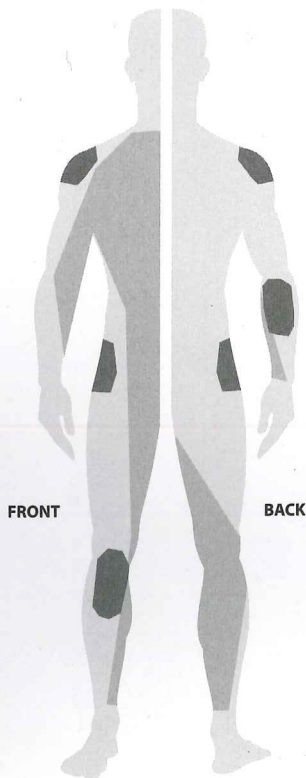


NEW CE STANDARD TESTING ZONES



ZONE 1



ZONE 2



ZONE 3

USING THIS GARMENT FOR THE FIRST TIME

In order to benefit fully from the protection offered by these garments, you should ensure that it fits according to the following criteria:

JEANS / TROUSERS / LEGGINGS

- That the main fly zip closure is securely fastened.
- That the leg length are covering your ankles and your skin is not exposed (It should not be possible to pull the ankles by more than 10 (ten) centimetres. A greater movement may expose skin to abrasion in an accident. If it is not possible to obtain a secure fit, an alternative size may be required.
- That no discomfort is caused by the garment when in the normal, usual riding position adopted by the wearer, and that you are able to easily reach and operate the controls of your motorcycle. (Please note, however, that you should allow at least 10 hours of regular wear for the trousers to "break in" and become fully comfortable, and this should be taken into account when first assessing the fit of your motorcyclists' PPE.)
- There should not be additional, excessive surplus of material - the garment fitting snugly yet comfortably.
- Make sure that the impact protectors are fitting in the correct place. i.e. Knee protectors should be covering your knee.

SHIRTS / JACKETS / HOODIES

- That the main body zip closure is securely fastened.
- The adjustable strap system of the garment when available must be adjusted so that the garment is at the closest of the body without hindering or restricting movements. All tightening systems should be locked or closed when riding. While using tightening systems make sure that an excessive tightening of straps and adjustment systems does not interfere with or cut the blood circulation or does not restrict movement. If it is not possible to obtain a secure fit, an alternative size may be required.
- That no discomfort is caused by the garment when in the normal, usual riding position adopted by the wearer, and that you are able to easily reach and operate the controls of your motorcycle. (Please note, however, that you should allow at least 10 hours of regular wear for the Jackets to "break in" and become fully comfortable, and this should be taken into account when first assessing the fit of your motorcyclists' PPE.)
- There should not be additional, excessive surplus of material - the garment fitting snugly yet comfortably over the clothing normally chosen for wear under motorcycling PPE. This would normally be one or two thin, insulating or perspiration-wicking layers as required.
- Make sure that the impact protectors are fitting in the correct place. i.e. elbow protectors should be covering your elbow.

IMPACT PROTECTORS

All impact protectors present in a garment whether mandatory or optional shall meet at least the Level 1 requirements according to the EN1621 series of standards listed in the below table.

GARMENT CONSTRUCTION

This garment is constructed from materials which are abrasion, tear and burst resistant. No substances known to be harmful to human health have been used in the construction of this garment.

PROTECTION PROVIDED BY THIS GARMENT

This clothing is designed to combat the hazards encountered during normal riding on a motorcycle and when the rider is involved in a road traffic accident. The clothing is designed and constructed so that it should remain in place on the wearer, and reasonably intact on impact with the road surface; thus it should usually prevent any skin contact with the road and therefore minimise mechanical impact injuries to the rider. This clothing cannot provide protection from more serious injuries, although it may assist in reducing the severity of some such injuries.

Hazards against which some protection is provided

- Reduction in the severity of contusions and fractures, with the prevention of some fractures and joint damage.
- Prevention of most laceration and abrasion injuries that occur when a rider slides on the road surface after falling off.
- Reduction in the severity (or prevention) of muscle stripping and de-gloving injuries to the lower leg.
- Likely prevention of contamination of open fractures by road dirt.

Hazards against which this garment cannot provide protection

- Massive penetrating injuries on parts of the body.
- High energy impacts on the chest or abdomen, and severe bending forces such as when the torso impacts may be against soft or hard ground, or objects such as trees, vehicles, posts or rails
- Severe bending, crushing and tensional forces which occur if the leg becomes trapped between the motorcycle and another vehicle.
- Strikes against stationary objects.

Whilst certain types and levels of accident protection can be provided by clothing, protection against all hazards is IMPOSSIBLE.

Note: The degree of risk or hazard that a motorcyclist will face is closely linked to the type of riding and the nature of the accident. Riders are cautioned to carefully choose motorcyclists' protective garments that match their riding activity and risks. Other garments or garment combinations certified according to the series of standards EN 17092 Parts 1 to 6:2020 may provide more appropriate protection than this garment but there may be weight or ergonomic (e.g. range of motion restrictions) or heat stress penalties associated with their use, that may be unacceptable for some riders. So far as possible, design and construction to prevent road impact injury takes precedence over other requirements, unless this would, in itself, lead to an increased risk of an accident.

Performance levels defined in European Standard EN 17092-1:2020 defines five classifications of motorcyclists' clothing:

- **EN 17092-2:2020 — Class AAA garments.** The highest level of protection, against the highest level of risks. Some common examples are: one-piece or two-piece suits. These garments are likely to have severe and limiting ergonomic, weight and thermal penalties, which some riders will not find acceptable for their specific riding activities.
- **EN 17092-3:2020 — Class AA garments.** The second highest level of protection, against the risks of the greatest diversity of riding activities. Some common examples are: garments designed to be worn by themselves or to be worn over other clothing. These garments are expected to have lower ergonomic and weight penalties than Class AAA garments and some riders will not find these penalties acceptable for their specific riding activities.
- **EN 17092-4:2020 — Class A garments.** The third highest level of protection. Some common examples are: garments, designed to be worn by them self or to be worn over other clothing by riders in extremely hot environments. Class A garments are expected to have the least ergonomic and weight penalties.
- **EN 17092-5:2020 — Class B garments.** This class is for specialized garments, designed to provide the equivalent abrasion protection of Class A garments but without the inclusion of impact protectors. Some common examples are: modular garments suitable to be combined with other garments providing impact protection. Class B garments do not offer impact protection and it is recommended that they be worn with, at least, EN 1621-1 shoulder and elbow impact protectors, in the case of a jacket, or EN 1621-1 knee impact protectors, in the case of trousers, installed in the garment, if it is designed to accept them or in another form, in order to offer complete minimum protection.
- **EN 17092-6:2020 — Class C garments.** This class is for specialized non-shell garments, designed only to hold one or more impact protectors in place, either as an undergarment or as an over-garment. Class C garments are designed to provide impact protection for areas covered by the impact protector(s) and they do not offer complete minimum abrasion and impact protection.

Please refer to each garment's Label to find out which of the EN 17092-1:2020 Classification the product conforms to and the level of protection offered. Each garment will also have additional hangtags clearly outlining the impact protectors used within that product.

The Declaration of Conformity for the products can be viewed at
www.bikeweardirect.co.uk/pages/declaration-of-conformity

This garment is in accordance with the requirements of the EU Regulation 2016/425 & Regulation 2016/425 on personal protective equipment, as amended to apply in GB. This garment is an item of Motorcyclists' Personal Protective Equipment (PPE) and conforms to the technical specification "EN 17092-1:2020 – Protective garments for motorcycle riders" which has been deemed to satisfy the Basic Health and Safety requirements of the PPE Regulation 2016/425. EU type examination has been conducted and certification issued by **INTERTEK ITALIA SpA, Via Miglioli, 2/A, Cernusco sul Naviglio (MI), Italy (NB 2575)**. UKCA type examination has been carried out by **ITS Testing Services UK Ltd, Centre Court, Meridian Business Park, Leicester, LE19 1WD, United Kingdom (AB 0362)**.

TEXPEED

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