

THE UNITED KINGDOM VEHICLE APPROVAL AUTHORITY

COMMUNICATION CONCERNING THE APPROVAL GRANTED (1)/APPROVAL EXTENDED (1)/ APPROVAL REFUSED (1) / APPROVAL WITHDRAWN (1) / PRODUCTION DEFINITIVELY DISCONTINUED (1) OF A TYPE OF PROTECTIVE HELMET WITHOUT / WITH (1) / ONE / MORE (1)/ VISOR TYPE(S) PURSUANT TO UN REGULATION NO. 22.06

Reason for extension: Upgrade the helmet from the Regulation 22.05 to Regulation 22.06.

Approval No: E11*22R06/00*0723*01

1.	Trade mark: LEATT
2.	Type: MOTO 7.5
3.	Sizes: XS (53-54); S (55-56); M (57-58); L (59-60); XL (61-62); XXL (63-64)
4.	Manufacturer's name: Leatt® Corporation
5.	Address: No. 12 Kiepersol Crescent Atlas Gardens Durbanville 7550 Cape Town Republic of South Africa
6.	If applicable, name of manufacturer's representative: Not applicable
7.	Address: Not applicable
8.	Brief description of helmet: See manufacturer's documentation
9. MAW523404	Helmet without lower face cover (J) / with protective lower face cover (P) / with non protective lower face cover (NP) ⁽¹⁾ / with detachable or movable lower face cover (P/J) An executive agency of the Department for Transport June 2021 Revision 2 Page 1 of 2

10.	Type of visor or visors: Not applicable
11.	Brief description of visor or visors: Not applicable
12.	Submitted for approval on: As before and 11 May 2021
13.	Technical service responsible for conducting approval tests: Omega S.r.l.
14.	Date of report issued by that service: As before and 31 May 2021
15.	Number of report issued by that service: As before and MAW523404
16.	Comments: None
17.	Approval GRANTED - EXTENDED - REFUSED - WITHDRAWN (1)
18.	Place: BRISTOL
19.	Date: 02 AUGUST 2021
	CMaake
20.	Signature: C MCCABE Chief Technical and Statutory Operations Officer
21.	The following documents, bearing the approval number shown above, are available on request



⁽¹⁾ Strike out what does not apply



THE UNITED KINGDOM VEHICLE APPROVAL AUTHORITY

APPROVAL NUMBER: E11*22R06/00*0723*01

INFORMATION PACKAGE CONTENTS

INDEX REVISION NUMBER: 01 (One)

Conformity of Production (COP) Declaration	COP Confirmed	
Assessment Method	Compliance	Statement
Date of Initial Clearance	June	2018
Date of Last Clearance	Мау	2021

Total number of sheets: 13 (Thirteen)

Reasons for Revision: See approval certificate



Revision Date

LEATT CORPORATION TECHNICAL FILE 173 REVISION 02 PERSONAL PROTECTIVE EQUIPMENT HELMET LEATT MOTO 7.5





Prepared by Leatt[®]-Lab September 2020

R&D Department Document No: TF 173 Revision 01

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Helmet Leatt® MOTO 7.5

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- 3. Company Representative
- 4. Address of manufacture or assembly
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ANNEXURE A - MANUFACTURER'S INFORMATION

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Document Change Log



GENERAL INFORMATION

1.	File Number:	TF 173 Revision Status : R 01 Date :1 st Sept 2020
2.	Manufacturer's name and address	Leatt [®] Corporation (South Africa) No. 12 Kiepersol Crescent Atlas Gardens Durbanville 7550 Cape Town Republic of South Africa
3. not	Company representative applicable	
4.	Name and address of assembly plant	DongGuan City EON Sporting Goods Co.Ltd Building1, QiSha Industrial Park QiSha Village, ShaTian Town Dongguan City, Guangdong Province, China Tel: +8676981698688, Fax: +8676981698819 Email: alex@eon-sports.com.cn
5.	Trade Mark	LEATT
6.	Туре	МОТО 7.5

6.1 Helmet Type

Motocross Helmet providing head protection for motorcyclists meeting the requirements of ECE22.06, DOT.

- ECE 22.06 Regulation Uniform Provisions Concerning the approval of protective helmets and their visors for drivers and passengers of motor cycles and mopeds.
- DOT Standard No. 218 Motorcycle Helmets US National Highway Traffic Safety Adminstration.



PRODUCT INFORMATION

7.1 Parts list

See Annexure B

7.2 Product Pictures

Examples of the Helmet MOTO 7.5















7.3 Product Description (base model)

The Leatt MOTO 7.5 Series Helmet is an innovative approach to head protection that significantly reduces the physical size and weight of the helmet and the negative effects of rotational impacts.

It features a viscous-elastic polymer material that is built into a circular array of impact-absorbing spacers placed between the rider's head and the helmet's padded EPS liner to help control head rotation within the helmet liner while protecting the brain from low energy impacts -considered to be the leading cause of concussions among off-road motorcycle riders.

About the size of a US quarter, these 'Turbine 360' buttons fulfil two critical duties. The energy absorbing material slows low-speed impacts well before the head contacts the EPS liner, while the spoked 'turbine' design allows the head to rotate slightly inside the helmet, should the rider receive a glancing blow.

Features:

- Polycarbonate shell in three sizes
- Brain injury reduction technology
- Reduces forces associated with concussion
- Large ventilation channels to keep your head cool even at lower speeds
- 4 densities of Impact foam for reduction of forces to head and brain
- Visor has breakaway function to reduce forces to head and neck in a crash
- Designed to offer great neck brace mobility
- Emergency cheek pad removal
- Hydration side port (with optional hands-free kit)
- Includes Visor extension
- 360° Turbine Technology
 - Reduced peak brain acceleration by up to 30% at impact speeds associated with concussion
 - Reduces peak brain rotational acceleration by up to 40%
 - Certified and tested: DOT+ECE 22.06. Exceeds new FIM standards.
- Weight: DOT+ECE from 1295 ± 50g

7.3.1 Product Description (variant models)

None at present.



7.4 Shell Materials

Polycarbonate

7.5 Liner

EPS (Expanded Polystyrene)

7.6 Padding

Moulded EVA 360° 'turbines'

7.7 Accessories

- Hydration ready Optional internal hands-free kit available
- Emergency removable safety cheek pads
- Peak with break-away function

7.8 Retention System

- Double D type retention system, made in Aluminium. See drawings in annexure B for more details.

7.9 Reflective Bands

 See report number "Report-0265EU15" with reflective qualities and drawings in annexure B for design details.

7.10 Weight

The following weights have been defined with a tolerance of ± 50g

Sizes	Weight [g]
Adult XS / S	1295 ± 50
Adult M	1395 ± 50
Adult L	1420 ± 50
Adult XL / XXL	1510 ± 50



Vehicle Certification Agency

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8. Helmet Drawings and General assembly of product

General dimensions:

	Shell			Shell EP			EPS	
Size	Width	Length	Height	Width	Length	Height		
XS/S	268	361	309	260	294	276		
M/L	260	350	300	256	287	270		
XL/XXL	252	342	276	244	268	255		

Please refer to Annexure B for drawings and assembly details.

This is a direct extract from the Leatt data pack with unnecessary detail removed.

9. Outline of method of manufacture: Material testing and cutting, assembly order and the inspections that are made, finishing and inspection

Leatt[®] Corporation applies quality management with due regard to ISO 9001. Quality procedures detail the type and quantity of inspections to be performed on production runs, including a requirement for sampling of all products, components and manufacturing processes at each stage of production; plus a requirement for testing of completed products at regular intervals, or where there are concerns that a serious non-compliance may have occurred. Leatt Quality personnel are directly involved in the guidance and training of supplier Factory Quality teams where necessary.

Materials and components from non-ISO 9001 accredited suppliers are checked for conformity before being moved to the stores. For such suppliers, a sample representing 5% of a shipment quota is checked and after passing inspection shipments are stored in a specific area. For ISO 9001 accredited suppliers, the inspection is 0.5%, selected at random and checked in the manner described above.

Materials are required to be within the tolerances of the LEATT specifications and designs. In the event of non-conformity, either the entire shipment is repackaged (marked clearly as "rejected"), quarantined, and returned to the supplier for rework or credit or subject to 100% inspection and non-conforming materials removed and rejected.

All fabrics and lining materials are cut to size from templates to an accuracy of \pm 3%. Continual visual checks are made, usually following each cutting operation, to ensure that the pattern has not been damaged or otherwise dimensionally-changed due to wear and tear.

Components for products of the same variant type and size are prepared at the same time, or are prepared on physically separated production lines. Components are clearly tagged or otherwise marked with the variant type and size, and at all stages of the manufacturing process are kept completely separate from other components for different product variants and sizes. If at all possible, production of different variants and sizes does not take place at the same time.

Assembly is performed in accordance with the procedures specified in Leatt $^{``}$ Corporation's Production Manuals. Constant visual inspections are made to ensure that

- All components are for the correct, same variant and size of product
- All badges and labels are fitted

All completed products are then submitted for Final Inspection, where checks are made to ensure that the correct assembly specification has been met. Where this is the case, swing tickets, including



warning labels, are attached by one or more nylon tags and the product is placed within packaging. Should a non-conformance be discovered, however, a "rejected" label is attached to the product, with an explanation of the non-conformance written on the reverse of the label, and returned to the assembly department for corrective action.

10. Sizing

The products described in this Technical File are available to fit a broad range of head sizes.

Model Size	Head Size	Shell	EPS	
Adult XS (Extra Small)	53-54cm	Small	Small	
Adult S (Small)	55-56cm	SIIIdii	SIIIdii	
Adult M (Medium)	57-58cm	Madium	Madium	
Adult L (Large)	59-60cm	Medium	weatum	
Adult XL (Extra Large)	61-62cm			
Adult XXL (Extra Extra Large)	63-64cm			

11. Labelling

11.1 Applicant's statement of labelling

The following information will be clearly affixed to the helmet, in a visible place and respecting the location and dimensions required by the applicable standards.

- Product brand and variant identification (e.g. "Helmet MOTO 7.5");
- The appropriate Certification markings as required by the applicable standards;
- A size designation in accordance with the applicable standards
- A means of identifying the date of manufacture, such as a batch number.
- Its maximum weight, to the nearest 50 grams, as placed on the market.

11.2 Examples of product labels see following reference documents:

- MOTO7.5-8.5-9.5-Helmet-labels_REV6
- 2021 Helmet Packaging V11 CTP 674-19"



Technical File for EC Type-Examination

Leatt[®] Corporation

PERSONAL PROTECTIVE EQUIPMENT Helmet MOTO 7.5

ANNEXURE A

MANUFACTURER's INFORMATION

See following enclosures for the Manufacturer's information:

• "Owner's Manual"



Helmet Leatt[®] MOTO 7.5

Technical File for EC Type-Examination

Leatt[®] Corporation

PERSONAL PROTECTIVE EQUIPMENT Helmet MOTO 7.5

ANNEXURE B

TECHNICAL DRAWINGS

See following enclosures for Technical Drawings:

- Assembly Drawings
- GPX 5.5_2020 Shell with dimensions
- GPX 5.5_2020 EPS
- 2020-02-04_7.5 Helmet Chin Strap Lengths Rev1
- Leatt 2021 D-ring
- 2020 Moto Helmet French Reflective Sticker 069-20



REVISION LOG				
Document		Leatt Corporation Technical File		
		HELMET MOTO 7.5		

Rev Number	Date	Page#, Section	Reason for Change
01	1-September-2020	All pages	Preliminary Draft for comment
02	10-April-2021	All pages	Updated to 22.06

Name: Position: Signature: Pieter-André Keevy

Biomedical Engineer





QUALIFICATION TESTING UNECE n°22 Series 06

Job Number		[MAW523404]				
Dement	Code:	MOTO 7.5 Quali	fication EO	5 31052021		
керогт	Date:	31 May 2021				
	Name:	Leatt [®] Corpora	tion (South	Africa)		
Manufacturer	Address:	No. 12 Kiepers	ol Crescent	Atlas Garde	ens Durbanvi	ille 7550 Cape
	Town Republic of South Africa					
Representative	[it does not apply]					
	Helmet model:	MOTO 7.5				
Comple	Approval n°:	22R-060723				
Sample	Stickers from n°:	1	to n°:	3200	Batch n°:	0
	Arrival date:	27/05/2021	Testing da	te: 31/05/	2021	
Test Site	[OMEGA CHINA] / [OMEGA ITALY]				

Essential Technical Data						
SIZE RANGE	XS 54-XXL-63					
SHELL MATERIAL	ABS					
WEIGHT	XXL/XL 1550±50/L 1460±50/M 1450±50/XS-S 1320±50					
RETENTION SYSTEM	DD					
REFLECTIVE BANDS	Yes					

Temperature [°C] 26.4

ENVIRONMENTAL CONDISTIONS

Used Machine	Identifier /Manufacturer	Expiry Date
Tracking point of impact	L4 (AD Engineering)	Daily Check IO 7.2.13
Shock absorption / DLS 9000	L1 (AD Engineering)	[15 May 2021]
Chin strap resistance	L5 (Hototech)	[9 December 2024]
Conditioning chamber: Oven	L9 (Hototech)	[20 December 2021]
Conditioning chamber: Freezer	L10 (Hototech)	[20 December 2021]

The Helmet has been tested in the different configurations as supplied by the client.





The helmets	s are divided in n°		9	batches	
Group n°		Size			helmets
1	The largest size				10
2	The largest size				10
3	The largest size				10
4	The largest size				10
5	The smallest size				10
6	The smallest size				10
7	The largest size				10
8	The medium size				10
9	The smallest size				10

Group n°1			XXL (63)		
Head-form:	"62"	Impact Point:	"B"	Anvil:	FLAT
S <mark>ticker n°</mark>	Helmet	Cond.	Speed	HIC	Deceleration
	Internal Id	[°C]	[m/s]	<mark>≤ 2400</mark>	≤ 275 [g]
1	20-1805		7,63	670	151
2	20-1 <mark>8</mark> 06		7,52	1295	179
3	<mark>20-</mark> 1807		7,61	466	159
4	<mark>20</mark> -1808		7,6	489	169
5	<mark>20</mark> -1809	10	7,61	492	199
6	<mark>20</mark> -1810	-10	7,61	629	179
7	<mark>20</mark> -1811		7,6	752	199
8	<mark>20-</mark> 1812		7,61	782	201
9	20-1813		7,51	1125	201
10	20-181 4		7,61	660 <mark></mark>	181
Me <mark>an of the val</mark>	ue			$g_m = \sum g_i / 10$	182
Stand <mark>ard deviat</mark>	ion		$S = \sum_{i=1}^{n} (z_i)$	$(g_i - g_m)^2 / 9]^{1/2}$	18
Condition			g_m	$+2.4 \cdot S \le 275$	225





Group n°1			XXL (63)		
Head-form:	"62"	Impact Point:	"X"	Anvil:	FLAT
Sticker n°	Helmet	Cond.	Speed	HIC	Deceleration
	Internal Id	[°C]	[m/s]	≤ 2400	≤ 275 [g]
1	20-1805		7,5	1225	179
2	20-1806		7,5	1166	172
3	20-1807		7,63	1165	171
4	20-1808		7,5	1125	199
5	20-1809	10	7,51	1225	209
6	20-1810	-10	7,51	1325	209
7	20-1811		7,51	1025	189
8	20-1812		7,51	1125	201
9	20-1813		7,5	1225	200
10	20-1814		7,51	1205	198
Mean of the val	ue			$g_m = \sum g_i / 10$	193
Standard deviat	ion		$S = \sum_{i=1}^{n} (s_i)^{i}$	$(g_i - g_m)^2 / 9 \Big]^{\frac{1}{2}}$	14
Condition			g_m	$+2.4 \cdot S \le 275$	227
Group n°2	"62"	Impact Point:	XXL (63)	Apvil	FLAT
nead-ionn.	02	impact Font.			
Sticker n°	Helmet	Cond.	Speed	HIC	Deceleration
	Internal Id	[°C]	[m/s]	≤ 24 <mark>00</mark>	≤ 275 [g]
11	20-1815		7,65	2252	223
12	20-1816		7,5	2210	209
13	20-1817		7,65	2119	205
14	20-1818		7,63	2248	232
15	20-1819	-10	7,65	2221	234
16	20-1820	-10	7,52	2140	241
17	20-1821		7,52	2040	231
18	20-1822		7,5	2142	237
19	20-1823		7,5	2242	238
20	20-1824		7,65	2121	236
Mean of the val	ue			$g_m = \sum g_i / 10$	229
Standard deviat	ion		$S = \sum_{i=1}^{n} \sum_{j=1}^{n} \sum_{i=1}^{n} \sum_{i=1}^{n} \sum_{i=1}^{n} \sum_{j=1}^{n} \sum_{i=1}^{n} \sum_{j=1}^{n} \sum_{i=1}^{n} \sum_{j=1}^{n} \sum_{i=1}^{n} $	$(g_i - g_m)^2 / 9^{1/2}$	12

Job Number: [MAW523404]

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ŻŌŚ Vehicle

Certification



4462

4463

4464

4465

4466

4467

4468

4469

Mean of the value

Standard deviation

Job Number: [MAW523404]

Condition

21-0317

21-0318

21-0319

21-0320

21-0321

21-0322

21-0323

21-0324

Group n°2			XXL (63)		
Head-form:	"62"	Impact Point:	"R"	Anvil:	FLAT
Sticker n°	Helmet	Cond.	Speed	HIC	Deceleration
	Internal Id	[°C]	[m/s]	≤ 2400	≤ 275 [g]
11	20-1815		7,65	1234	173
12	20-1816		7,65	2021	210
13	20-1817		7,65	2122	221
14	20-1818		7,65	1957	205
15	20-1819	10	7,56	2216	225
16	20-1820	-10	7,65	1912	206
17	20-1821		7,63	1092	176
18	20-1822		7,65	2152	213
19	20-1823		7,61	1284	193
20	20-1824		7,6	1264	183
Mean of the va	lue			$g_m = \sum g_i / 10$	201
Standard devia	tion		$S = \left[\sum_{i=1}^{n} \left(\frac{1}{2}\right)\right]$	$(g_i - g_m)^2 / 9 \Big]^{\frac{1}{2}}$	18
Condition			g_m	$+2.4 \cdot S \le 275$	245
Group n°2			XXL (63-64)		
Head-form:	"62"	Impact Point:	"S"	Anvil:	FLAT
Sticker n°	Helmet	Cond.	Speed	HIC	Deceleration
	Internal Id	[°C]	6.15÷6.0 [m/s]	≤ 2400	≤ 275 [g]
4460	21-0315		6,07	574	159
4461	21-0316		6,02	542	148

6,02

6,05

6,05

6,02

6,03

6,02

6,05

6,05

-10

320

382

296

376

384

428

362

294

 $g_{m} = \sum g_{i} / 10$ $S = \left[\sum (g_{i} - g_{m})^{2} / 9 \right]^{\frac{1}{2}}$

 $g_m + 2.4 \cdot S \le 275$

119

131

114

150

139

134

130

113

134

16

171 OMEGA

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024/A3ug-21

Certification

£Ō\$ Vehicle



Group n°3			L (59-60)		
Head-form:	"60"	Impact Point:	"В"	Anvil:	FLAT
Sticker n°	Helmet	Cond.	Speed	HIC	Deceleration
	Internal Id	[°C]	[m/s]	≤ 2400	≤ 275 [g]
21	20-1825		7,64	1898	201
22	20-1826		7,65	1277	185
23	20-1827		7,5	1465	205
24	20-1828		7,65	1267	190
25	20-1829	10	7,65	1297	180
26	20-1830	-10	7,6	1307	190
27	20-1831		7,65	1317	190
28	20-1832		7,6	1417	200
29	20-1833		7,6	1417	19 5
30	20-1834		7,61	1437	201
Mean of the val	ue			$g_m = \sum g_i / 10$	193
Standard deviat	ion		$S = \sum_{i=1}^{n} (i)$	$(g_i - g_m)^2 / 9]^{\frac{1}{2}}$	8
Condition			<i>g</i> _m	$+2.4 \cdot S \le 275$	212
Group n°3			L (59-60)		
Head-form:	"60"	Impact Point:	"R"	Anvil:	FLAT
Sticker n°	Helmet	Cond.	Speed	HIC	Deceleration
	Internal Id	[°C]	[m/s]	≤ 24 <mark>00</mark>	≤ 275 [g]
21	20-1825		7,65	1888	191
22	20-1826		7,65	1821	193
23	20-1827		7,65	1141	153
24	20-1828		7,63	1830	194
25	20-1829	10	7,63	1767	186
26	20-1830	-10	7,6	1787	196
27	20-1831		7,61	1637	186
28	20-1832		7,6	1687	196
29	20-1833		7,61	1687	206
30	20- <u>18</u> 34		7,6	1507	201
Mean of the val	ue			$g_m = \sum g_i / 10$	190
Standard deviat	ion		$S = \sum_{i=1}^{n} (A_i)^{i}$	$(g_i - g_m)^2 / 9 \Big]^{1/2}$	14

Condition

14 225

OMEGA

Job Number: [MAW523404]

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 $g_m + 2.4 \cdot S \le 275$

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鯋 Vehicle

Certification



			L (59-60)		
Head-form:	"60"	Impact Point:	"X"	Anvil:	KERB
Sticker n°	Helmet	Cond.	Speed	HIC	Deceleration
	Internal Id	[°C]	[m/s]	≤ 2400	≤ 275 [g]
31	20-1835		7,52	1398	202
32	20-1836		7,63	1368	187
33	20-1837] [7,52	1388	184
30	20-1838] [7,63	1377	186
35	20-1839	+50	7,7	1426	192
36	20-1840		7,5	1526	202
37	20-1841		7,61	1177	196
38	20-1842	4 -	7,63	1468	197
39	20-1843	4	7,52	1358	192
40	20-1844		7,5	1408	189
Mean of the val	ue			$g_m = \sum g_i / 10$	193
Standard deviat	ion		$S = \sum_{i=1}^{n} \sum_{j=1}^{n} \sum_{i=1}^{n} \sum_{i=1}^{n} \sum_{j=1}^{n} \sum_{i=1}^{n} $	$(g_i - g_m)^2 / 9]^{1/2}$	6
Condition			<i>g</i> _{<i>m</i>} -	$+2.4 \cdot S \le 275$	208
Group n°4			L (59-60)		
Head-form:	"60"	Impact Point:	"P"	Anvil:	KERB
Sticker n°	Helmet	Cond.	Speed	HIC	Deceleration
	Internal Id	[°C]	[m/s]	< 2400	< 275 [ø]
21	20-1835		7.61	1103	221
32	20-1835	1 -	7,65	1374	231
32	20-1837		7,67	1274	222
34	20-1838		7.63	1072	213
35	20 1030	-	7,63	10/2	215
35	20-1039	1 150	7,05	TOHD	<i>.</i>
	20 10/0		7 61	11/1	210
30	20-1840		7,61	1145	206
30	20-1840 20-1841		7,61	1145 1072	206 209
30 37 38	20-1840 20-1841 20-1842		7,61 7,61 7,6	1145 1072 1145	206 209 212
36 37 38 39	20-1840 20-1841 20-1842 20-1843		7,61 7,61 7,6 7,6	1145 1072 1145 1072	206 209 212 199
36 37 38 39 40	20-1840 20-1841 20-1842 20-1843 20-1844		7,61 7,61 7,6 7,6 7,61	1145 1072 1145 1072 1312	206 209 212 199 200
30 37 38 39 40 Mean of the val	20-1840 20-1841 20-1842 20-1843 20-1844 ue		7,61 7,61 7,6 7,6 7,61	$ \begin{array}{r} 1145 \\ 1072 \\ 1145 \\ 1072 \\ 1312 \\ g_m = \sum g_i / 10 \end{array} $	206 209 212 199 200 214
30 37 38 39 40 Mean of the val Standard deviat	20-1840 20-1841 20-1842 20-1843 20-1844 ue		$7,61$ 7,61 7,6 7,6 7,61 $S = \sum_{i=1}^{n} (s_{i})^{i}$	$\frac{1145}{1072}$ $\frac{1145}{1072}$ $\frac{1145}{1072}$ $g_m = \sum g_i / 10$ $g_i - g_m)^2 / 9 \Big]^{\frac{1}{2}}$	206 209 212 199 200 214 12
30 37 38 39 40 Mean of the val Standard deviat Condition	20-1840 20-1841 20-1842 20-1843 20-1844 ue		7,61 7,61 7,6 7,6 7,61 $S = \sum_{m} (s_m)^{m}$	$\frac{1145}{1072}$ $\frac{1145}{1072}$ $\frac{1145}{1072}$ $g_m = \sum g_i / 10$ $g_i - g_m)^2 / 9 \Big]^{\frac{1}{2}}$ $+ 2.4 \cdot S \le 275$	206 209 212 199 200 214 12
30 37 38 39 40 Mean of the val Standard deviat Condition	20-1840 20-1841 20-1842 20-1843 20-1844 lue		7,61 7,61 7,6 7,6 7,61 $S = \sum_{m} (g_{m})$	$\frac{1145}{1072}$ $\frac{1145}{1072}$ $\frac{1145}{1072}$ $g_m = \sum g_i / 10$ $g_i - g_m)^2 / 9 \Big]^{\frac{1}{2}}$ $+ 2.4 \cdot S \le 275$	206 209 212 199 200 214 12 12 0MEGA 0MEGA



Group n°4			L (59-60)		
Head-form:	"60"	Impact Point	: "S"	Anvil:	FLAT
Sticker n°	Helmet	Cond.	Speed	HIC	Deceleration
	Internal Id	[°C]	6.15÷6.0 [m/s]	≤ 2400	≤ 275 [g]
4470	21-0325		6,08	531	153
4471	21-0326		6,08	467	135
4472	21-0327		6,04	433	134
4473	21-0328		6,08	430	119
4474	21-0329	10	6,05	450	119
4475	21-0330	-10	6,07	792	214
4476	21-0331		6,1	665	190
4477	21-0332		6,13	307	128
447 <mark>8</mark>	21-0333		6,05	542	170
4479	21-0334		6,02	350	146
Mean of the va	lue			$g_m = \sum g_i / 10$	151
Standard deviat	tion		$S = \sum_{i=1}^{n} (i)$	$(g_i - g_m)^2 / 9]^{1/2}$	32
Condition			<i>g</i> _m	$+2.4 \cdot S \le 275$	227
Group n°5			S (55-56)		
Head-form:	"54"	Impact Point	: "B"	Anvil:	KERB
Sticker n°	Helmet	Cond.	Speed	HIC	Deceleration
	Internal Id	[°C]	[m/s]	≤ 24 <mark>00</mark>	≤ 275 [g]
41	20-1845		7,65	785	152
42	20-1846	1 🦲	7,61	877	165
43	20-1847		7,61	829	150
44	20-1848		7,61	765	147
45	20-1849		7,63	460	123
46	20-1850	AIVIB	7,61	1189	166
47	20-1851		7,63	835	156
48	20-1852		7,65	600	135

Standard deviation

Condition

Mean of the value

49

50

20-1853

20-1854

Job Number: [MAW523404]

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7,65

7,65

700

610

 $g_{m} = \sum g_{i} / 10$ $S = \left[\sum (g_{i} - g_{m})^{2} / 9 \right]^{\frac{1}{2}}$

 $g_m + 2.4 \cdot S \le 275$

027/A3ug-21

Vehicle

Certification



Group n°5			S (55-56)		
Head-form:	"54"	Impact Point:	"X"	Anvil:	KERB
Sticker n°	Helmet	Cond.	Speed	HIC	Deceleration
	Internal Id	[°C]	[m/s]	≤ 2400	≤ 275 [g]
41	20-1845		7,58	896	148
42	20-1846		7,58	913	155
43	20-1847	-	7,58	903	160
44	20-1848	Ī	7,65	1064	173
45	20-1849		7,54	936	163
46	20-1850	AIVIB	7,61	1004	157
47	20-1851		7,63	971	141
48	20-1852		7,58	1104	190
49	20-1853		7,59	1004	180
50	20-1854		7,5	1204	195
Mean of the value	ue			$g_m = \sum g_i / 10$	166
Standard deviat	ion		$S = \sum_{i=1}^{n} \sum_{j=1}^{n} \sum_{i=1}^{n} \sum_{i=1}^{n} \sum_{j=1}^{n} \sum_{i=1}^{n} \sum_{i=1}^{n} \sum_{j=1}^{n} \sum_{i=1}^{n} \sum_{i=1}^{n} \sum_{i=1}^{n} \sum_{i=1}^{n} $	$(g_i - g_m)^2 / 9]^{\frac{1}{2}}$	18
Condition			<i>g</i> _{<i>m</i>}	$+2.4 \cdot S \le 275$	209
Head-form:	"54"	Impact Point:	"P"	Anvil:	FLAT
Sticker n°	Helmet	Cond.	Speed	HIC	Deceleration
	Internal Id	[°C]	[m/s]	≤ 240 <mark>0</mark>	≤ 275 [g]
51	20-1855		7.52	1697	192
52	20-1856		7,65	1500	180
53	20-1857		7,58	2276	231
54	20-1858		7,63	1672	201
55	20-1859	10	7,63	2211	219
56	20-1860	-10	7,61	2291	222
57	20-1861		7,63	1975	197
58	20-1862		7,65	2265	228
59	20-1863	[7,65	1824	199
60	20-1864		7,64	1924	189
Mean of the val	ue			$g_m = \sum g_i / 10$	206
Standard deviati	ion		$S = \sum_{i=1}^{n} (i)$	$(g_i - g_m)^2 / 9]^{\frac{1}{2}}$	18
Condition			<i>g</i> _{<i>m</i>}	$+2.4 \cdot S \le 275$	CAP CONCLEASE
					Silver 199

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Group n°6			S (55-56)		
Head-form:	"54"	Impact Point:	"R"	Anvil:	FLAT
Sticker n°	Helmet	Cond.	Speed	HIC	Deceleration
	Internal Id	[°C]	[m/s]	≤ 2400	≤ 275 [g]
51	20-1855		7.65	2091	219
52	20-1856		7.63	1087	181
53	20-1857		7,63	1980	207
54	20-1858		7,51	1956	214
55	20-1859		7,58	1872	208
56	20-1860	+50	7,63	1712	196
57	20-1861		7,56	2152	214
58	20-1862		7,65	1552	204
59	20-1863		7,63	1822	224
60	20-1864		7,65	2022	234
Mean of the val	ue			$g_m = \sum g_i / 10$	210
Standard deviat	ion		$S = \sum_{i=1}^{n} \sum_{j=1}^{n} \sum_{i=1}^{n} \sum_{i=1}^{n} \sum_{j=1}^{n} \sum_{i=1}^{n} \sum_{i=1}^{n} \sum_{i=1}^{n} \sum_{i=1}^{n} \sum_{i=1}^{n} $	$(g_i - g_m)^2 / 9]^{\frac{1}{2}}$	15
Condition			<i>g</i> _m	$+2.4 \cdot S \le 275$	246
Head-form:	"54"	Impact Point:	"S"	Anvil:	FLAT
Sticker n°	Helmet	Cond.	Speed	HIC	Deceleration
	Internal Id	[°C]	6.15÷6.0 [m/s]	≤ 2400	≤ 275 [g]
4480	21-0335		6,05	226	86
4481	21-0336		6,05	178	83
4482	21-0337		6,07	167	77
4483	21-0338		6,05	193	83
448 <mark>4</mark>	21-0339	10	6,05	230	107
4485	21-0340	-10	6,08	303	128
4486	21-0341		6,05	184	98
4487	21-0342		6,05	315	144
4488	21-0343		6,02	185	74
4489	21-0344		6,04	159	65
Mean of the val	ue			$g_m = \sum g_i / 10$	95
Standard deviat	ion		$S = \sum_{i=1}^{n} (A_i)^{i}$	$(g_i - g_m)^2 / 9 \Big]^{\frac{1}{2}}$	25
0 1111			<i>g</i> _{<i>m</i>}	$+2.4 \cdot S \le 275$	NoLOGATION. CHA
Condition					LIC Y

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02**9//13**ug-21



RETENTION SYSTEM STRENGTH				Ref. 7.6		
Group n°7			XL (61-62)			
Head-form:	"62"	Description:	["DD"]			
Sticker n°	Helmet	Cond.		Dynamic Ext.	Residual Ext.	
	Internal Id	[°C]		≤ 35 [mm]	≤ 25 [mm]	
72	20-1865			32	16	
73	20-1866]		32	15	
74	20-1867]		32	15	
75	20-1868]		32	15	
76	20-1869]		32	16	
77	20-1870			33	12	
78	20-1871			32	12	
79	20-1872			32	14	
80	20-1873			33	14	
81	20-1874			32	15	
Mean of the va	lue		Хт	32	14	
Standard deviat	tion		S	0	1	
Condition			Xm + 2,4∙S	33	18	
Group n°8			M (57-58)			
Head-form:	"58"	Description:	["DD"]			
Sticker n°	Helmet	Cond.		Dynami <mark>c Ext</mark>	Residual Ext.	
	Internal Id	[°C]		≤ 35 [mm]	≤ 25 [mm]	
82	20-1875			32	16	
83	20-1876	1		32	15	

Sticker n°	Helmet	Cond.		Dynamic Ext.	Residual Ext.	
	Internal Id	[°C]		≤ 3 <mark>5 [mm]</mark>	≤ 25 [mm]	
82	20-1875			32	16	
83	20-1876			32	15	
84	20-1877			32	15	
85	20-1878			32	15	
86	20-1879			32	16	
87	20-1880			33	12	
88	20-1881			32	12	
89	20-1882			32	14	
90	20-1883			33	14	
91	20-1884			32	15	
Mean of the valu	ue		Xm	32	14	
Standard deviati	on		S	0	AND LOGATION. CAR	
Condition			Xm + 2,4·S	33	ALL ON TO THE FLAT	
Job Number: [MAW	523404]				Wehicle M82 rev.0 11/992020 Authority Agenc	; cation y

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Group n°9			XS (53-54)		
Head-form:	"54"	Description:	["DD"]		
Sticker n°	Helmet	Cond.		Dynamic Ext.	Residual Ext.
	Internal Id	[°C]		≤ 35 [mm]	≤ 25 [mm]
61	20-1885			33	12
62	20-1886			34	13
63	20-1887			32	12
64	20-1888			33	12
65	20-1889			34	12
66	20-1890			33	11
67	20-1891			32	16
68	20-1892			32	16
69	20-1893			33	16
70	20-1894			32	16
Mean of the val	ue		Xm	33	14
Standard deviat	ion		S	1	2
Condition			Xm + 2,4·S	35	19





INFOR	MATION FOR WEARERS	Ref. 14
LABEL	LING	
Ref.	Requirement	Description or image
	Method of Attachment to helmet at point of sale	
14.1	"For adequate protection, this helmet must fit closely and be securely attached. Any helmet that has sustained a violent impact should be replaced"	NO HELMET CAN PROTECT THE USER AGAINST ALL FORSEEABLE IMPACTS. SERIOUS INJURY OR DEATH MAY OCCLIR WHILST WEARING A HELMET, READ COWNERS MANUAL BEFORE USE. FOR ADEQUATE PROTECTION. THIS HELMET MUST RT LOSELY AND BE SECURELY ATTACHED. MARE NO MODIFACTIONS. IF HELMET KYSTERIENCES A SERVER BLOW, RETURN IT TO THE MANUACTURES ROP RUSPECTION, OR DESTROY AND REPLACET. HELMET CAN BE SERIOUSLY DAMAGED BY SOME COMMON SUBSTANCES WITHOUT DAMAGE BEING WISELT OU SER SUCH XS. GAOGUNE PROTO, DANT, DANSENS, OR CLEANING AGENTS OR Y DECESSIVE HEAT. APPLY ONLY THE FOLLOWING: MILD SOAP AND WATER FOR CLEANING COMPORT PADDING CAN BE HAND WASHED AND AN BUBES. SHELL CONTINUETED OF CLASS HERE AND OTHER COMPOSITE MATERIALS AND LINER CONSTRUCTED OF CURVADED POLISTYRENE. Model: MOTO 8.5 Made in China by EON Sporting goods
	if fitted with a non-protective lower face cover:	NOT APPLICABLE
	"Does not protect chin from impacts" together with the symbol indicating the unsuitability of the lower face cover to offer any protection against impacts to the chin.	
14.2	specific warning in the above-mentioned label: " 'Warning' - Do not apply paint,	NO HELMET CAN PROTECT THE USER AGAINST ALL FORSEEABLE IMPACTS. SERIOUS INJURY OR DEATH MAY OCCUR WHILST WEARING A HELMET. READ OWNERS MANUAL BEFORE USE. FOR ADEQUATE PROTECTION. THIS HELMET MUST FIT CLOSELY AND BE SERURELY ATTACHED. MARCE NO MODIFICATIONS. IF HELMET PORTENICES A SERVER BLOW, BELDRIN IT OT THE MANUACTURER FOR INSPECTION, OR DESTROY AND REFLACE IT. HELMET CAN BE SERIOUS.Y DAMAGED BY SOME COMMON SUBSTANCES WITHOUT DAMAGE BEING WEBLET TO LEES LOCATION. SCHOOL SCHOOL ON SUBSTANCES WITHOUT DAMAGE BEING WEBLET TO LEES LOCATION. SCHOOL SCHOOL ON SUBSTANCES WITHOUT DAMAGE BEING VEBLET TO LEES LOCATION. SCHOOL SCHOOL ON SUBSTANCES WITHOUT DAMAGE BEING VEBLET TO LEES LOCATION. SCHOOL SCHOOL ON SCHOOL SCHOOL SCHOOL ON SCHOOL SCHOOL SCHOOL ON SCHOOL SCHOOL SCHOOL SCHOOL ON SCHOOL SCHOO
	stickers, petrol or other solvents to this helmet".	COMPORT PADDING CAN BE HAND WASHED AND AIR DRIED. SHELL CONTRUCTED OF CLASS HBER AND OTHER COMPOSITE MATERIALS AND LIVER CONSTRUCTED OF EXPANDED POLYSTYRENE. Model: MOTO 8.5 Made in China by EON Sporting goods
14.4	bears a label showing the type or types of visor that have been approved at the manufacturer's request.	
MARK	ING	
Pof	Poquiromont	Description or image
nei.	Method of Marking to the helmet	
4.1.1	the applicant's trade name or mark,	LEATT MOTO 7.5
	an indication of the size (in letter and cm)	PRODUCTION # MFG DATE MODEL SIZE WEIGHT 215438 2020.07 MOTO 7.5 (55-56cm) 1295g +7-50g
		AND CONTRACT ON CO
Joh Nu	mber: [MAW523404]	M82 rev 0 11400000
505 1101		Authority I A

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the year of production



if appropriate, an indication of the unsuitability of the lower face cover to offer any protection against impacts to the chin.

14.3 protective helmet is clearly marked with its size and its maximum weight, to the nearest 50 grams, as placed on the market.

NOT APPLICABLE



ANNEX The approval number and the production 2A serial number shall be placed close to the circle and either above or below the letter "E" or to the left or right of that letter.



THE SAMPLES TESTED MEET THE REQUIREMENTS OF THE REFERENCE NORM

Laboratory Technician (Adolfo Garlando) hole Hole Laboratory Technician/ (Gaø Yaming) 7 ao Yamin

Laboratory Manager (Juan Pablo Questa)



Job Number: [MAW523404]

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02**13/(13**g-21

Agency

Wehicle Certification

OMEGA

M82 rev.0 11112020



EXTENSION UNECE n°22 Series 06

Job Number	[MAW523404]										
Dement	Code:	ode: Moto 7.5 Extension E06 20052021									
Report	Date:	20 May 2021									
	Name:	Leatt [®] Corporation (South Africa)									
Manufacturer	Address:	No. 12 Kiepersol Crescent Atlas GardensDurbanville 7550									
		Cape Town Republic of South Africa									
Representative	[it does not appl	[y]									
	Helmet model:	MOTO 7.5									
Camala	Approval n°:	-									
Sample	Stickers from n°:	- to n°: Batch n°: -									
	Arrival date:	11/05/2021 Testing date: 19/05/2021									
Test Site	[OMEGA CHINA] / [OMEGA ITALY]										

Essential Technical Data												
SIZE RANGE	XS 54-XXL-63											
SHELL MATERIAL	ABS											
WEIGHT	XXL/XL 1550±50/L 1460±50/M 1450±50/XS-S 1320±50											
RETENTION SYSTEM	DD											
REFLECTIVE BANDS	Yes											

ENVIRONMENTAL CONDISTIONS

Temperature [°C] 26.4

Used Machine	Identifier /Manufacturer	Expiry Date
Tracking point of impact	M0015 (AD Engineering)	Daily Check IO 7.2.13
Shock absorption / DLS 9000	A0059/M0003 (AD Engineering)	11/06/2021
Chin strap resistance	M0044 (AD Engineering)	10/10/2024
Conditioning chamber: Freezer	M0001 (OCRAS E ZAMBELLI)	08/09/2021
Conditioning chamber: Oven	M0075 (IARP)	08/09/2021
Chin strap efficiency	M0033 (AD Engineering)	27/05/2022

The Helmet has been tested in the different configurations as supplied by the client.

0 OMEGA

253 Vehicle

Certification

UK









GENERAL SPECIFICATION TEST

	73 (33 34) 3	(55-50) NI (57- 58) L (55-60) AL (61-62) AA	L (03-04)	
Reference	General Specification		Re	esult
Neicicille			(or N/A)	raii
5.1	Hard shell		Х	
5.1	Impact absorption syst	em	Х	
5.1	(see test data in this re	port)	X	
5.1 5.2.2	Marked "Does not pro	tect chin from impacts" (if applicable)	N/AP	
5.4.1	Extent of protection		N/Al	
.4.2	Nana sulindar		×	
).4.2			×	
.4.3	Protective padding		^ 	
	Outer round surface –	Auditive faculties	^ 	
	Projections (≥ 2 mm)		X	
). <i>/</i>	External Projections $(h \le 2 \text{ mm} - \text{r} \ge 1 \text{ mm})$; (h ≥ 2mm – r ≥ 2mm)	X	
5.8	Helmet interior		X	
6.9	Assembly		X	
5.10	Chin strap abrasion		X	
5.11 - 6.11.1	Retention system – Ch	in strap width (≥ 20 mm)	X	
5.11.2	Under-chin		X	
5.11.3	Chin strap regulation s	ystem	Х	
5.11. <mark>4</mark>	Rigid parts		Х	/
5.11.5	Buckle – "Double D" of	r "Roller buckle"	Х	
5.11.6	Pulling flap (red 10 x 2	Omm)	Х	
5.11.7	Quick release (general	requirement)	N/AP	
5.11.8	Quick release (tests pa	r. 7.3, 7.6, 7.7)	N/AP	
5.11.9	Wrong buckle use		N/AP	
5.12	P/J helmets: device that complete series of imp	t maintains the intended position even during the acts and retention (detaching) test (red)	N/AP	
5.13	Material properties (m	anufacturer declaration)	Х	
5.14	Helmet breaking		Х	
		Lateral visual clearance 105°	Х	
5.15, 6.15.3.1	Peripheral vision:	Upward visual clearance 7°	X	OLOGATION.
0.15.3.2 0.15.3.3		Downward visual clearance 45°	X	
	Deflective weath (see to	st reports)	V s	OMEGA

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03/1Qug-21



	SPECIFICATION
H.F. Size	[54 to 62]
Impact point Linear	B / P / X / R / S Extra Point
Anvil	Kerbstone / Flat
Impact point Rotational	45° / 180° / 270° / 0° / 135°
Anvil	45° anvil
Conditioning [°C]	
AMB	25 °C ± 5 °C for more than 4 hours
LOW	-10 °C ± 2 °C for more than 4 hours
HIGH	+50 °C ± 2 °C for more than 4 hours and less than 8 hours
UV+H₂O	Ultraviolet radiation by a 150-watt xenon- 48 hours
	Water spray 4 to 6 hours, 1 litre per minute
Speed [m/s]	7.5 m/s + 0.15 m/s (6-0 + 0.15 m/s for the S point)
	High Speed 8.2 m/s +0.15 m/s
	Low Speed 6.0 m/s + 0.15 m/s
	Rotational 8.0 m/s +0.15 m/s
HIC for Linear	≤ 2400
	$High speed \leq 2000$
	Rotational 0.78
Deceleration	≤ 275 g
	Low Speed ≤ 180 g
	Rotational \leq 10400 rad/s ²





IMPACT ABSORPTION TESTS, EXTRA POINTS

Ref. 7.3 & 7.3.4.2.1

Helmet size	XXL (63-64)											
Sticker n°	Internal Id	H.F. Size	Impact point	Anvil	Cond. [°C]	Speed [m/s]	Deceleration ≤ 275 [g]	HIC ≤ 2400				
			BXR	KERB		7.60	186	1352				
_	20 1400	62	BXL	KERB		7.65	176	1652				
-	20-1409	02	RXL	KERB	AIVID	7.65	190	1744				
			RXR	KERB		7.59	247	2295				
			BP	FLAT		7.65	208	1849				
	20 1410	62	RP	FLAT		7.50	210	2221				
-	20-1410	02	XPR	FLAT	AIVIB	7.50	185	1544				
			XPL	FLAT		7.50	195	1644				
Helmet size L (59-60)												
Stick <mark>er n°</mark>	Internal Id	H.F.	Impact	Anvil	Cond.	Speed	Deceleration	HIC				
		Size	point		[°C]	[m/s]	≤ 275 [g]	<mark>≤ 240</mark> 0				
			BXR	KERB		7.63	165	1593				
	20-1413	60	BXL	KERB	AMB	7.65	190	1703				
-			RXL	KERB		7.58	193	1687				
			RXR	KERB		7.50	229	2065				
		60	BP	FLAT		7.50	229	2165				
			BR	FLAT		7.65	223	2298				
-	20-1414		XPL	FLAT	AMB	7.63	190	1647				
			XPR	FLAT		7.65	178	1936				
Helmet size	S (55-56)											
Sticker n°	Internal Id	H.F. Size	Impact point	Anvil	Cond. [°C]	Speed [m/s]	Deceleration ≤ 275 [g]	HIC ≤ 2400				
			BXR	KERB		7.63	176	<mark>16</mark> 56				
	20 1417	E /	BXL	KERB		7.65	202	1944				
	20-1417	54	RXL	KERB	AIVID	7.58	181	1643				
			RXR	KERB		7.50	215	1927				
			BP	FLAT		7.50	180	1788				
	20 1 4 1 9	E/	BR	FLAT		7.65	212	1751				
-	20-1418	54	XPL	FLAT	AIVIB	7.63	213	2222				
			XPR	FLAT		7.65	176	1511				





HIGH ENERGY IMPACT TESTS

Ref. 7.3 & 7.3.1.4

Helmet size	XXL (63-64)										
Sticker n°	Internal Id	H.F. Size	Impact point	Anvil	Cond. [°C]	Speed 8.35÷8.2 [m/s]	Deceleration ≤ 275 [g]	HIC ≤ 2880			
			В	FLAT		8.23	177	905			
	20 1407	62	Х	FLAT		8.25	186	1387			
-	20-1407	02	Р	FLAT	AIVID	8.25	231	2774			
			R	FLAT		8.26	212	1648			
Helmet size L (59-60)											
Sticker n°	Internal Id	H.F. Size	Impact point	Anvil	Cond. [°C]	Speed 8.35÷8.2 [m/s]	Deceleration ≤ 275 [g]	HIC ≤ 2880			
			В	FLAT		8.28	172	987			
	20-1411	60	X	FLAT	AMB	8.25	200	<mark>13</mark> 32			
-			Р	FLAT		8.28	237	2726			
			R	FLAT		8.25	173	1735			
Helmet size	S (55-56)										
Sticker n°	Internal Id	H.F.	Impact	Anvil	Cond.	Speed	Deceleration	HIC			
		Size	point		[°C]	8.35÷8.2 [m/s]	≤ 275 [g]	≤ 2880			
			В	FLAT		8.22	166	1001			
	20 1/15	54	Х	FLAT		8.25	184	1286			
-	20-1413		Р	FLAT	AIVID	8.23	203	2383			
			R	FLAT		8.21	172	1723			





LOW ENERGY IMPACT TESTS

Ref. 7.3 & 7.3.1.4

Helmet size	XXL (63-64)										
Sticker n°	Internal Id	H.F. Size	Impact point	Anvil	Cond. [°C]	Speed 6.15÷6.0 [m/s]	Deceleration ≤ 180 [g]	HIC ≤ 1300			
			В	FLAT		6.02	127	424			
	20 1409	62	Х	FLAT		6.04	140	733			
-	20-1408	02	Р	FLAT	AIVID	6.08	169	1186			
			R	FLAT		6.08	157	1086			
Helmet size L (59-60)											
Sticker n°	Internal Id	H.F. Size	Impact point	Anvil	Cond. [°C]	Speed 6.15÷6.0 [m/s]	Deceleration ≤ 180 [g]	HIC ≤ 1300			
			В	FLAT		6.01	116	495			
	20 1412	60	Х	FLAT	АМВ	6.03	132	601			
-	20-1412	00	Р	FLAT		6.04	176	960			
			R	FLAT		6.06	135	905			
Helmet size	S (55-56)										
Sticker n°	Internal Id	H.F. Size	Impact point	Anvil	Cond. [°C]	Speed 6.15÷6.0 [m/s]	Deceleration ≤ 180 [g]	HIC ≤ 1300			
			В	FLAT		6.07	100	446			
	20-1415	54	Х	FLAT		6.09	113	506			
-	20-1415	54	Р	FLAT	AIVID	6.14	166	893			
			R	FLAT		6.11	125	727			





OBLIQUE IMPACT TEST

Ref. 7.13 & Annex 7

Helmet size	XXL (63)							
Sticker n°	Internal Id	H.F.	Impact	Anvil	Cond.	Speed	PRA	BrIC
		Size	point		[°C]	8.15÷8.0 [m/s]	≤ 10.400 [rad.s ⁻²]	≤ 0,78
			45°	45°		8.03	3183	0.38
_	21-0968	62	180°	45°	AMB	8.02	2755	0.37
_			270°	45°		8.03	<mark>3749</mark>	0.37
	21,0060	62	0°	45°		8.07	4559	0.45
	21-0969		135°	45°	AIVIB	8	3712	0.39
	6							

Helmet size	L (59-60)							
Sticker n°	Internal Id	H.F. Size	Impact point	Anvil	Cond. [°C]	Speed 8.15÷8.0 [m/s]	PRA ≤ 10.400 [rad.s ⁻²]	BrIC ≤ 0,78
		1	45°	45°		8.03	3086	0.33
	21-0970	60	180°	45°	5° AMB 5°	8	2694	0.30
			270°	45°		8.07	3133	0.32
	21 0071	21-0971 60	0°	45°	AMB	8	3621	0.45
	21-0971		135°	45°		8	3537	0.38

Heli	net size	S (55-56)							
S	ticker n°	Internal Id	H.F.	Impact	Anvil	Cond.	Speed	PRA	BrIC
			Size	point		[°C]	8.15÷8.0 [m/s]	≤ 10.400 [rad.s ⁻²]	≤ 0,78
				45°	45°		8.03	3715	0.42
		21-0972	54	180°	45°	AMB	8	2376	0.36
				270°	45°		8.02	2553	0.32
		21 0072	F 4	0°	45°		8.03	4982	0.49
	21-09/3	.0973 54	135°	45°	AIVIB	8	2825	0.36	





RETENTION (DETACHING) TEST - ROLL OFF			DFF	Ref. 7.7		
CHIN STRAP: [DD]						
Sticker n°	Helmet Internal Id	Size	Chin strap	Roll off Angle ≤ 30°		
21.0056	XL	Reverse Position (7.7.2)	26			
- 21-0956 XL		Roll-Off (7.7.3)	-			

RETENTION (DETACHING) TEST - ROLL OFF

			CHIN STRAP: [DD]	
Sticker n°	Helmet Internal Id	Size	Chin strap	Roll off Angle ≤ 30°
	21.0057	М	Reverse Position (7.7.2)	26
	21-0957	М	Roll-Off (7.7.3)	-

RETENTION (DETACHING) TEST - ROLL OFF

_						
	CHIN STRAP: [DD]					
	Sticker n°	Helmet Internal Id	Size	Chin strap	Roll off Angle ≤ 30°	
		21 0059	S	Reverse Position (7.7.2)	27	
	-	21-0958	S	Roll-Off (7.7.3)	-	

RETENTION (DETACHING) TEST - ROLL OFF

	CHIN STRAP: [DD]					
Sticker n°	Helmet Internal Id	Size	Chin strap	Roll off Angle ≤ 30°		
	21 0050	XS	Reverse Position (7.7.2)	27		
-	21-0959	XS	Roll-Off (7.7.3)	-		



Job Number: [MAW523404]

Ref. 7.7

Ref. 7.7

Ref. 7.7



REFLECTIVE PARTS

		Res	ult
Reference	Test	Pass or N/A	Fail
6.16.2	Reflective parts (Geometry requirements)		
6.16.3	Reflective parts (Colorimetric requirements)		
6.16.4	Reflective parts (Photometric requirements)		
6.16.5	Reflective parts (Resistance to external agents requirements)		
6.16.6	Reflective parts (Compatibility of materials requirements)		

THE SAMPLES TESTED MEET THE REQUIREMENTS OF THE REFERENCE NORM

Laboratory Technician (Adolfo Garlando) Laboratory Technician (Gao Yaming) (700 Jamin)

Laboratory Manager (Juan Pablo Cuesta)

END OF REPORT



Туре	МОТО	07,5
Date of Release:	04/03/2021	VCA Job number : MAW523404
Released by:	Adolfo Garlando	By the customer : Pieter-André Keevy
	Gebielo Albego	Malley
		0

TYPE APPROVAL	XS	S	м	L	XL	XXL
	54	56	58	60	61	63-64
Shell	S-S	Shell	M-S	Shell	LS	hell
EPS	s	S	,	И		L
Impacts		5	2	5		5
Coverage + field of vision						
Impacts/Extra point		2		2		2
Impact High/Low		2		2		2
Rotation		2		2		2
Detaching	1		1		1	
Ret. Syst. (*)						
Projection/Surface			1			
Rigidity		2		2		2
Keeping sample						1
Other samples requested by OMEGA						
TOTAL SAMPLES TO SEND TO OMEGA (including some margin samples)	1	13	4	14	1	14

1. SAMPLES WITH THE REFLECTIVE BANDS



Туре	МОТО	7,5
Date of Release:	04/03/2021	VCA Job number : MAW523404
Released by:	Adolfo Garlando	By the customer : Pieter-André Keevy
	Gebieto Blogs	Melecy
		0

QUALIFICATION OF PRODUCTION	xs	S	М	L	XL	XXL	
	54	56	58	60	61	63-64	
Shell	S-S	Shell	M-S	Shell	LS	ihell	
EPS	;	S	1	N		L	
Impacts		20		20		20	
Detaching	10		10		10		
Ret. Syst.							
Projection							
Rigidity							
Others	1		-			1	
Other samples requested by OMEGA							GRAND TOTAL
TOTAL SAMPLES TO SEND TO OMEGA (including some margin samples)	11	20	10	20	10	31	102

1. TO BE CONFIRMED AFTER HOMOLOGATION 2. SAMPLES WITH THE REFLECTIVE BANDS

Must be the same as in production, including all labelling and marking KEEPING SAMPLES



Omega	VCA Declaration of Proper	Annex 1	Pov
	<u>Procedures</u>	Alliex 4	ĸev.

1

VCA JOB NUMER:	MAW523404
MANUFACTURER:	LEATT
TYPE:	MOTO 7.5

The undersigned confirms that the tests conducted under the above job number have been carried out in accordance with the requirements of the specified Regulation/Directive and the Licence between OMEGA S.R.L. and VCA relating to type approval testing.

The undersigned has not been involved in any design nor development work on the products to be approved nor, any related product.

SIGNED:

NAME (in capitals): J.P. CUESTA RUIZ DATE: <u>28th June 2021</u>

