



THE UNITED KINGDOM VEHICLE APPROVAL AUTHORITY

COMMUNICATION CONCERNING ~~THE APPROVAL GRANTED~~ ⁽⁴⁾/~~APPROVAL EXTENDED~~ ⁽¹⁾/
~~APPROVAL REFUSED~~ ⁽⁴⁾/~~APPROVAL WITHDRAWN~~ ⁽⁴⁾/~~PRODUCTION DEFINITELY~~
~~DISCONTINUED~~ ⁽⁴⁾ OF A TYPE OF PROTECTIVE HELMET ~~WITHOUT~~ / WITH ⁽¹⁾ / ONE / ~~MORE~~ ⁽⁴⁾ /
VISOR TYPE(S) PURSUANT TO UN REGULATION NO. 22.06



Approval No: E11*22R06/00*0710*01

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

1. Trade mark: LEATT
2. Type: MOTO 8.5
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)~~⁽⁴⁾ / ~~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 12 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 24 May 2021
15. Number of report issued by that service: As before and MAW523399
16. Comments: None
17. Approval ~~GRANTED / EXTENDED / REFUSED / WITHDRAWN~~⁽¹⁾
18. Place: BRISTOL
19. Date: 30 JULY 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*0710*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: 12 (Twelve)

Reasons for Revision: See approval certificate

LEATT CORPORATION
TECHNICAL FILE 172
REVISION 02
PERSONAL PROTECTIVE EQUIPMENT
HELMET LEATT MOTO 8.5



Helmet Leatt® MOTO 8.5 Composite

Prepared by Leatt®-Lab
January 2020

R&D Department

Document No: TF 172

Revision 01

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ANNEXURE B – DRAWINGS & GENERAL ASSEMBLY

Document Change Log

GENERAL INFORMATION

- 1. File Number:** 2020 **TF 172 Revision Status:** R 01 **Date:** 21st 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 8.5**

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 8.5





7.3 Product Description (base model)

The Leatt MOTO 8.5 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:

- Composite 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 1250 ± 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	1250
Adult M	1305
Adult L	1340
Adult XL / XXL	1430

8. Helmet Drawings and General assembly of product

General dimensions:

Size	Shell			EPS		
	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		
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 8.5

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 8.5*

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 <i>HELMET MOTO 8.5</i>

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:



Extension TESTING UNECE n°22 Series 06

Job Number	[MAW523399]	
Report	Code:	MOTO 8.5 Extension E06 14052021
	Date:	14 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 8.5
	Approval n°:	
	Stickers from n°:	to n°: Batch n°:
	Arrival date:	12 /05/ 2021 Testing date: 13/05/2021
Test Site	[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]	[22.5]

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]
Chin strap efficiency [Roll-off]	L7 (Hototech)	[06/01/2025]

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

Job Number: [MAW523399]

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HELMET IMAGES

Front



Side 1



Side 2



Rear



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

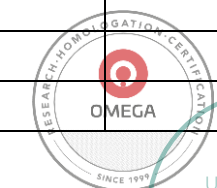
Reference	General Specification		Result	
			Pass (or N/A)	Fail
6.1	Hard shell		X	
6.1	Impact absorption system (see test data in this report)		X	
6.1	Retention system		X	
6.2.2	Marked "Does not protect chin from impacts" (if applicable)		N/AP	
6.4.1	Extent of protection		X	
6.4.2	Nape cylinder		X	
6.4.3	Protective padding		X	
6.5	Outer round surface – Auditive faculties		X	
6.6	Projections (≥ 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 (≥ 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: [MAW523399]

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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 ₂ 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 ²

Job Number: [MAW523399]

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IMPACT ABSORPTION TESTS, EXTRA POINTS

Ref. 7.3 & 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
-	21-0355	62	BP	FLAT	AMB	7.49	197	1656
			XPL	FLAT		7.49	229	2010
			XPR	FLAT		7.49	211	1672
			RP	FLAT		7.51	216	2269
-	21-0356	62	BXL	KERB	AMB	7.51	126	672
			BXR	KERB		7.51	140	911
			RXL	KERB		7.53	151	1061
			RXR	KERB		7.51	135	962

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
-	21-0365	60	BXL	KERB	AMB	7.49	115	737
			BXR	KERB		7.51	146	85
			RXL	KERB		7.49	141	1139
			RXR	KERB		7.53	153	1055
-	21-0367	60	BP	FLAT	AMB	7.49	199	1703
			XPL	FLAT		7.51	204	1864
			XPR	FLAT		7.49	217	1741
			RP	FLAT		7.51	209	2128

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
-	21-0377	54	BXL	KERB	AMB	7.51	155	857
			BXR	KERB		7.46	116	804
			RXL	KERB		7.53	166	1159
			RXR	KERB		7.51	196	1531
-	21-0375	54	BP	FLAT	AMB	7.49	192	1659.
			XPL	FLAT		7.49	222	2069
			XPR	FLAT		7.49	214	1840
			RP	FLAT		7.49	213	2047

Job Number: [MAW523399]

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HIGH ENERGY IMPACT TESTS

Ref. 7.3 & 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
-	20-2352	62	B	FLAT	AMB	8,20	149	881
			X	FLAT		8,21	208	1569
			P	FLAT		8,20	224	2170
			R	FLAT		8,20	166	1184

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
-	20-2353	60	B	FLAT	AMB	8,22	139	891
			X	FLAT		8,20	196	1469
			P	FLAT		8,25	219	2080
			R	FLAT		8,20	156	1084

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
-	20-2354	54	B	FLAT	AMB	8,25	140	963
			X	FLAT		8,22	231	1402
			P	FLAT		8,22	232	2264
			R	FLAT		8,22	166	1282

Job Number: [MAW523399]



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LOW ENERGY IMPACT TESTS

Ref. 7.3 & 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
-	20-2355	62	B	FLAT	AMB	6,00	78	189
			X	FLAT		6,00	144	697
			P	FLAT		6,02	156	1013
			R	FLAT		6,00	165	1094

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
-	20-2356	60	B	FLAT	AMB	6,02	88	213
			X	FLAT		6,00	128	637
			P	FLAT		6,01	144	649
			R	FLAT		6,00	123	724

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
-	20-2357	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: [MAW523399]

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OBLIQUE IMPACT TEST

Ref. 7.13 & 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 ⁻²]	BrIC ≤ 0,78
-	21-0980	62	45°	45°	AMB	8.05	3539	0.292
			180°	45°		8.02	4068	0.522
			270°	45°		8.06	2831	0.234
	21-0981	62	0°	45°	AMB	8.01	975	0.126
			135°	45°		8.09	2617	0.286

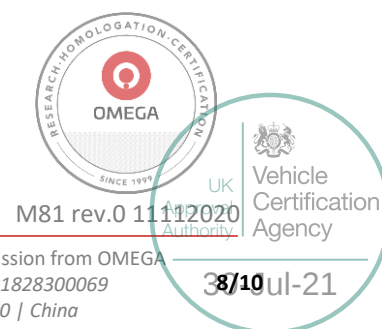
Helmet size L (59-60)

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
-	21-0982	60	45°	45°	AMB	8.01	3691	0.525
			180°	45°		8.05	2709	0.288
			270°	45°		8.09	3626	0.290
	21-0983	60	0°	45°	AMB	8.03	849	0.137
			135°	45°		8.09	3125	0.155

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 ⁻²]	BrIC ≤ 0,78
-	21-0984	54	45°	45°	AMB	8.06	3509	0.478
			180°	45°		8.07	4062	0.374
			270°	45°		8.06	2668	0.353
	21-0985	54	0°	45°	AMB	8.05	1828	0.112
			135°	45°		8.04	3356	0.293

Job Number: [MAW523399]



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RETENTION (DETACHING) TEST - ROLL OFF
Ref. 7.7

CHIN STRAP: [DD]				
Sticker n°	Helmet Internal Id	Size	Chin strap	Roll off Angle $\leq 30^\circ$
-	21-0960	XL	Reverse Position (7.7.2)	25
		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 $\leq 30^\circ$
-	21-0961	M	Reverse Position (7.7.2)	18
		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 $\leq 30^\circ$
-	21-0962	XS	Reverse Position (7.7.2)	21
		XS	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 $\leq 30^\circ$
-	21-0963	XS	Reverse Position (7.7.2)	21
		XS	Roll-Off (7.7.3)	-

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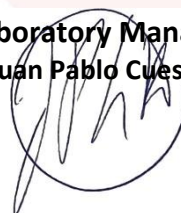
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39/101-21

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: [MAW523399]

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QUALIFICATION TESTING

UNECE n°22 Series 06

Job Number	[MAW523399]		
Report	Code:	MOTO 8.5 Qualification E0624052021	
	Date:	24 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 8.5	
	Approval n°:	22R-060710	
	Stickers from n°:	1	to n°: 3200 Batch n°: 0
	Arrival date:	21/05/2021	Testing date: 24/05/2021
Test Site	[OMEGA CHINA] / [OMEGA ITALY] ⁽¹⁾		

(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	L4 (AD Engineering)	Daily Check IO 7.2.13
Shock absorption / DLS 9000	L1 (AD Engineering)	[16 June 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.

Job Number: [MAW523399]

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30 Jul-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	20-1600	AMB	7.50	988	147
162	20-1601		7.50	1056	160
163	20-1602		7.51	980	162
164	20-1603		7.57	1030	165
165	20-1604		7.51	1105	149
166	20-1605		7.57	960	154
167	20-1606		7.53	1102	155
168	20-1607		7.50	1077	136
169	20-1608		7.53	1082	160
170	20-1609		7.55	1028	157
Mean of the value				$g_m = \sum g_i / 10$	155
Standard deviation				$S = \left[\sum (g_i - g_m)^2 / 9 \right]^{1/2}$	9
Condition				$g_m + 2.4 \cdot S \leq 275$	175

Job Number: [MAW523399]

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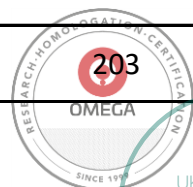
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Group n°1		XXL (63)			
Head-form: “62”		Impact Point: “X”		Anvil:	KERB
Sticker n°	Helmet Internal Id	Cond. [°C]	Speed 7.65÷7.5 [m/s]	HIC ≤ 2400	Deceleration ≤ 275 [g]
161	20-1600	AMB	7.50	1196	244
162	20-1601		7.52	1335	233
163	20-1602		7.50	1233	197
164	20-1603		7.51	1224	221
165	20-1604		7.53	1313	218
166	20-1605		7.50	1321	180
167	20-1606		7.53	1197	196
168	20-1607		7.50	1137	194
169	20-1608		7.54	1203	228
170	20-1609		7.55	1217	186
Mean of the value $g_m = \sum g_i / 10$					210
Standard deviation $S = \left[\sum (g_i - g_m)^2 / 9 \right]^{1/2}$					22
Condition $g_m + 2.4 \cdot S \leq 275$					262

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	20-1610	-20	7.50	1314	176
172	20-1611		7.52	1308	189
173	20-1612		7.50	1284	176
174	20-1613		7.51	1297	192
175	20-1614		7.53	1210	196
176	20-1615		7.50	1292	190
177	20-1616		7.53	1240	178
178	20-1617		7.50	1311	182
179	20-1618		7.54	1353	174
180	20-1619		7.55	1274	187
Mean of the value				$g_m = \sum g_i / 10$	184
Standard deviation				$S = [\sum (g_i - g_m)^2 / 9]^{1/2}$	8
Condition				$g_m + 2.4 \cdot S \leq 275$	203



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	20-1610	-20	7.50	1520	191
172	20-1611		7.52	1465	184
173	20-1612		7.50	1447	200
174	20-1613		7.51	1441	191
175	20-1614		7.53	1752	194
176	20-1615		7.50	1540	190
177	20-1616		7.53	1385	197
178	20-1617		7.50	1740	205
179	20-1618		7.54	1670	191
180	20-1619		7.55	1642	189
Mean of the value $g_m = \sum g_i / 10$					193
Standard deviation $S = \left[\sum (g_i - g_m)^2 / 9 \right]^{1/2}$					6
Condition $g_m + 2.4 \cdot S \leq 275$					208

Group n°2		XXL (63)			
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]
2762	21-0348	-10	6,04	517	159
2763	21-0349		6,04	468	127
2764	21-0350		6,05	523	151
2765	21-0351		6,01	319	112
2766	21-0352		6,04	647	165
2767	21-0353		6,05	655	167
2768	21-0354		6,07	396	122
2769	21-0355		6,04	472	139
2770	21-0356		6,07	593	150
2771	21-0357		6,04	331	112
Mean of the value				$g_m = \sum g_i / 10$	159
Standard deviation				$S = \left[\sum (g_i - g_m)^2 / 9 \right]^{1/2}$	21
Condition				$g_m + 2.4 \cdot S \leq 275$	210

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	20-1620	+50	7.50	774	141
182	20-1621		7.50	856	149
183	20-1622		7.51	964	149
184	20-1623		7.57	788	137
185	20-1624		7.51	807	136
186	20-1625		7.57	800	140
187	20-1626		7.53	968	133
188	20-1627		7.50	787	137
189	20-1628		7.53	848	140
190	20-1629		7.55	783	139
Mean of the value $g_m = \sum g_i / 10$					140
Standard deviation $S = \left[\sum (g_i - g_m)^2 / 9 \right]^{1/2}$					5
Condition $g_m + 2.4 \cdot S \leq 275$					153

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	20-1620	AMB	7.53	1273	235
182	20-1621		7.54	1103	238
183	20-1622		7.50	1395	249
184	20-1623		7.51	1102	227
185	20-1624		7.53	1136	216
186	20-1625		7.50	1219	231
187	20-1626		7.52	1245	207
188	20-1627		7.50	1142	198
189	20-1628		7.50	1302	210
190	20-1629		7.55	1122	218
Mean of the value				$g_m = \sum g_i / 10$	223
Standard deviation				$S = \left[\sum (g_i - g_m)^2 / 9 \right]^{1/2}$	16
Condition				$g_m + 2.4 \cdot S \leq 275$	261

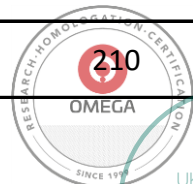
Group n°4		L (59-60)			
Head-form: “60”		Impact Point: “P”		Anvil:	FLAT
Sticker n°	Helmet Internal Id	Cond. [°C]	Speed 7.65÷7.5 [m/s]	HIC ≤ 2400	Deceleration ≤ 275 [g]
191	20-1630	-20	7.51	1142	154
192	20-1631		7.51	1145	176
193	20-1632		7.53	1102	161
194	20-1633		7.50	1146	149
195	20-1634		7.50	1134	160
196	20-1635		7.50	1040	160
197	20-1636		7.52	1004	148
198	20-1637		7.52	1014	162
199	20-1638		7.54	993	162
200	20-1639		7.55	1134	153
Mean of the value $g_m = \sum g_i / 10$					159
Standard deviation $S = \left[\sum (g_i - g_m)^2 / 9 \right]^{1/2}$					8
Condition $g_m + 2.4 \cdot S \leq 275$					178

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	20-1630	-20	7.52	1176	165
192	20-1631		7.50	1135	173
193	20-1632		7.50	1101	162
194	20-1633		7.50	1067	164
195	20-1634		7.50	1260	159
196	20-1635		7.54	1338	177
197	20-1636		7.51	1226	160
198	20-1637		7.54	1289	161
199	20-1638		7.54	1170	175
200	20-1639		7.55	1111	184
Mean of the value $g_m = \sum g_i / 10$					168
Standard deviation $S = \left[\sum (g_i - g_m)^2 / 9 \right]^{1/2}$					9
Condition $g_m + 2.4 \cdot S \leq 275$					189



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]
2772	21-0358	-10	6,05	580	135
2773	21-0359		6,04	416	124
2774	21-0360		6,08	427	135
2775	21-0361		6,04	434	109
2776	21-0362		6,05	423	113
2777	21-0363		6,05	473	128
2778	21-0364		6,1	448	134
2779	21-0365		6,04	586	127
2780	21-0366		6,04	348	105
2781	21-0367		6,04	406	135
Mean of the value $g_m = \sum g_i / 10$					125
Standard deviation $S = \left[\sum (g_i - g_m)^2 / 9 \right]^{1/2}$					12
Condition $g_m + 2.4 \cdot S \leq 275$					152

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	20-1640	+50	7.55	1353	191
202	20-1641		7.57	1279	166
203	20-1642		7.50	1282	194
204	20-1643		7.57	1303	179
205	20-1644		7.50	1195	163
206	20-1645		7.54	1193	195
207	20-1646		7.54	1188	173
208	20-1647		7.61	1220	179
209	20-1648		7.50	1236	194
210	20-1649		7.55	1217	178
Mean of the value				$g_m = \sum g_i / 10$	181
Standard deviation				$S = \left[\sum (g_i - g_m)^2 / 9 \right]^{1/2}$	12
Condition				$g_m + 2.4 \cdot S \leq 275$	210



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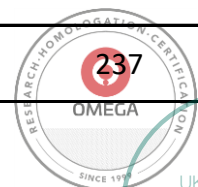
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Group n°5		S (55-56)			
Head-form: “54”		Impact Point: “X”		Anvil:	KERB
Sticker n°	Helmet Internal Id	Cond. [°C]	Speed 7.65÷7.5 [m/s]	HIC ≤ 2400	Deceleration ≤ 275 [g]
201	20-1640	+50	7.52	1602	213
202	20-1641		7.50	1602	221
203	20-1642		7.55	2120	212
204	20-1643		7.57	1910	214
205	20-1644		7.54	1658	197
206	20-1645		7.56	1952	209
207	20-1646		7.54	1741	215
208	20-1647		7.50	1627	217
209	20-1648		7.56	2093	213
210	20-1649		7.55	1842	219
Mean of the value $g_m = \sum g_i / 10$					213
Standard deviation $S = \left[\sum (g_i - g_m)^2 / 9 \right]^{1/2}$					7
Condition $g_m + 2.4 \cdot S \leq 275$					229

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	20-1650	-20	7.50	1619	219
212	20-1651		7.53	1701	220
213	20-1652		7.53	1745	214
214	20-1653		7.55	1706	219
215	20-1654		7.52	1715	216
216	20-1655		7.58	1730	229
217	20-1656		7.61	1740	211
218	20-1657		7.52	1728	202
219	20-1658		7.54	1632	226
220	20-1659		7.55	1629	224
Mean of the value				$g_m = \sum g_i / 10$	218
Standard deviation				$S = \left[\sum (g_i - g_m)^2 / 9 \right]^{1/2}$	8
Condition				$g_m + 2.4 \cdot S \leq 275$	237



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	20-1650	-10	7.50	1943	205
212	20-1651		7.50	1668	196
213	20-1652		7.50	1706	218
214	20-1653		7.55	1855	200
215	20-1654		7.53	1840	205
216	20-1655		7.61	1721	200
217	20-1656		7.61	1915	202
218	20-1657		7.50	1643	210
219	20-1658		7.54	1950	205
220	20-1659		7.55	1579	208
Mean of the value $g_m = \sum g_i / 10$					205
Standard deviation $S = \left[\sum (g_i - g_m)^2 / 9 \right]^{1/2}$					6
Condition $g_m + 2.4 \cdot S \leq 275$					220

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]
2782	21-0368	-10	6,04	228	76
2783	21-0369		6,04	221	76
2784	21-0370		6,05	239	74
2785	21-0371		6.05	219	81
2786	21-0372		6,04	322	97
2787	21-0373		6,01	262	83
2788	21-0374		6,04	267	96
2789	21-0375		6,05	124	71
2790	21-0376		6,05	284	114
2791	21-0377		6,05	290	93
Mean of the value				$g_m = \sum g_i / 10$	86
Standard deviation				$S = \left[\sum (g_i - g_m)^2 / 9 \right]^{1/2}$	14
Condition				$g_m + 2.4 \cdot S \leq 275$	119

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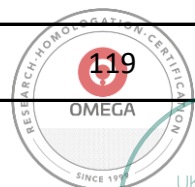
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RETENTION SYSTEM STRENGTH

Ref. 7.6

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]
2792	21-0388	AMB		29	11,4
2793	21-0389			26,8	9,6
2794	21-0390			29	11,6
2795	21-0391			26,8	10,3
2796	21-0392			27,2	9,1
2797	21-0393			28,5	11
2798	21-0394			29,6	13,4
2799	21-0395			28,3	12,7
2800	21-0396			28,6	11,7
2801	21-0397			28,7	13,7
Mean of the value				X_m	28
Standard deviation			S	1	2
Condition			$X_m + 2,4 \cdot S$	31	15

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]	
2802	21-0378	AMB		24,7	12,4	
2803	21-0379			24,7	11,7	
2804	21-0380			25,6	12,3	
2805	21-0381			25,4	14,6	
2806	21-0382			22,1	8	
2807	21-0383			24,1	11,9	
2808	21-0384			25,5	9,8	
2809	21-0385			22,2	9,7	
2810	21-0386			26,1	13,1	
2811	21-0387			25	11	
Mean of the value				Xm	25	11
Standard deviation				S	1	2
Condition			$Xm + 2,4 \cdot S$	28	16	

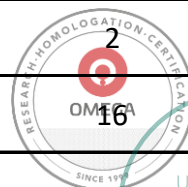
Job Number: [MAW523399]

M82 rev.0 11/11/2020

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30/11-21

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]	
221	20-1660	AMB		28	16	
222	20-1661			30	16	
223	20-1662			28	17	
224	20-1663			30	18	
225	20-1664			27	17	
226	20-1665			28	18	
227	20-1666			30	18	
228	20-1667			28	17	
229	20-1668			32	18	
230	20-1669			7	16	
Mean of the value				Xm	27	17
Standard deviation				S	7	1
Condition			$Xm + 2,4 \cdot S$	44	19	

Job Number: [MAW523399]

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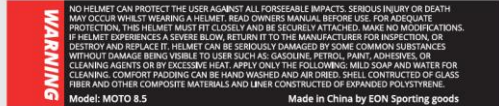
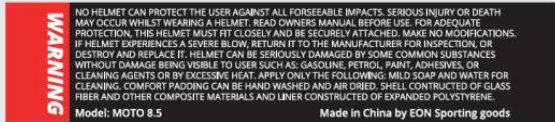
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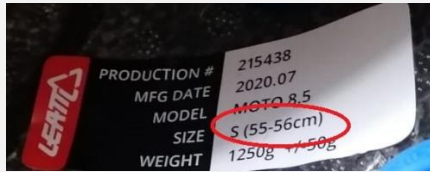
M82 rev.0 11112020

301/13-21

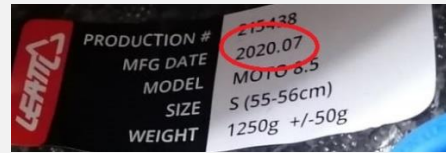
LABELLING

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.	NOT APPLICABLE
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.	NOT APPLICABLE

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)

Adolfo Garlando
Laboratory Technician
(Gao Yaming)
Gao Yaming

Laboratory Manager
(Juan Pablo Cuesta)

Juan Pablo Cuesta

END OF REPORT

Job Number: [MAW523399]

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M82 rev.0 11112020



303/13-21

COMPANY **LEATT**Type **MOTO 8.5**

Date of Release:

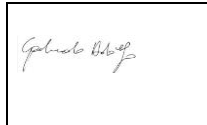
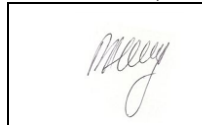
04/03/2021

VCA Job number : MAV523399

Released 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						
GRAND TOTAL						
TOTAL SAMPLES TO SEND TO OMEGA (including some margin samples)	1	14	4	13	1	14
						47

1. SAMPLES WITH THE REFLECTIVE BANDS

COMPANY **LEATT**Type **MOTO 8.5**

Date of Release:

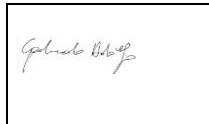
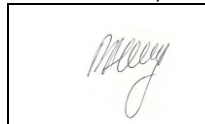
04/03/2021

VCA Job number : MAV523399

Released 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	10	
Ret. Syst.						
Projection						
Rigidity						
Others	1					1
Other samples requested by OMEGA						
TOTAL SAMPLES TO SEND TO OMEGA (including some margin samples)	11	20	10	30	0	31
GRAND TOTAL						102

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: MAW523399MANUFACTURER: LEATTTYPE: MOTO 8.5

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: 24th June 2021