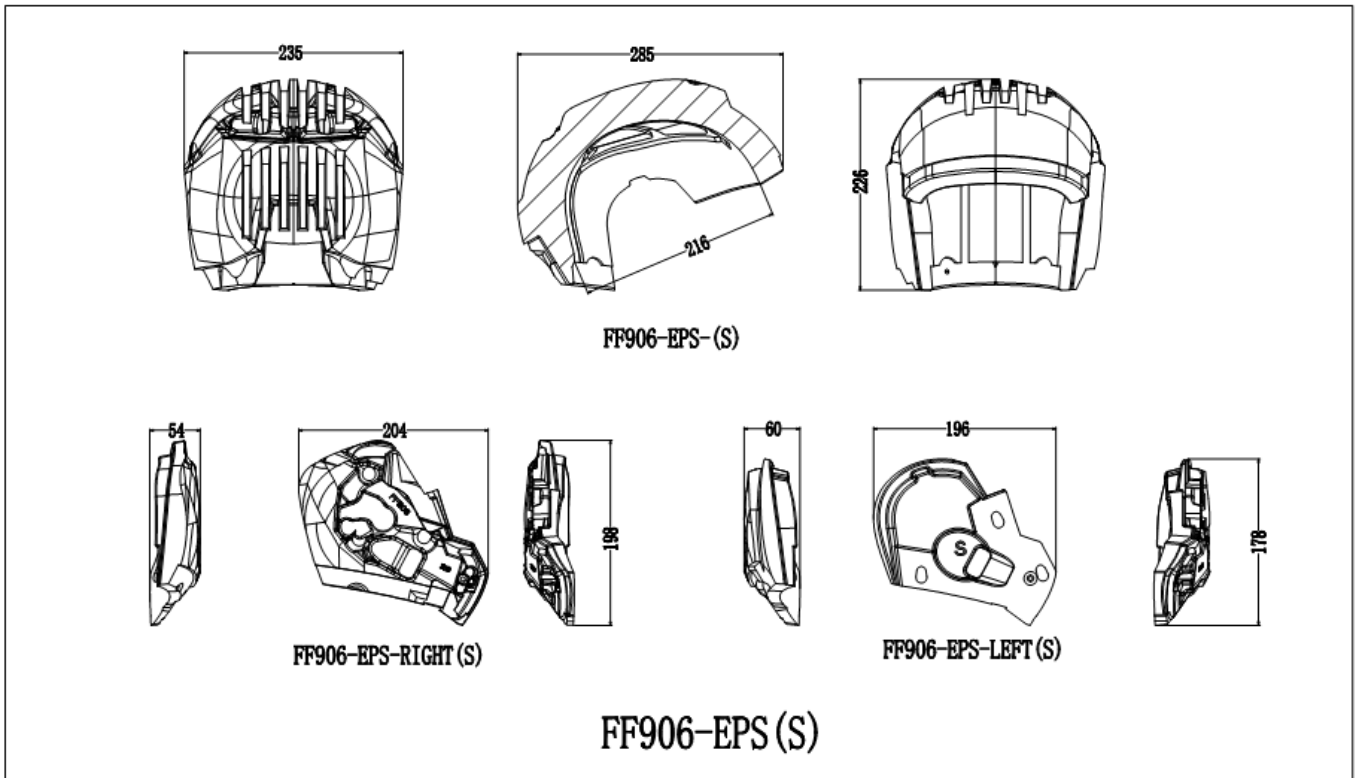
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**R22.06/ECE TYPE-APPROVAL OF PROTECTIVE HELMETS AND THEIR VISORS FOR DRIVERS  
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**DRAWING OF PROTECTIVE PADDING (Size S)**



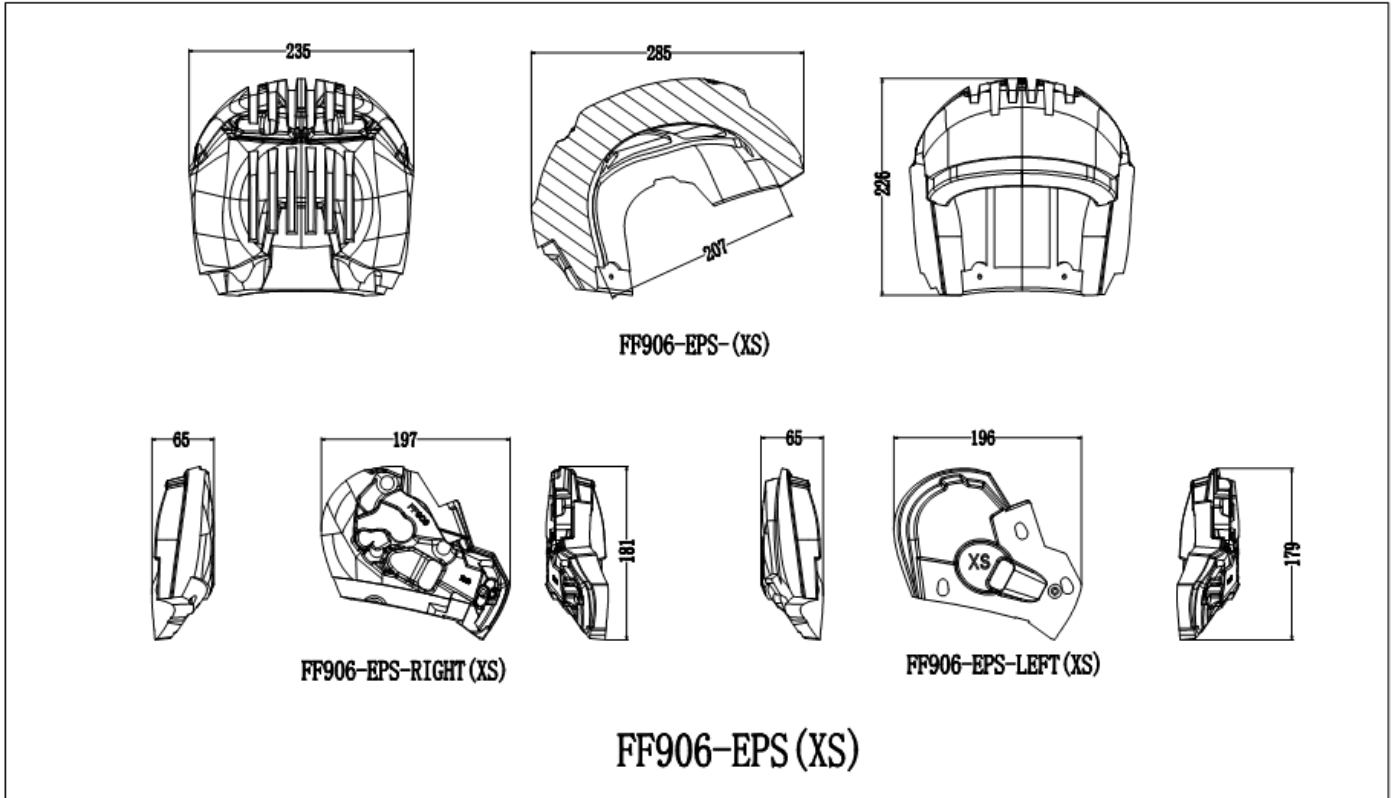
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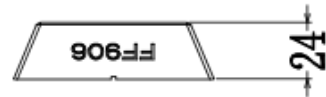
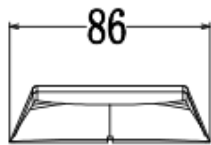
**R22.06/ECE TYPE-APPROVAL OF PROTECTIVE HELMETS AND THEIR VISORS FOR DRIVERS  
AND PASSENGERS OF MOTORCYCLES AND MOPEDS**

**DRAWING OF PROTECTIVE PADDING (Size XS)**

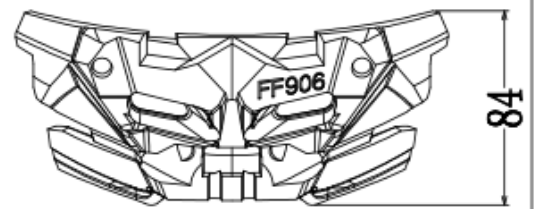
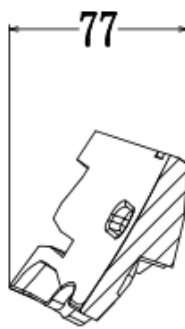
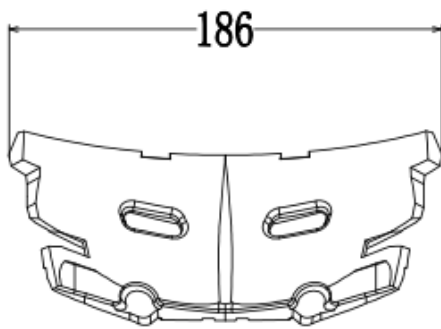


**R22.06/ECE TYPE-APPROVAL OF PROTECTIVE HELMETS AND THEIR VISORS FOR DRIVERS  
AND PASSENGERS OF MOTORCYCLES AND MOPEDS**

**DRAWING OF PROTECTIVE PADDING (Chin part all sizes)**



FF906 Small EPS (XXXL-XS)

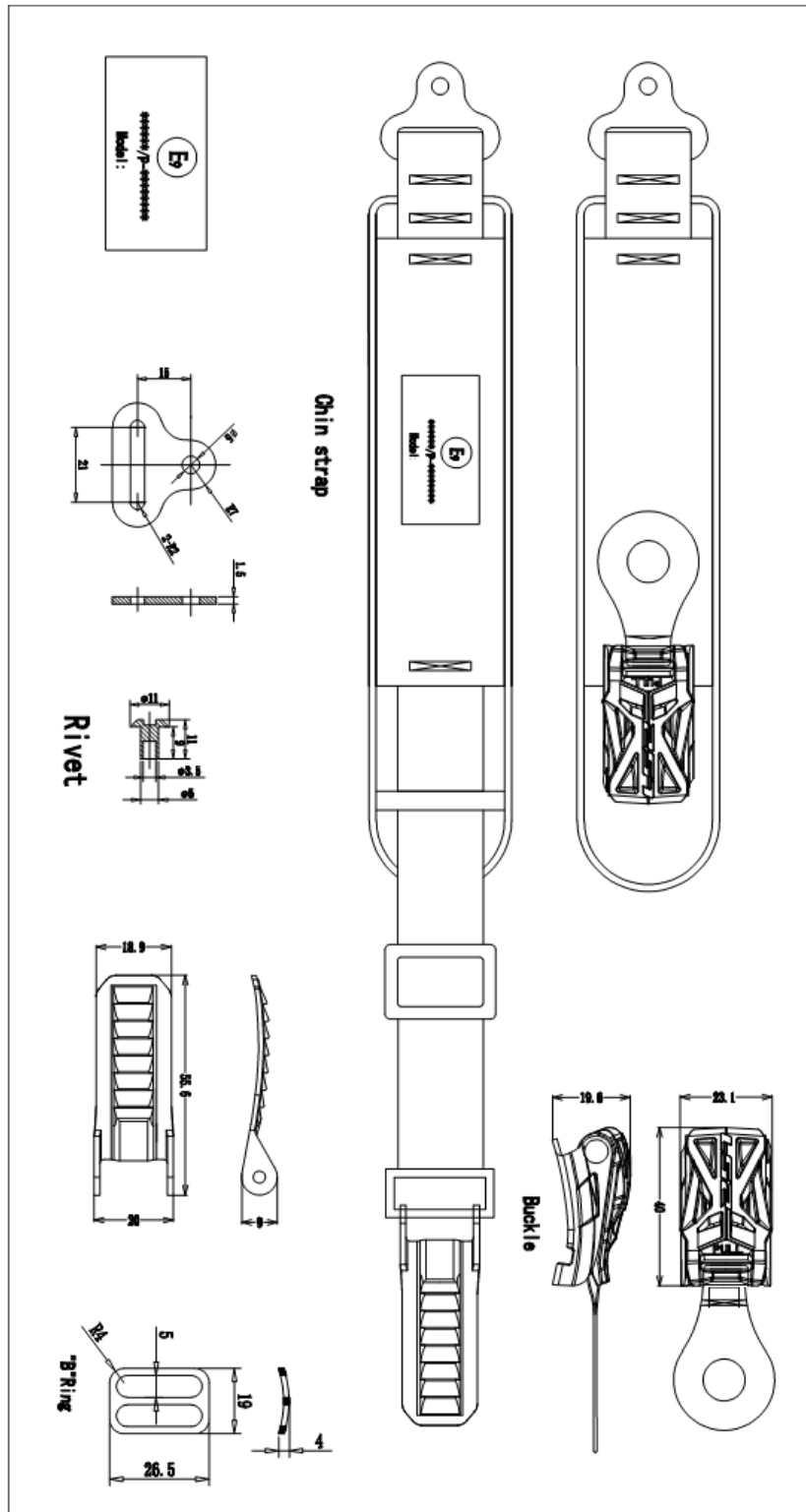


FF906 Middle EPS (XXXL-XS)



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DRAWING OF THE RETENTION SYSTEM  
(Micrometric No.13)





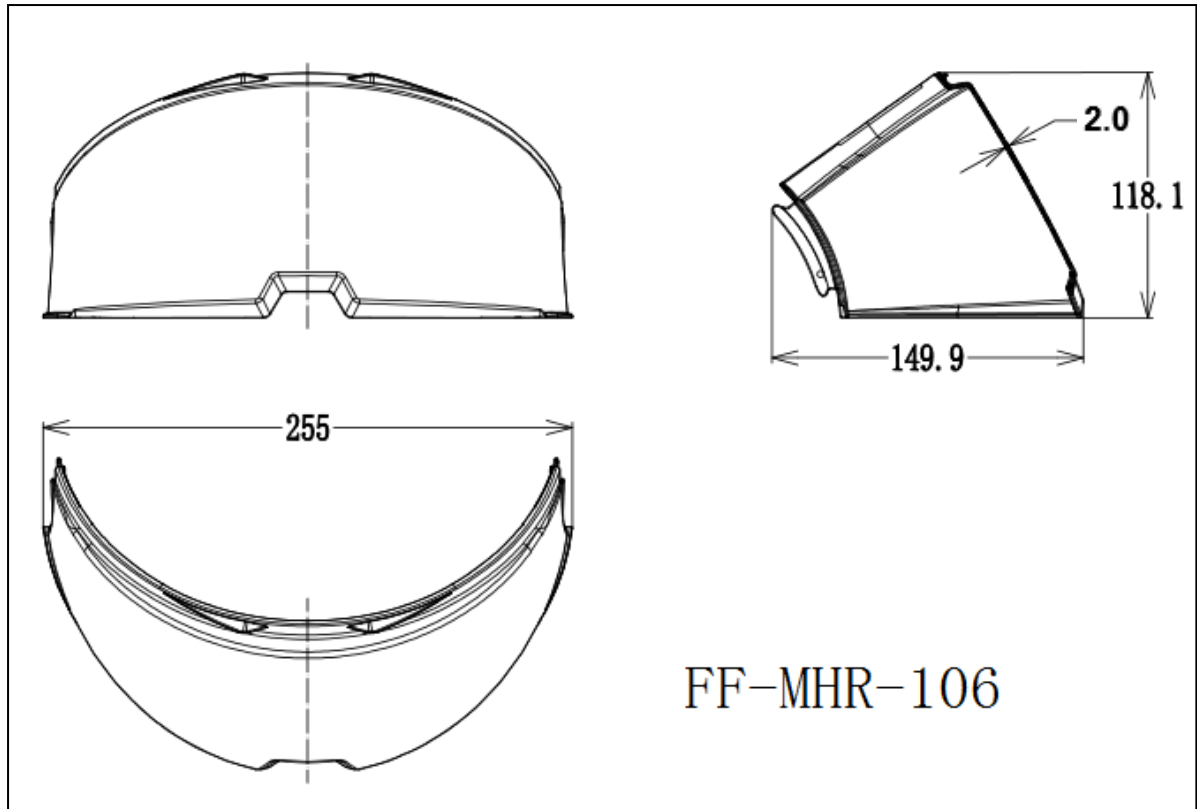
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R22.06/ECE TYPE-APPROVAL OF PROTECTIVE HELMETS AND THEIR VISORS FOR DRIVERS  
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DRAWING OF THE VISOR AND MECHANISMS



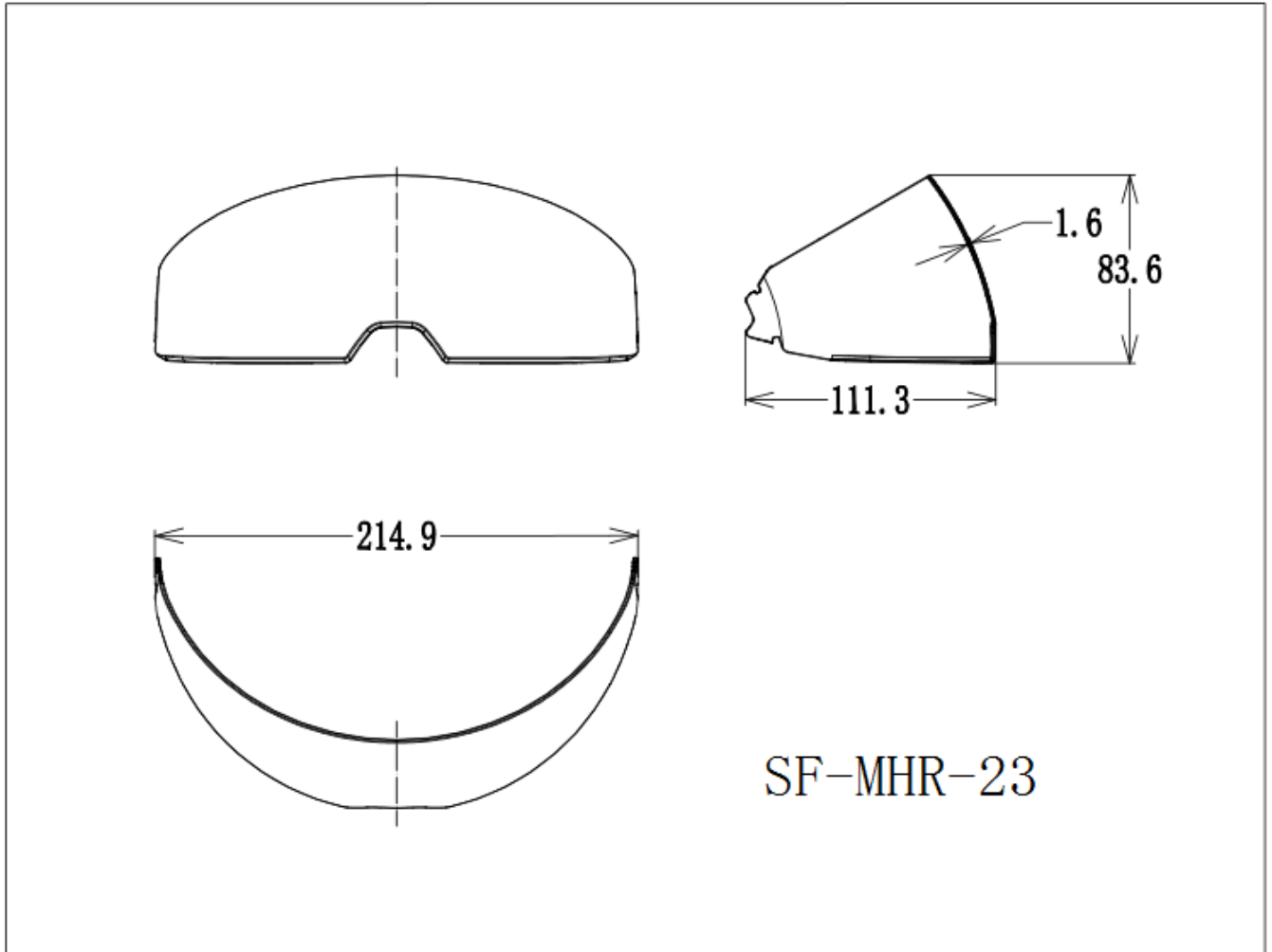
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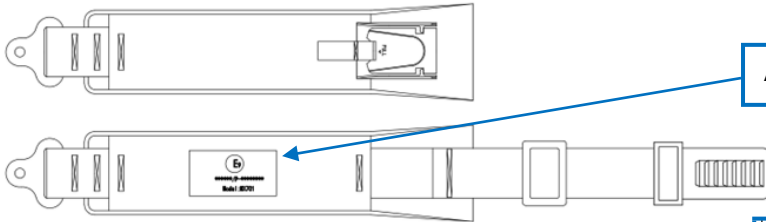
R22.06/ECE TYPE-APPROVAL OF PROTECTIVE HELMETS AND THEIR VISORS FOR DRIVERS  
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DRAWING OF THE SUN SHIELD



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



Approval Mark and Serial number



WARNING

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 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

- ① Never use hot or salt water, benzene, gasoline, glass cleaner or other solvents. Your helmet could be seriously damaged by these substances without showing 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) / 1700 g

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R22.06/ECE TYPE-APPROVAL OF PROTECTIVE HELMETS AND THEIR VISORS FOR DRIVERS  
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USER INSTRUCTIONS (I)



# ALWAYS AHEAD



**Download the manual**



FR

Pour assurer une protection suffisante, ce casque doit être bien ajusté et être solidement attaché. Tout casque qui a été soumis à un choc violent est à remplacer. Un casque OPEN FACE ne protège pas le menton en cas de choc.  
Attention! N'appliquez sur ce casque ni peinture, ni autocollant, ni essence, ni aucun autre solvant.

ES

Para asegurar una protección correcta, el casco debe estar bien ajustado y abrochado. Todo casco sometido a un choque violento tiene que ser reemplazado. Un casco OPEN FACE no protege la mandíbula en caso de choque.  
¡Cuidado! No aplicar pintura, adhesivos, gasolina u otros disolventes sobre la superficie del casco.

IT

Per garantire una buona protezione, il casco deve essere correttamente calzato ed allacciato. Ogni casco sottoposto ad un colpo violento, deve essere sostituito. Un casco OPEN FACE non protegge la mandibola in caso d'urto.  
Attenzione! Non applicare pittura, adesivi, benzina od altri solventi sulla superficie del casco.

EN

To assure complete protection this helmet must be a good fit and to be securely fastened. All helmets must be replaced if they are subject to impact damage. OPEN FACE helmets don't protect the chin in case of impact.  
Attention! Do not use any paint, glue, petrol or any other thinner on this helmet.

DE

Um ausreichenden Schutz gewährleisten zu können, muss dieser Helm gut passen und soll sicher befestigt werden. Alle Helme müssen, bei Beschädigungen, ersetzt werden. Ein Helm OPEN FACE das Kinnstück ist nicht für Impact entwickelt.  
Achtung! Verwenden Sie bitte Keine Farben, Aufkleber, Benzin oder andere Laugen, auf diesen Helm.





**R22.06/ECE TYPE-APPROVAL OF PROTECTIVE HELMETS AND THEIR VISORS FOR DRIVERS  
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**USER INSTRUCTIONS (II)**

Congratulations on purchasing your new **LS2** helmet. Please read these instructions carefully before use. They contain valuable information 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 aerodynamics 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 thoroughly before using your helmet for the first time and store them safely 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 foreseeable 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.**

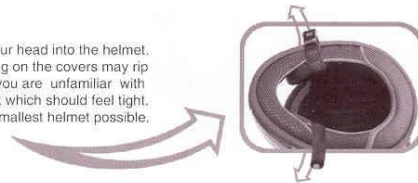
- 1.1. Measure your head size. Wrap a tape measure horizontally around your head at the height of about 2,5 cm above your eyebrows. This will establish the longest measurement around your head.
- 1.2. Select the helmet that is the closest match to your head size. If your head size should fall between 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, pulling 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.



page 2



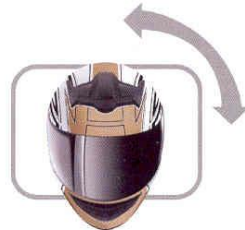
**3 Check for a proper fit. With the helmet, go through the following checklist to determine whether the helmet is the correct size.**

- 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 causing 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 tightened 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.

page 3



**ENGLISH**



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

**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 diagram 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 fluttering 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 catches 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 move 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. After 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.



**4**

**Clean your helmet carefully.**  
Never use hot or salt water, benzene, gasoline, glass cleaner or other solvents. Your helmet could be seriously damaged by these substances, without showing 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 use approved LS2 parts when replacing shields, screws, or any other parts. A weakened helmet will not provide protection.

**6**

**Don't mistreat 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 "naphthalene") 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 example, battery acid) can damage the shield base. If you find cracks or damage, 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 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.



**ENGLISH**

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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 (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 or 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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