



THE UNITED KINGDOM VEHICLE APPROVAL AUTHORITY


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/~~ APPROVAL WITHDRAWN 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



Approval No: E11\*22R06/00\*0711\*01

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

1. Trade mark: LEATT
2. Type: MOTO 9.5
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. Helmet ~~without lower face cover (J) / with protective lower face cover (P) / with non protective lower face cover (NP)~~<sup>(4)</sup> / ~~with detachable or movable lower face cover (P/J)~~
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 14 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 26 May 2021
15. Number of report issued by that service: As before and MAW523400
16. Comments: None
17. Approval ~~GRANTED / EXTENDED / REFUSED / WITHDRAWN~~<sup>(1)</sup>
18. Place: BRISTOL
19. Date: 02 AUGUST 2021
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



Vehicle  
Certification  
Agency

THE UNITED KINGDOM VEHICLE APPROVAL AUTHORITY

APPROVAL NUMBER: E11\*22R06/00\*0711\*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    May                    2021**

Total number of sheets: 11 (Eleven)

Reasons for Revision:        See approval certificate

MAW523400

Revision Date  
&  
Office Stamp



LEATT CORPORATION  
TECHNICAL FILE 171  
REVISION 01  
PERSONAL PROTECTIVE EQUIPMENT  
HELMET LEATT MOTO 9.5



Helmet Leatt® MOTO 9.5 Composite

Prepared by Leatt®-Lab  
January 2020

R&D Department

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Document No: TF 171  
Revision 01

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### ANNEXURE A - MANUFACTURER'S INFORMATION

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Document Change Log

**GENERAL INFORMATION**

- 1. File Number:** 2020 **TF 171 Revision Status:** R 01 **Date:** 21<sup>st</sup> January
- 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. Company representative**  
not 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. Type**  
**MOTO 9.5**

**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 Administration.

## PRODUCT INFORMATION

### 7.1 Parts list

See Annexure B

### 7.2 Product Pictures

Examples of the Helmet MOTO 9.5



### 7.3 Product Description (base model)

The Leatt MOTO 9.5 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:

- Carbon shell in three sizes
- Brain injury reduction technology
- Reduces forces associated with concussion
- Pro-Fit elastic comfort liner that shapes to your head
- 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
- X-Static® Inner liner is washable, breathable and has moisture wicking anti-odor fabric
- 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 1195 ± 50g

#### 7.3.1 Product Description (variant models)

None at present.



## 7.4 Shell Materials

Composite Fibres

## 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  $\pm 50\text{g}$

Sizes	Weight [g]
Adult XS / S	1195
Adult M	1250
Adult L	1295
Adult XL / XXL	1395

## 8. Helmet Drawings and General assembly of product

General dimensions:

Size	Shell			EPS		
	Width	Length	Height	Width	Length	Height
<b>XS / S</b>	268	361	309	260	294	276
<b>M/L</b>	260	350	300	256	287	270
<b>XL/XXL</b>	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		
Adult M (Medium)	57-58cm	Medium	Medium
Adult L (Large)	59-60cm		
Adult XL (Extra Large)	61-62cm	Large	Large
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 8.5");
- 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:

- “9.5 & 8.5 2020-02-12\_Revised DOT & Size labels”
- “GPX7.5-8.5-9.5-warning-label\_03”
- “Cheek-pad-labels\_003”
- 2021 Helmet Packaging V11 CTP 674-19”

# **Technical File for EC Type-Examination**

**Leatt® Corporation**

**PERSONAL PROTECTIVE EQUIPMENT**  
*Helmet MOTO 9.5*

## **ANNEXURE A**

### **MANUFACTURER'S INFORMATION**

See following enclosures for the Manufacturer's information:

- "Owner's Manual"

## **Technical File for EC Type-Examination**

**Leatt® Corporation**

### **PERSONAL PROTECTIVE EQUIPMENT** *Helmet MOTO 9.5*

#### **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\_8.5 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 9.5

Rev Number	Date	Page#, Section	Reason for Change
01	21-January-2020	All pages	Preliminary Draft for comment
02	10-April-2021	All pages	Updated to 22.06

Name: Pieter-André Keevy  
Position: Biomedical Engineer  
Signature:



## QUALIFICATION TESTING

### UNECE n°22 Series 06

Job Number	[MAV523400]		
Report	Code:	MOTO 9.5 Qualification E0626052021	
	Date:	26 May 2021	
Manufacturer	Name:	Leatt® Corporation (South Africa)	
	Address:	No. 12 Kiepersol Crescent Atlas Gardens Durbanville 7550 Cape Town Republic of South Africa	
Representative	N/AP		
Sample	Helmet model:	MOTO 9.5	
	Approval n°:	22R-060711	
	Stickers from n°:	1	to n°: 3200 Batch n°:0
	Arrival date:	21/05/2021	Testing date: 25/05/2021
Test Site	[OMEGA CHINA] / [OMEGA ITALY] <sup>(1)</sup>		

(1) DELETE out what does not apply

#### Essential Technical Data

SIZE RANGE	XS 54 to XXL 63	
SHELL MATERIAL	COMPOSITE	
WEIGHT	1430±50 [gr](XL-XXL)-1340±50 [gr](L)	
RETENTION SYSTEM	1305±50 [gr](M) -1250± 50 [gr](XS-S)	
REFLECTIVE BANDS	Yes/No	
ENVIRONMENTAL CONDITIONS	Temperature [°C]	[21.2]

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

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

Job Number: [MAV523400]

This report concerns only the tested samples and it cannot be partially reproduced without prior written permission from OMEGA

ITALY: Strada Comunale Savonesa n.9 / 15057 Tortona (AL) / Italy / Tel. 0039-0131-860220 / VAT 01828300069

CHINA: Room 103, No.455-3, Second Ring South Road | Tong'an District, Xiamen, Fujian, 361100 | China



M82 rev.0 11112020



02/13 Aug-21

The helmets 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	

**SHOCK ABSORPTION TESTS**

Ref. 7.3

Group n°1		XXL (63)			
Head-form: "62"		Impact Point: "B"		Anvil:	KERB
Sticker n°	Helmet Internal Id	Cond. [°C]	Speed 7.65÷7.5 [m/s]	HIC ≤ 2400	Deceleration ≤ 275 [g]
161	20-1529	AMB	7.55	1023	138
162	20-1530		7.52	995	156
163	20-1531		7.50	1057	147
164	20-1532		7.50	1054	144
165	20-1533		7.50	1065	142
166	20-1534		7.54	1072	146
167	20-1535		7.55	1055	161
168	20-1536		7.52	910	156
169	20-1537		7.53	932	133
170	20-1538		7.55	1108	138
Mean of the value		$g_m = \sum g_i / 10$			146
Standard deviation		$S = [\sum (g_i - g_m)^2 / 9]^{1/2}$			9
Condition		$g_m + 2.4 \cdot S \leq 275$			168

Job Number: [MAV523400]

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CHINA: Room 103, No.455-3, Second Ring South Road | Tong'an District, Xiamen, Fujian, 361100 | China



M82 rev.0 11112020



02/13 Aug-21



Group n°1		XXL (63)			
Head-form: "62"		Impact Point: "X"		Anvil:	KERB
Sticker n°	Helmet Internal Id	Cond. [°C]	Speed 7.65÷7.5 [m/s]	HIC ≤ 2400	Deceleration ≤ 275 [g]
161	20-1529	AMB	7.51	1387	227
162	20-1530		7.53	1300	201
163	20-1531		7.55	1355	223
164	20-1532		7.50	1100	180
165	20-1533		7.50	1390	208
166	20-1534		7.53	1236	177
167	20-1535		7.51	1187	186
168	20-1536		7.51	1192	233
169	20-1537		7.53	1364	222
170	20-1538		7.56	1362	209
Mean of the value $g_m = \sum g_i / 10$					207
Standard deviation $S = [\sum (g_i - g_m)^2 / 9]^{1/2}$					20
Condition $g_m + 2.4 \cdot S \leq 275$					255


Group n°2		XXL (63)			
Head-form: "62"		Impact Point: "P"		Anvil:	FLAT
Sticker n°	Helmet Internal Id	Cond. [°C]	Speed 7.65÷7.5 [m/s]	HIC ≤ 2400	Deceleration ≤ 275 [g]
171	20-1539	-20	7.51	1213	172
172	20-1540		7.53	1184	158
173	20-1541		7.53	1198	162
174	20-1542		7.50	1236	172
175	20-1543		7.50	1261	191
176	20-1544		7.50	1326	179
177	20-1545		7.50	1137	158
178	20-1546		7.53	1259	196
179	20-1547		7.50	1176	183
180	20-1548		7.50	1144	188
Mean of the value $g_m = \sum g_i / 10$					176
Standard deviation $S = [\sum (g_i - g_m)^2 / 9]^{1/2}$					14
Condition $g_m + 2.4 \cdot S \leq 275$					209

Group n°2		XXL (63)			
Head-form: “62”		Impact Point: “R”		Anvil:	FLAT
Sticker n°	Helmet Internal Id	Cond. [°C]	Speed 7.65÷7.5 [m/s]	HIC ≤ 2400	Deceleration ≤ 275 [g]
171	20-1539	-20	7.53	1582	182
172	20-1540		7.47	1699	191
173	20-1541		7.49	1776	200
174	20-1542		7.51	1571	182
175	20-1543		7.55	1833	180
176	20-1544		7.53	1720	179
177	20-1545		7.53	1611	182
178	20-1546		7.51	1915	201
179	20-1547		7.57	1901	191
180	20-1548		7.51	1677	185
Mean of the value $g_m = \sum g_i / 10$					187
Standard deviation $S = \left[ \sum (g_i - g_m)^2 / 9 \right]^{\frac{1}{2}}$					8
Condition $g_m + 2.4 \cdot S \leq 275$					207


Group n°2		XXL (63-64)			
Head-form: "62"		Impact Point: "S"		Anvil:	FLAT
Sticker n°	Helmet Internal Id	Cond. [°C]	Speed 6.15÷6.0 [m/s]	HIC ≤ 2400	Deceleration ≤ 275 [g]
1491	21-0401	-10	6,05	375	113
1492	21-0402		6,04	445	118
1493	21-0403		6,05	236	92
1494	21-0404		6,04	439	110
1495	21-0405		6,02	395	118
1496	21-0406		6,02	388	105
1497	21-0407		6,02	375	111
1498	21-0408		6,05	480	132
1499	21-0409		6,08	451	124
1500	21-0410		6,05	424	122
Mean of the value				$g_m = \sum g_i / 10$	115
Standard deviation				$S = [\sum (g_i - g_m)^2 / 9]^{1/2}$	11
Condition				$g_m + 2.4 \cdot S \leq 275$	141



Group n°3		L (59-60)				
Head-form: “60”		Impact Point: “B”		Anvil:	KERB	
Sticker n°	Helmet Internal Id	Cond. [°C]	Speed 7.65÷7.5 [m/s]	HIC ≤ 2400	Deceleration ≤ 275 [g]	
181	20-1549	+50	7.50	701	131	
182	20-1550		7.52	744	124	
183	20-1551		7.57	884	135	
184	20-1552		7.57	747	128	
185	20-1553		7.51	773	135	
186	20-1554		7.49	868	134	
187	20-1555		7.48	828	134	
188	20-1556		7.56	817	124	
189	20-1557		7.53	747	130	
190	20-1558		7.55	715	121	
Mean of the value					$g_m = \sum g_i / 10$	130
Standard deviation					$S = \left[ \sum (g_i - g_m)^2 / 9 \right]^{1/2}$	5
Condition					$g_m + 2.4 \cdot S \leq 275$	142

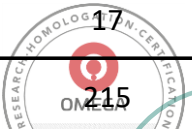
Group n°3		L (59-60)			
Head-form: "60"		Impact Point: "X"		Anvil:	KERB
Sticker n°	Helmet Internal Id	Cond. [°C]	Speed 7.65÷7.5 [m/s]	HIC ≤ 2400	Deceleration ≤ 275 [g]
181	20-1549	AMB	7.55	1188	189
182	20-1550		7.53	1281	190
183	20-1551		7.52	1033	199
184	20-1552		7.48	1048	217
185	20-1553		7.51	1297	208
186	20-1554		7.49	1081	213
187	20-1555		7.56	1242	198
188	20-1556		7.57	1074	183
189	20-1557		7.54	1148	206
190	20-1558		7.48	1126	172
Mean of the value				$g_m = \sum g_i / 10$	198
Standard deviation				$S = \left[ \sum (g_i - g_m)^2 / 9 \right]^{1/2}$	14
Condition				$g_m + 2.4 \cdot S \leq 275$	

Group n°4		L (59-60)			
Head-form: “60”		Impact Point: “P”		Anvil:	FLAT
Sticker n°	Helmet Internal Id	Cond. [°C]	Speed 7.65÷7.5 [m/s]	HIC ≤ 2400	Deceleration ≤ 275 [g]
191	20-1559	-20	7.50	1234	153
192	20-1560		7.51	1232	153
193	20-1561		7.53	1121	158
194	20-1562		7.49	1187	161
195	20-1563		7.49	1035	152
196	20-1564		7.50	1016	161
197	20-1565		7.51	1181	148
198	20-1566		7.52	1260	158
199	20-1567		7.53	1325	161
200	20-1568		7.55	1061	159
Mean of the value $g_m = \sum g_i / 10$					156
Standard deviation $S = [\sum (g_i - g_m)^2 / 9]^{1/2}$					5
Condition $g_m + 2.4 \cdot S \leq 275$					167

Group n°4		L (59-60)			
Head-form: "60"		Impact Point: "R"		Anvil:	FLAT
Sticker n°	Helmet Internal Id	Cond. [°C]	Speed 7.65÷7.5 [m/s]	HIC ≤ 2400	Deceleration ≤ 275 [g]
191	20-1559	-10	7.52	1088	144
192	20-1560		7.49	1196	150
193	20-1561		7.51	979	155
194	20-1562		7.50	1086	144
195	20-1563		7.50	1036	147
196	20-1564		7.50	1155	139
197	20-1565		7.55	1105	160
198	20-1566		7.54	1150	142
199	20-1567		7.51	1122	154
200	20-1568		7.55	997	149
Mean of the value				$g_m = \sum g_i / 10$	148
Standard deviation				$S = [\sum (g_i - g_m)^2 / 9]^{1/2}$	7
Condition				$g_m + 2.4 \cdot S \leq 275$	

Group n°4		L (59-60)			
Head-form: "60"		Impact Point: "S"		Anvil:	FLAT
Sticker n°	Helmet Internal Id	Cond. [°C]	Speed 6.15÷6.0 [m/s]	HIC ≤ 2400	Deceleration ≤ 275 [g]
1501	21-0411	-10	6,08	477	121
1502	21-0412		6,04	365	126
1503	21-0413		6,08	421	131
1504	21-0414		6,05	419	138
1505	21-0415		6,07	444	141
1506	21-0416		6,02	359	123
1507	21-0417		6,08	398	103
1508	21-0418		6,08	264	80
1509	21-0419		6,02	421	133
1510	21-0420		6,1	401	126
Mean of the value $g_m = \sum g_i / 10$					122
Standard deviation $S = [\sum (g_i - g_m)^2 / 9]^{1/2}$					18
Condition $g_m + 2.4 \cdot S \leq 275$					166

Group n°5		S (55-56)			
Head-form: "54"		Impact Point: "B"		Anvil:	KERB
Sticker n°	Helmet Internal Id	Cond. [°C]	Speed 7.65÷7.5 [m/s]	HIC ≤ 2400	Deceleration ≤ 275 [g]
201	20-1569	+50	7.58	1307	183
202	20-1570		7.54	1247	154
203	20-1571		7.56	1278	194
204	20-1572		7.53	1354	179
205	20-1573		7.53	1285	153
206	20-1574		7.56	1420	158
207	20-1575		7.54	1392	188
208	20-1576		7.55	1467	195
209	20-1577		7.48	1317	158
210	20-1578		7.57	1252	182
Mean of the value $g_m = \sum g_i / 10$					174
Standard deviation $S = [\sum (g_i - g_m)^2 / 9]^{1/2}$					215
Condition $g_m + 2.4 \cdot S \leq 275$					174



RESEARCH HOMOLOGATION  
ONCE



Group n°5		S (55-56)			
Head-form: “54”		Impact Point: “X”		Anvil:	KERB
Sticker n°	Helmet Internal Id	Cond. [°C]	Speed 7.65÷7.5 [m/s]	HIC ≤ 2400	Deceleration ≤ 275 [g]
201	20-1569	+50	7.51	2121	204
202	20-1570		7.52	1850	203
203	20-1571		7.53	1971	202
204	20-1572		7.53	2108	224
205	20-1573		7.53	1964	217
206	20-1574		7.56	1774	223
207	20-1575		7.51	1919	210
208	20-1576		7.49	2017	203
209	20-1577		7.51	1960	201
210	20-1578		7.52	1988	207
Mean of the value $g_m = \sum g_i / 10$					209
Standard deviation $S = \left[ \sum (g_i - g_m)^2 / 9 \right]^{1/2}$					9
Condition $g_m + 2.4 \cdot S \leq 275$					231

Group n°6		S (55-56)			
Head-form: "54"		Impact Point: "P"		Anvil:	FLAT
Sticker n°	Helmet Internal Id	Cond. [°C]	Speed 7.65÷7.5 [m/s]	HIC ≤ 2400	Deceleration ≤ 275 [g]
211	20-1579	-20	7.51	1632	179
212	20-1580		7.50	1666	206
213	20-1581		7.54	1618	189
214	20-1582		7.50	1462	192
215	20-1583		7.50	1570	212
216	20-1584		7.52	1553	176
217	20-1585		7.61	1489	205
218	20-1586		7.52	1565	182
219	20-1587		7.54	1672	174
220	20-1588		7.55	1510	207
Mean of the value $g_m = \sum g_i / 10$					192
Standard deviation $S = [\sum (g_i - g_m)^2 / 9]^{1/2}$					14
Condition $g_m + 2.4 \cdot S \leq 275$					227

Group n°6		S (55-56)			
Head-form: “54”		Impact Point: “R”		Anvil:	FLAT
Sticker n°	Helmet Internal Id	Cond. [°C]	Speed 7.65÷7.5 [m/s]	HIC ≤ 2400	Deceleration ≤ 275 [g]
211	20-1579	-10	7.52	1708	166
212	20-1580		7.49	1669	187
213	20-1581		7.53	1707	186
214	20-1582		7.48	1641	170
215	20-1583		7.53	1652	166
216	20-1584		7.52	1616	187
217	20-1585		7.61	1473	162
218	20-1586		7.51	1631	169
219	20-1587		7.54	1595	183
220	20-1588		7.55	1612	193
Mean of the value $g_m = \sum g_i / 10$					177
Standard deviation $S = \left[ \sum (g_i - g_m)^2 / 9 \right]^{1/2}$					11
Condition $g_m + 2.4 \cdot S \leq 275$					204

Group n°6		S (55-56)			
Head-form: "54"		Impact Point: "S"		Anvil:	FLAT
Sticker n°	Helmet Internal Id	Cond. [°C]	Speed 6.15÷6.0 [m/s]	HIC ≤ 2400	Deceleration ≤ 275 [g]
1511	21-0421	-10	6,05	324	89
1512	21-0422		6,07	284	83
1513	21-0423		6,07	313	100
1514	21-0424		6,05	162	64
1515	21-0425		6,02	261	79
1516	21-0426		6,04	258	69
1517	21-0427		6,05	153	71
1518	21-0428		6,04	229	81
1519	21-0429		6,05	183	76
1520	21-0430		6,07	231	74
Mean of the value				$g_m = \sum g_i / 10$	79
Standard deviation				$S = \left[ \sum (g_i - g_m)^2 / 9 \right]^{1/2}$	10
Condition				$g_m + 2.4 \cdot S \leq 275$	104



Group n°7			XL (61-62)		
Head-form: “62”		Description: [DD]			
Sticker n°	Helmet Internal Id	Cond. [°C]		Dynamic Ext. ≤ 35 [mm]	Residual Ext. ≤ 25 [mm]
1521	21-0441	AMB		30	14,7
1522	21-0442			27,6	11,5
1523	21-0443			28,2	12
1524	21-0444			25,7	9,5
1525	21-0445			30,6	15,4
1526	21-0446			27,3	11,5
1527	21-0447			29,2	12,3
1528	21-0448			28	12,7
1529	21-0449			28,1	11,9
1530	21-0450			26,2	10,2
Mean of the value				$Xm$	28
Standard deviation			$S$	2	2
Condition			$Xm + 2,4 \cdot S$	32	16

Group n°8			M (57-58)			
Head-form: "57"		Description: [DD]				
Sticker n°	Helmet Internal Id	Cond. [°C]		Dynamic Ext. ≤ 35 [mm]	Residual Ext. ≤ 25 [mm]	
1531	21-0431	22		26,9	7,6	
1532	21-0432			28,8	7,4	
1533	21-0433			22,7	12,3	
1534	21-0434			28,9	9,6	
1535	21-0435			26,5	8,4	
1536	21-0436			28,6	9,6	
1537	21-0437			28,4	10,6	
1538	21-0438			27,5	10	
1539	21-0439			28,3	10,1	
1540	21-0440			29,6	11,8	
Mean of the value				$X_m$	28	10
Standard deviation				$S$	2	2
Condition			$X_m + 2,4 \cdot S$	32	14	

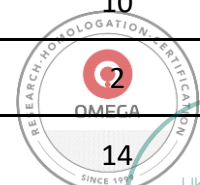
Job Number: [MAV523400]

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0210/13g-21



**Group n°9**
**XS (53-54)**
**Head-form: "54"**
**Description: [DD]**

Sticker n°	Helmet Internal Id	Cond. [°C]		Dynamic Ext. ≤ 35 [mm]	Residual Ext. ≤ 25 [mm]	
272	20-1589	22		28	18	
273	20-1590			29	17	
274	20-1591			27	17	
275	20-1592			28	16	
276	20-1593			29	16	
277	20-1594			30	17	
278	20-1595			30	18	
279	20-1596			28	17	
280	20-1597			30	18	
281	20-1598			28	18	
Mean of the value				$X_m$	29	17
Standard deviation				$S$	1	1
Condition			$X_m + 2,4 \cdot S$	31	19	

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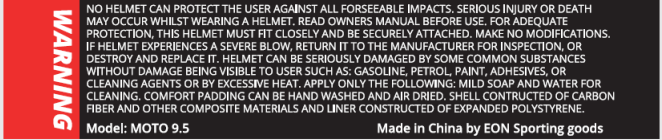
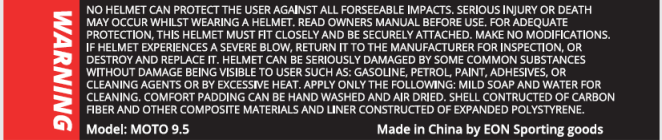
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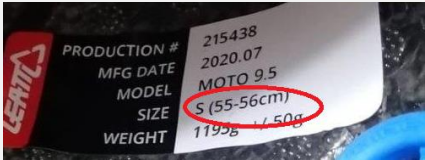
M82 rev.0 11112020

0214/13g-21

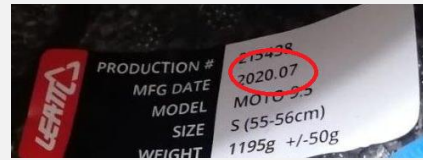
**LABELLING**

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"	
	if fitted with a non-protective lower face cover: "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.	<b>NOT APPLICABLE</b>
14.2	specific warning in the above-mentioned label: " 'Warning' - Do not apply paint, stickers, petrol or other solvents to this helmet".	
14.4	bears a label showing the type or types of visor that have been approved at the manufacturer's request.	<b>NOT APPLICABLE</b>

**MARKING**

Ref.	Requirement	Description or image
	Method of Marking to the helmet	
4.1.1	the applicant's trade name or mark,	
	an indication of the size (in letter and cm)	

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.

NOT APPLICABLE

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

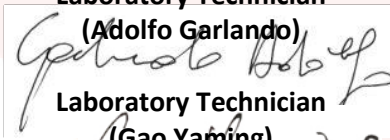


- ANNEX 2A The approval number and the production serial number shall be placed close to the circle and either above or below the letter "E" or to the left or right of that letter.

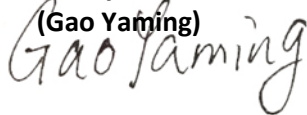


**THE SAMPLES TESTED MEET THE REQUIREMENTS OF THE REFERENCE NORM**

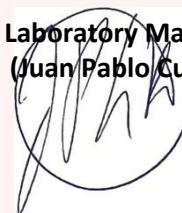
Laboratory Technician  
(Adolfo Garlando)



Laboratory Technician  
(Gao Yaming)



Laboratory Manager  
(Juan Pablo Cuesta)



**END OF REPORT**

Job Number: [MAV523400]

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M82 rev.0 11112020



0213/13g-21

## Extension TESTING UNECE n°22 Series 06

<b>Job Number</b>	[MAV523400]	
<b>Report</b>	Code:	MOTO 9.5 Extension E06 20052021
	Date:	20 May 2021
<b>Manufacturer</b>	Name:	Leatt® Corporation (South Africa)
	Address:	No. 12 Kiepersol Crescent Atlas Gardens Durbanville 7550 Cape Town Republic of South Africa
<b>Representative</b>	N/AP	
<b>Sample</b>	Helmet model:	MOTO 9.5
	Approval n°:	
	Stickers from n°:	to n°: Batch n°:
	Arrival date:	14/05/2021 Testing date: 18/05/2021
<b>Test Site</b>	[OMEGA CHINA] / [OMEGA ITALY]	

### Essential Technical Data

SIZE RANGE	XS 54 to XXL 63	
SHELL MATERIAL	COMPOSITE	
WEIGHT	1430±50 [gr](XL-XXL)- 1340±50 [gr](L)	
RETENTION SYSTEM	1305±50 [gr](M) -1250± 50 [gr](XS-S)	
REFLECTIVE BANDS	Yes	
ENVIRONMENTAL CONDITIONS	Temperature [°C]	[22]

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: Freezer	L10 (Hototech)	[20 December 2021]

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

Job Number: [MAV523400]

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## HELMET IMAGES

*Front*



*Side 1*



*Side 2*



*Rear*



Job Number: [MAW523400]

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02/10/2021

**GENERAL SPECIFICATION TEST**
**SIZES XS (53-54) S (55-56) M (57- 58) L (59-60) XL (61-62)-XXL (63)**

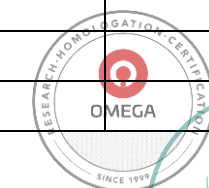
Reference	General Specification		Result	
			Pass (or N/A)	Fail
6.1	Hard shell		X	
6.1	Impact absorption system (see test data in this report)		X	
6.1	Retention system		X	
6.2.2	Marked "Does not protect chin from impacts" (if applicable)		N/AP	
6.4.1	Extent of protection		X	
6.4.2	Nape cylinder		X	
6.4.3	Protective padding		X	
6.5	Outer round surface – Auditive faculties		X	
6.6	Projections ( $\geq 2$ mm)		X	
6.7	External Projections ( $h \leq 2$ mm – $r \geq 1$ mm) ; ( $h \geq 2$ mm – $r \geq 2$ mm)		X	
6.8	Helmet interior		X	
6.9	Assembly		X	
6.10	Chin strap abrasion		X	
6.11 - 6.11.1	Retention system – Chin strap width ( $\geq 20$ mm)		X	
6.11.2	Under-chin		X	
6.11.3	Chin strap regulation system		X	
6.11.4	Rigid parts		X	
6.11.5	Buckle – "Double D" or "Roller buckle"		X	
6.11.6	Pulling flap (red 10 x 20mm)		X	
6.11.7	Quick release (general requirement)		N/AP	
6.11.8	Quick release (tests par. 7.3, 7.6, 7.7)		N/AP	
6.11.9	Wrong buckle use		N/AP	
6.12	P/J helmets: device that maintains the intended position even during the complete series of impacts and retention (detaching) test (red)		N/AP	
6.13	Material properties (manufacturer declaration)		X	
6.14	Helmet breaking		X	
6.15, 6.15.3.1 6.15.3.2 6.15.3.3	Peripheral vision:	Lateral visual clearance 105°	X	
		Upward visual clearance 7°	X	
		Downward visual clearance 45°	X	
6.18.2 to 6.18.6	Reflective parts (see test reports)		X	

Job Number: [MAW523400]

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03/10-21



**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+H <sub>2</sub> O	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
Bric for Rotational	High Speed ≤ 2880 Low Speed ≤ 1300 Rotational 0.78
Deceleration	≤ 275 g Low Speed ≤ 180 g Rotational ≤ 10400 rad/s <sup>2</sup>

Job Number: [MAW523400]

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02 Aug-21

**IMPACT ABSORPTION TESTS, EXTRA POINTS**

Ref. 7.3 &amp; 7.3.4.2.1

**Helmet size XXL (63)**

Sticker n°	Internal Id	H.F. Size	Impact point	Anvil	Cond. [°C]	Speed [m/s]	Deceleration ≤ 275 [g]	HIC ≤ 2400
-	21-0407	62	BXL	KERB	AMB	7.49	117	608
			BXR	KERB		7.53	114	771
			RXL	KERB		7.49	140	1063
			RXR	KERB		7.49	139	900
-	21-0409	62	BP	FLAT	AMB	7.51	183	1461
			XPL	FLAT		7.51	221	2059
			XPR	FLAT		7.51	195	1717
			RP	FLAT		7.49	220	2277

**Helmet size L (59-60)**

Sticker n°	Internal Id	H.F. Size	Impact point	Anvil	Cond. [°C]	Speed [m/s]	Deceleration ≤ 275 [g]	HIC ≤ 2400
-	21-0415	60	BXL	KERB	AMB	7.49	110	690
			BXR	KERB		7.49	121	791
			RXL	KERB		7.49	130	990
			RXR	KERB		7.53	146	946
-	21-0416	60	BP	FLAT	AMB	7.49	142	1105
			XPL	FLAT		7.49	203	1749
			XPR	FLAT		7.51	185	1529
			RP	FLAT		7.53	191	1818

**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
-	21-0425	54	BP	FLAT	AMB	7.51	200	1772
			XPL	FLAT		7.51	245	2275
			XPR	FLAT		7.49	231	1973
			RP	FLAT		7.53	226	2381
-	21-0429	54	BXL	KERB	AMB	7.51	127	820
			BXR	KERB		7.51	134	731
			RXL	KERB		7.49	156	1251
			RXR	KERB		7.49	180	1597

Job Number: [MAW523400]

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05/10/21



**HIGH ENERGY IMPACT TESTS**

Ref. 7.3 &amp; 7.3.1.4

**Helmet size XXL (63)**

Sticker n°	Internal Id	H.F. Size	Impact point	Anvil	Cond. [°C]	Speed 8.35÷8.2 [m/s]	Deceleration ≤ 275 [g]	HIC ≤ 2880
-	21-1262	62	B	FLAT	AMB	8,20	153	881
			X	FLAT		8,21	218	1469
			P	FLAT		8,20	231	2270
			R	FLAT		8,20	185	1284

**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
-	21-1263	60	B	FLAT	AMB	8,20	144	963
			X	FLAT		8,21	208	1750
			P	FLAT		8,22	193	1709
			R	FLAT		8,22	172	1304

**Helmet size S (55-56)**

Sticker n°	Internal Id	H.F. Size	Impact point	Anvil	Cond. [°C]	Speed 8.35÷8.2 [m/s]	Deceleration ≤ 275 [g]	HIC ≤ 2880
-	21-1264	54	B	FLAT	AMB	8,20	144	701
			X	FLAT		8,20	162	1130
			P	FLAT		8,22	205	1799
			R	FLAT		8,20	162	1438

Job Number: [MAW523400]

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06/10 Aug-21

**LOW ENERGY IMPACT TESTS**

Ref. 7.3 &amp; 7.3.1.4

**Helmet size XXL (63)**

Sticker n°	Internal Id	H.F. Size	Impact point	Anvil	Cond. [°C]	Speed 6.15÷6.0 [m/s]	Deceleration ≤ 180 [g]	HIC ≤ 1300
-	21-1265	62	B	FLAT	AMB	6,02	78	274
			X	FLAT		6,02	144	777
			P	FLAT		6,02	143	818
			R	FLAT		6,00	153	808

**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
-	21-1266	60	B	FLAT	AMB	6,00	89	315
			X	FLAT		6,03	133	758
			P	FLAT		6,06	157	821
			R	FLAT		6,00	128	732

**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 ≤ 275 [g]	HIC ≤ 2880
-	21-1267	54	B	FLAT	AMB	6,01	93	270
			X	FLAT		6,04	119	549
			P	FLAT		6,04	153	804
			R	FLAT		6,03	125	761

Job Number: [MAW523400]

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CHINA: Room 103, No.455-3, Second Ring South Road / Tong'an District, Xiamen, Fujian, 361100 / China



M81 rev.0 11/11/2020



02/10/2020

**OBLIQUE IMPACT TEST**

Ref. 7.13 &amp; Annex 7

**Helmet size XXL (63)**

Sticker n°	Internal Id	H.F. Size	Impact point	Anvil	Cond. [°C]	Speed 8.15÷8.0 [m/s]	PRA ≤ 10.400 [rad.s <sup>-2</sup> ]	BrIC ≤ 0,78
-	21-0974	62	45°	45°	AMB	8.03	3731	0.45
			180°	45°		8	2437	0.34
			270°	45°		8.03	3515	0.37
	21-0975	62	0°	45°	AMB	8	2844	0.42
			135°	45°		8	3113	0.40

**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 <sup>-2</sup> ]	BrIC ≤ 0,78
-	21-0976	60	45°	45°	AMB	8	2186	0.31
			180°	45°		8	2249	0.32
			270°	45°		8	2904	0.36
	21-0977	60	0°	45°	AMB	8	4019	0.43
			135°	45°		8.03	3021	0.41

**Helmet size S (55-56)**

Sticker n°	Internal Id	H.F. Size	Impact point	Anvil	Cond. [°C]	Speed 8.15÷8.0 [m/s]	PRA ≤ 10.400 [rad.s <sup>-2</sup> ]	BrIC ≤ 0,78
-	21-0978	54	45°	45°	AMB	8.03	3094	0.46
			180°	45°		8	2085	0.22
			270°	45°		8	3260	0.41
	21-0979	54	0°	45°	AMB	8.06	3400	0.51
			135°	45°		8.03	3088	0.44

Job Number: [MAW523400]

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M81 rev.0 11112020



08/10 Aug-21

**RETENTION (DETACHING) TEST - ROLL OFF**
**Ref. 7.7**

CHIN STRAP: [DD]				
Sticker n°	Helmet Internal Id	Size	Chin strap	Roll off Angle $\leq 30^\circ$
-	21-0964	XL	Reverse Position (7.7.2)	22
		XL	Roll-Off (7.7.3)	-

**RETENTION (DETACHING) TEST - ROLL OFF**
**Ref. 7.7**

CHIN STRAP: [DD]				
Sticker n°	Helmet Internal Id	Size	Chin strap	Roll off Angle $\leq 30^\circ$
-	21-0965	M	Reverse Position (7.7.2)	20
		M	Roll-Off (7.7.3)	-

**RETENTION (DETACHING) TEST - ROLL OFF**
**Ref. 7.7**

CHIN STRAP: [DD]				
Sticker n°	Helmet Internal Id	Size	Chin strap	Roll off Angle $\leq 30^\circ$
-	21-0966	S	Reverse Position (7.7.2)	22
		S	Roll-Off (7.7.3)	-

**RETENTION (DETACHING) TEST - ROLL OFF**
**Ref. 7.7**

CHIN STRAP: [DD]				
Sticker n°	Helmet Internal Id	Size	Chin strap	Roll off Angle $\leq 30^\circ$
-	21-0967	XS	Reverse Position (7.7.2)	22
		XS	Roll-Off (7.7.3)	-

Job Number: [MAW523400]

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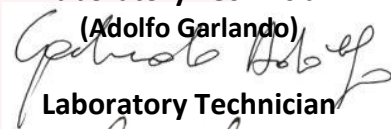
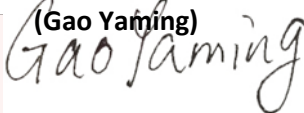
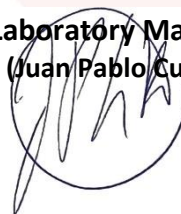
M81 rev.0 11/11/2020



09/10 Aug-21

**REFLECTIVE PARTS**

Reference	Test	Result	
		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)**Laboratory Manager**  
(Juan Pablo Cuesta)**END OF REPORT**

Job Number: [MAW523400]

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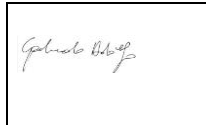
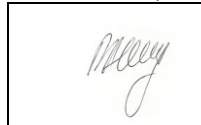
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UK  
Vehicle  
Certification  
Agency

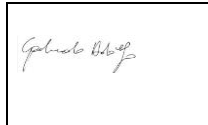
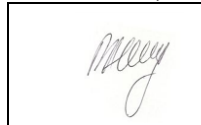
02/10/21

COMPANY **LEATT**Type **MOTO 9.5**Date of Release: **04/03/2021** VCA Job number : MAV523400Released by: **Adolfo Garlando** By the customer : **Pieter-André Keevy**



Revised:

TYPE APPROVAL	XS	S	M	L	XL	XXL	
	54	56	58	60	61	63-64	
Shell	S-Shell		M-Shell		L Shell		
EPS	S		M		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							
<b>TOTAL SAMPLES TO SEND TO OMEGA (including some margin samples)</b>	<b>1</b>	<b>13</b>	<b>4</b>	<b>14</b>	<b>1</b>	<b>14</b>	<b>GRAND TOTAL 47</b>

1. SAMPLES WITH THE REFLECTIVE BANDS

COMPANY **LEATT**Type **MOTO 9.5**Date of Release: **04/03/2021** VCA Job number : MAV523400Released by: **Adolfo Garlando** By the customer : **Pieter-André Keevy**



Revised:

QUALIFICATION OF PRODUCTION	XS	S	M	L	XL	XXL
	54	56	58	60	61	63-64
Shell	S-Shell		M-Shell		L-Shell	
EPS	S		M		L	
Impacts		20		20		20
Detaching	10		10		10	
Ret. Syst.						
Projection						
Rigidity						
Others	1					1
Other samples requested by OMEGA						
<b>TOTAL SAMPLES TO SEND TO OMEGA (including some margin samples)</b>	<b>11</b>	<b>20</b>	<b>10</b>	<b>30</b>	<b>10</b>	<b>21</b>
<b>GRAND TOTAL</b>						<b>102</b>

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

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

VCA JOB NUMER: MAW523400MANUFACTURER: LEATTTYPE: MOTO 9.5

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: 28<sup>th</sup> June 2021