



MINISTERIO
DE INDUSTRIA, ENERGÍA
Y TURISMO

DIRECCIÓN GENERAL DE INDUSTRIA Y
DE LA PEQUEÑA Y MEDIANA EMPRESA

SUBDIRECCIÓN GENERAL DE
CALIDAD Y SEGURIDAD INDUSTRIAL



E9-05.6021

Página / Page 1/2

Comunicación sobre / *Concerning* ⁽¹⁾:

- concesión de la homologación / *approval granted*
- extensión de la homologación / *approval extended*
- denegación de la homologación / *approval refused*
- retirada de homologación / *approval withdrawn*
- cese definitivo de la producción / *production definitely discontinued*

de un tipo de casco de protección ~~con~~/sin ⁽¹⁾ uno/~~varios~~ ⁽¹⁾ tipo(s) de pantalla en aplicación del Reglamento N° 22 /
of a type of protective helmet with/without ⁽¹⁾ ~~one~~/~~more~~ ⁽¹⁾ ~~visor type(s)~~ pursuant to Regulation No. 22.

Homologación N° / *Approval No.*: E9-05.6021

Extensión N° / *Extension No.* 00

1. Marca de fábrica o comercial / *Trade mark*: BELL
2. Tipo / *Type*: Moto-9 FLEX
3. Tallas / *Sizes*: XS(54-55), S(55-56), M(57-58), L(58-59), XL(60-61)
4. Nombre del fabricante / *Manufacturer's name*:
KEENTECH COMPOSITE TECHNOLOGY Co., Ltd.
5. Dirección del fabricante / *Manufacturer's address*:
No. 1 YongXing Road, Xinglin Jimei,
361022 (Xiamen), China
6. Nombre del representante, en su caso / *If applicable, name of manufacturer's representative*: ----
7. Dirección del representante / *Representative address*: ----
8. Breve descripción del casco / *Brief description of helmet*:
Ver documentación del fabricante / *See manufacturer's documentation*
9. Casco ~~sin protección de barbilla (J)~~ / con protección de barbilla (P) / ~~con protección de barbilla no protectora (NP)~~ ⁽¹⁾ / ~~Helmet without lower face cover (J)~~ / with protective lower face cover (P) / ~~with non-protective lower face cover (NP)~~ ⁽¹⁾
10. Tipo de pantalla o pantallas / *Type of visor or visors*: ----
11. Breve descripción de la pantalla o pantallas / *Brief description of visor or visors*: ----

(1) Táchese lo que no proceda / *Strike out what does not apply*



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E9-05.6021

Página / Page 2/2

12. Presentado a la homologación el / *Submitted for approval on:* 13.05.2015
13. Servicio técnico encargado de los ensayos de homologación / *Technical service responsible for conducting approval tests:* IDIADA
14. Fecha del acta de los ensayos emitida por este servicio / *Date of report issued by that service:* 26.05.2015
15. Nº del acta de ensayos emitida por este servicio / *Number of report issued by that service:* MT15040080
16. Observaciones / *Comments:* ----
17. Homologación concedida / ~~extendida~~ / ~~denegada~~ / ~~retirada~~ ⁽¹⁾ /
Approval granted / ~~extended~~ / ~~refused~~ / ~~withdrawn~~ ⁽¹⁾
18. Lugar / *Place:* Madrid
19. Fecha / *Date:* Ver firma electrónica / *See electronic signature*
20. Firma / *Signature:* EL SUBDIRECTOR GENERAL DE CALIDAD Y SEGURIDAD INDUSTRIAL
Resolución P.D. 25-10-2012
21. Los siguientes documentos, que llevan el número de homologación arriba indicado, pueden ser obtenidos a solicitud del interesado / *The following documents, bearing the approval number shown above, are available on request:*
 - * Informe técnico / *Technical report*
 - * Documentación técnica del fabricante / *Manufacturer's technical documentation*

(1) Táchese lo que no proceda / *Strike out what does not apply*

INFORME N° / REPORT No. MT15040080

**CASCOS DE PROTECCIÓN Y SUS PANTALLAS PARA CONDUCTORES Y PASAJEROS DE
MOTOCICLETAS Y CICLOMOTORES SEGÚN EL REGLAMENTO 22.05**
**PROTECTIVE HELMETS AND THEIR VISORS FOR DRIVERS AND PASSENGERS OF MOTORCYCLES
AND MOPEDS ACCORDING TO REGULATION 22.05**

Fabricante / *Manufacturer* : KEENTECH COMPOSITE TECHNOLOGY Co., Ltd.
No. 1 YongXing Road, Xinglin Jimei,
361022 (Xiamen), China

Marca(s) / *Make(s)* : BELL

Tipo / *Type* : Moto-9 FLEX

Lugar y fecha de emisión del
informe / *Place and date* : L'Albornar, Santa Oliva (Tarragona)
26.05.2015

CONCLUSIONES: El casco presentado CUMPLE con las prescripciones uniformes relativas a la homologación de cascos y pantallas de protección para conductores y pasajeros de motocicletas y ciclomotores, correspondientes al Reglamento 22.05, según se detalla en la hoja de ensayo anexa a este informe. / *CONCLUSIONS: The helmet submitted for test FULFILLS the specifications relating to the homologation of helmets and their visors of protection for riders and passengers of motorcycles and mopeds, according to Regulation 22.05, as detailed in the test form attached to this report.*

Realizado / *Performed by* :

Daniel García-Maroto Fernández
TÉCNICO DE HOMOLOGACIONES
HOMOLOGATION TECHNICIAN

Vº. Bº. / *Revised by* :

Víctor Costa Escarrà
JEFE DE DEPARTAMENTO
DEPARTMENT MANAGER

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

* QUEDA TERMINANTEMENTE PROHIBIDA LA REPRODUCCION PARCIAL DE ESTE INFORME SIN PERMISO EXPRESO DE IDIADA.
THE PARTIAL REPRODUCTION OF THIS REPORT WITHOUT THE PERMISSION OF IDIADA IS COMPLETELY FORBIDDEN

ANEXO AL INFORME / ANNEX TO THE TEST REPORT

IDENTIFICACIÓN DEL CASCO PRESENTADO AL ENSAYO / IDENTIFICATION OF HELMET SUBMITTED FOR TEST

Fabricante /
Manufacturer : KEENTECH COMPOSITE TECHNOLOGY Co., Ltd.
No. 1 YongXing Road, Xinglin Jimei,
361022 (Xiamen), China

Marca(s) / *Make(s)* : BELL

Tipo / *Type* : Moto-9 FLEX

Tallas / *Sizes* : XS(54-55), S(55-56), M(57-58), L(58-59), XL(60-61)

Id. de la muestra /
Sample Id. : CA1504/28

MARCADO DEL CASCO / HELMET MARKINGS

Posición de la marca del fabricante /
Position of manufacturer's make : Parte externa de la carcasa / *Outer shell*

Posición de la talla / *Position of size* : Marcada en una etiqueta cosida al relleno de confort /
Marked on a label sewn on comfort padding

Posición de la marca de homologación /
Position of approval mark : Marcada en una etiqueta cosida a la cinta del sistema de retención /
Marked on a label sewn on retention system chin strap

Indicaciones para el usuario /
User instructions : En un libretto enganchado a la cinta del sistema de retención /
In a brochure hang-tag on retention system chin strap

DESCRIPCIÓN TÉCNICA Y DE MATERIALES / TECHNICAL DESCRIPTION AND MATERIALS

Carcasa / *Shell* : Fibra de carbono / *Carbon fiber*

Relleno de protección /
Protective padding : Poliestireno expandido (EPS), EPO y EPP / *Expanded polystyrene (EPS), EPO and EPP*

Sistema de retención /
Retention system : Doble anilla en D / *Double-D rings*

Pantalla / *Visor* : ----

Visera / *Peak* : Incluida, como accesorio opcional / *Included, as an optional accessory*

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ESPECIFICACIONES GENERALES / GENERAL SPECIFICATIONS

1. Constitución básica /
Basic constructionCORRECT
2. Componentes / *Components* :
 - 2.1. Pantalla / *Visor*NOT APPLICABLE
 - 2.2. Visera / *Peak*CORRECT
 - 2.3. Otros dispositivos / *Other devices*NOT APPLICABLE
3. Protector de barbilla / *Lower face cover* :
 Protectora (Tipo "P") / *Protective ("P" type)*
~~No protectora (Tipo "NP") / *Non-protective ("NP" type)*~~
~~Sin protector de barbilla (Tipo "J") / *Without lower face cover ("J" type)*~~
4. Marcaje de aviso de no protección del mentón (solo para tipos "NP") /
No chin protection warning marking (only for "NP" types)NOT APPLICABLE
5. Protección / *Protection* :
 1. Área cubierta por la carcasa /
Area covered by the shellCORRECT
 2. Área cubierta por el relleno protector /
Area covered by the protective paddingCORRECT
6. Proyecciones o irregularidades en la parte exterior de la carcasa /
Projections or irregularities in the outer shellCORRECT
7. Interior del casco /
Inside of helmetCORRECT
8. Sistema de retención protegido contra la abrasión /
Retention system protected against abrasionCORRECT
9. Sistema de retención / *Retention system* :
 1. Anchura de la cinta /
Chin strap widthCORRECT
 2. Cinta desprovista de mentonera /
Chin strap does not include a chin-cupCORRECT
 3. Dispositivo de ajuste y retención de la cinta /
Chin strap adjustment and tensioning deviceCORRECT
 4. Posición de los dispositivos de retención y ajuste de la cinta /
Position of the chin strap fastening and tensioning devicesCORRECT

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5. Dispositivo de apertura rápida con barra deslizante o doble anillo en D /
Sliding bar or double-D ring fastening devices:

Sistema de retención de apertura involuntaria /
Free end retaining systemCORRECT

Patilla de desenganche del mecanismo /
Releasing pulling flapCORRECT
6. Mecanismo de apertura rápida /
Quick release mechanism.....NOT APPLICABLE
7. Comportamiento del sistema de retención /
Retention system behaviourCORRECT
8. Protección contra manipulación incorrecta del cierre /
Buckle protected against incorrect manipulationNOT APPLICABLE
10. Estado del casco después del ensayo /
Helmet status after testCORRECT
11. Visión periférica / *Peripheral vision* :

Horizontal / *Horizontal* ($\geq 105^\circ$)CORRECT

Hacia arriba / *Upwards* ($\geq 7^\circ$)CORRECT

Hacia abajo / *Downwards* ($\geq 45^\circ$)CORRECT
12. Pantalla / *Visor* :

1. Sistema de fijación al casco /
System of attachment to the helmetNOT APPLICABLE

2. Maniobrabilidad / *Maneuverability*NOT APPLICABLE

3. Ángulo máximo de apertura / *Maximum opening angle* ($\geq 5^\circ$)NOT APPLICABLE

4. Visión periférica / *Peripheral vision*NOT APPLICABLE

5. Guarniciones y dispositivos de maniobrabilidad /
Fixings and devices to allow the maneuverabilityNOT APPLICABLE

6. Campo de visión / *Field of vision* :

Hacia arriba / *Upwards* ($\geq 7^\circ$)NOT APPLICABLE

Horizontal / *Horizontal* ($\geq 90^\circ$)NOT APPLICABLE

Parte inferior / *Lower edge*NOT APPLICABLE
13. Marcaje de advertencia /
Conspicuity markingNOT APPLICABLE

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ENSAYO DE ABSORCIÓN DE IMPACTO / IMPACT ABSORPTION TEST

TALLA / SIZE: XL (60-61)

Cabeza de ensayo / Test headform: M (60)

Nº / No.	ACONDIC. / CONDITIONING	YUNQUE / ANVIL	VELOCIDAD / SPEED (m/s)	PUNTO IMPACTO / IMPACT POINT	RESULTADOS / RESULTS	
					Ac _(g) máx ≤ 275 g	HIC ≤ 2400
1	AMBIENTE / AMBIENT	PLANO / FLAT	7.5	B	168	1233
				X	239	1898
				P	202	1824
				R	143	1112
2	AMBIENTE / AMBIENT	CUÑA / KERBSTONE	7.5	B	143	934
				X	162	1176
				P	143	1168
				R	127	874
3	-20 °C	PLANO / FLAT	7.5	B	172	1322
				X	230	1835
				P	205	1891
				R	139	924
			5.5	S	111	245
4	+50 °C	CUÑA / KERBSTONE	7.5	B	139	1049
				X	186	1418
				P	141	1174
				R	115	675
5	UV + H ₂ O	CUÑA / KERBSTONE	7.5	B	153	1095
				X	183	1386
				P	148	1232
				R	123	711

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TALLA / SIZE: M (57-58)

Cabeza de ensayo / Test headform: J (57)

Nº / No.	ACONDIC. / CONDITIONING	YUNQUE / ANVIL	VELOCIDAD / SPEED (m/s)	PUNTO IMPACTO / IMPACT POINT	RESULTADOS / RESULTS	
					Ac _(g) máx ≤ 275 g	HIC ≤ 2400
6	-20 °C	PLANO / FLAT	7.5	B	181	1442
				X	232	1791
				P	225	2254
				R	173	1369
			5.5	S	58	122
7	+50 °C	CUÑA / KERBSTONE	7.5	B	136	1007
				X	176	1114
				P	149	1354
				R	129	882

TALLA / SIZE: XS (54-55)

Cabeza de ensayo / Test headform: E (54)

Nº / No.	ACONDIC. / CONDITIONING	YUNQUE / ANVIL	VELOCIDAD / SPEED (m/s)	PUNTO IMPACTO / IMPACT POINT	RESULTADOS / RESULTS	
					Ac _(g) máx ≤ 275 g	HIC ≤ 2400
8	-20 °C	PLANO / FLAT	7.5	B	149	898
				X	239	1874
				P	229	2107
				R	154	1135
			5.5	S	66	126
9	+50 °C	CUÑA / KERBSTONE	7.5	B	144	919
				X	147	1111
				P	153	1404
				R	130	920

Resultado ensayo de absorción de impactos / Impact absorption test resultCORRECT

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

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

Observaciones / Remarks: Ensayo realizado según el método B / Test carried out according to Method B

ENSAYO DE RIGIDEZ / RIGIDITY TEST

CASCO / HELMET		DIRECCIÓN / DIRECTION	RESULTADO / RESULT	
Nº / No.	TALLA / SIZE		Deformación máx. / Max. deformation (≤ 40 mm)	Deformación residual / Residual deformation (≤ 15 mm)
11	XL (60-61)	Transversal	12.6	0.8
12	XL (60-61)	Longitudinal	14.9	0.7
13	L (58-59)	Transversal	12.2	0.9
14	L (58-59)	Longitudinal	16.9	1.1
15	S (55-56)	Transversal	12.9	1.4
16	S (55-56)	Longitudinal	16.4	1.1

ENSAYO DINÁMICO DEL SISTEMA DE RETENCIÓN / RETENTION SYSTEM DYNAMIC TEST

CASCO / HELMET		DESPLAZAMIENTO / DISPLACEMENT	
Nº / No.	TALLA / SIZE	DINÁMICO / DYNAMIC (≤ 35 mm)	RESIDUAL / RESIDUAL (≤ 25 mm)
17	XL (60-61)	21.5	9.8
18	M (57-58)	26.3	13.7
19	XS (54-55)	24.6	11.8

ENSAYO DE DESCALCE / DETACHING TEST

CASCO / HELMET		ÁNGULO GIRADO / TURNED ANGLE (≤ 30°)
Nº / No.	TALLA / SIZE	
20	XL (60-61)	14.1°
21	M (57-58)	21.3°
22	XS (54-55)	19.8°

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ENSAYO DEL SISTEMA DE RETENCIÓN / RETENTION SYSTEM TEST
ENSAYO DE DESLIZAMIENTO DE LA CINTA / CHIN STRAP MICRO-SLIP TEST

Frecuencia de ensayo / Test frequency: 1 Hz

- Deslizamiento de la cinta / Slippage through the grip: $3 \text{ mm} \leq 10 \text{ mm}$ CORRECT

ENSAYO DE RESISTENCIA AL ROZAMIENTO DE LA CINTA / CHIN STRAP RESISTANCE TO ABRASION TEST

- Resultado de la aplicación de 3 kN de carga a tracción sobre el mecanismo después del proceso de desgaste / Result of an application of a tensile strain of 3 kN over the chin strap after wearing process.....NOT APPLICABLE

Nota / Note : El deslizamiento de la cinta en el ensayo de deslizamiento es $3 \leq 5 \text{ mm}$ /
The slippage of the strap in the micro-slip test is $3 \leq 5 \text{ mm}$

ENSAYO DE SISTEMAS DE RETENCIÓN QUE COMPRENDEN MECANISMOS DE APERTURA RÁPIDA / RETENTION SYSTEM TEST RELYING ON QUICK-RELEASE MECHANISMS

- El sistema no se abre apoyando una esfera de 100 mm de diámetro con una fuerza de 100 N / The system does not release under the pressure of a rigid sphere of 100 mm diameter, with a force of 100 NNOT APPLICABLE
- Fuerza de apertura menor a 30 N cuando el sistema está cargado con 150 N, después de la aplicación de una fuerza adicional de 350 N / Opening force less than 30 N when the system is loaded with 150 N, after the application of an additional force of 350 NNOT APPLICABLE
- Resultado de la aplicación de 2 kN de carga a tracción sobre el mecanismo después del proceso de desgaste (ciclado después del acondicionamiento con solución salina) / Result of the application of 2 kN of tensile strain over the mechanism after the wearing process (cycling after salt spray conditioning):
 - El mecanismo ni se rompe ni se abre / The mechanism does neither fracture nor disengageNOT APPLICABLE
 - Tras la aplicación de la carga, el mecanismo funciona normalmente / After the load application, the mechanism operates properly.....NOT APPLICABLE

Lugar del ensayo / Test place : L'Albornar, Santa Oliva (Tarragona)

Fecha del ensayo / Test date : 13.05.2015-20.05.2015



Daniel García-Maroto Fernández
TÉCNICO DE HOMOLOGACIONES
HOMOLOGATION TECHNICIAN

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DOCUMENTACIÓN TÉCNICA /
TECHNICAL DOCUMENTATION

**R22.05/ECE TYPE-APPROVAL OF PROTECTIVE HELMETS AND THEIR VISORS FOR DRIVERS
AND PASSENGERS OF MOTORCYCLES AND MOPEDS****INDEX OF DOCUMENTATION**

<i>Page</i>	<i>Concept</i>	<i>Date</i>
1	GENERAL INFORMATION	MAY 2015
2	DESCRIPTION OF THE HELMET / SHELL / RETENTION SYSTEM	MAY 2015
3	PROTECTIVE PADDING / COMFORT PADDING / OTHER CHARACT.	MAY 2015
4	ACCESSORIES	MAY 2015
5	GENERAL VIEW OF THE HELMET	MAY 2015
6	DRAWING OF THE HELMET	MAY 2015
7	DIMENSIONED DRAWING OF THE HELMET (SHELL L)	MAY 2015
8	DIMENSIONED DRAWING OF THE HELMET (SHELL M)	MAY 2015
9	DIMENSIONED DRAWING OF THE HELMET (SHELL S)	MAY 2015
10	TRIDIMENSIONAL VIEW OF PROTECTIVE PADDING	MAY 2015
11	DIMENSIONED DRAWING OF PROTECTIVE PADDING (SHELL L)	MAY 2015
12	DIMENSIONED DRAWING OF PROTECTIVE PADDING (SHELL M)	MAY 2015
13	DIMENSIONED DRAWING OF PROTECTIVE PADDING (SHELL S)	MAY 2015
14	GENERAL VIEW OF RETENTION SYSTEM / DRAWING OF THE PEAK	MAY 2015
15	INFORMATION FOR WEARERS I	MAY 2015
16	INFORMATION FOR WEARERS II	MAY 2015
17	MATERIAL SUITABILITY CERTIFICATE	MAY 2015
18	MATERIAL HEALTHINESS CERTIFICATE	MAY 2015

**R22.05/ECE TYPE-APPROVAL OF PROTECTIVE HELMETS AND THEIR VISORS FOR DRIVERS
AND PASSENGERS OF MOTORCYCLES AND MOPEDS**

1. GENERAL INFORMATION

1.1 Make(s):

BELL

1.2 Type:

Moto-9 FLEX

1.3 Variants / Versions:

1.4 Name and address of manufacturer:

**KEENTECH COMPOSITE TECH CO., LTD.
No.1, Youngxing Road, Xinglin
XIAMEN (China)**

1.5 Name and address of assembly plant:

**KEENTECH COMPOSITE TECH CO., LTD.
No.1, Youngxing Road, Xinglin
XIAMEN (China)**

1.6 If any, name and address of manufacturer's authorized representative: ----

1.7 Location and method of affixing of the international approval mark:

Marked in a label sewn on the retention system chin strap

**R22.05/ECE TYPE-APPROVAL OF PROTECTIVE HELMETS AND THEIR VISORS FOR DRIVERS
AND PASSENGERS OF MOTORCYCLES AND MOPEDS**

2. DESCRIPTION OF THE HELMET

- 2.1. Type of helmet: **Full face / ~~Flip-up~~ / ~~Open face~~**
- 2.2. Type of lower face cover: **“P” with protective lower face cover**
- 2.3. Sizes: **XS(54-55), S(55-56), M(57-58), L(58-59), XL(60-61)**

3. SHELL

- 3.1. Material used: **Carbon fibers embedded in epoxy resin**
- 3.2. Composition of the border join on the shell: **PVC**
- 3.3. Ventilations:
 - 3.3.1. Number of ventilations: **12 air holes**
 - 3.3.2. Positioning of ventilations:

Forehead vents (r/l), mouthpiece vent, brow vent (r/l), top vent, rear top vents (r/l), rear central vents (r/l) and rear side lower vents (r/l).

4. RETENTION SYSTEM

- 4.1. Chin strap:
 - 4.1.1. Material: **Polyester fibre**
 - 4.1.2. Width: **25 mm**
- 4.2. Retention system: **~~Quick release mechanism~~ / Double-D rings**
- 4.3. Comfort padding of the retention system:
 - 4.3.1. Composition: **Foam and fabric**
 - 4.3.2. Thickness: **----**
- 4.4. Anchorage system to the shell:

By a metallic piece fitted to the internal part of the shell by a rivet.

**R22.05/ECE TYPE-APPROVAL OF PROTECTIVE HELMETS AND THEIR VISORS FOR DRIVERS
AND PASSENGERS OF MOTORCYCLES AND MOPEDS**

5. PROTECTIVE PADDING

5.1. Composition:

Expanded polystyrene (EPS) + Expandable Polystyrene Copolymer (EPO) + Expanded polypropylene (EPP)

5.2. Density:

Shell Size	S		M		L
Size	XS	S	M	L	XL
EPS density	40		40		40
EPO density	20		20		20
EPP density	40		40		40
Chinbar/Side (PU/EPS)	60		60		60

Note: Values expressed in kg/m³

6. COMFORT PADDING

6.1. Composition of:

Comfort padding: **Foam and Fabric**

Comfort tissue: **Foam and Fabric**

Protection of the back of the nape: **Foam and leather**

Lateral packing: **Foam and Fabric**

Lower face cover: **NA**

7. OTHER CHARACTERISTICS

7.1. Markings:

7.1.1. Location of:

Make : **EPS / Mask**
 Weight : **EPS**
 Size : **Rear shell**

**R22.05/ECE TYPE-APPROVAL OF PROTECTIVE HELMETS AND THEIR VISORS FOR DRIVERS
AND PASSENGERS OF MOTORCYCLES AND MOPEDS**

8. ACCESSORIES

8.1. Peak:

Included, as optional accessory. See page 14.

8.2. Information for wearers:

8.2.1. Text:

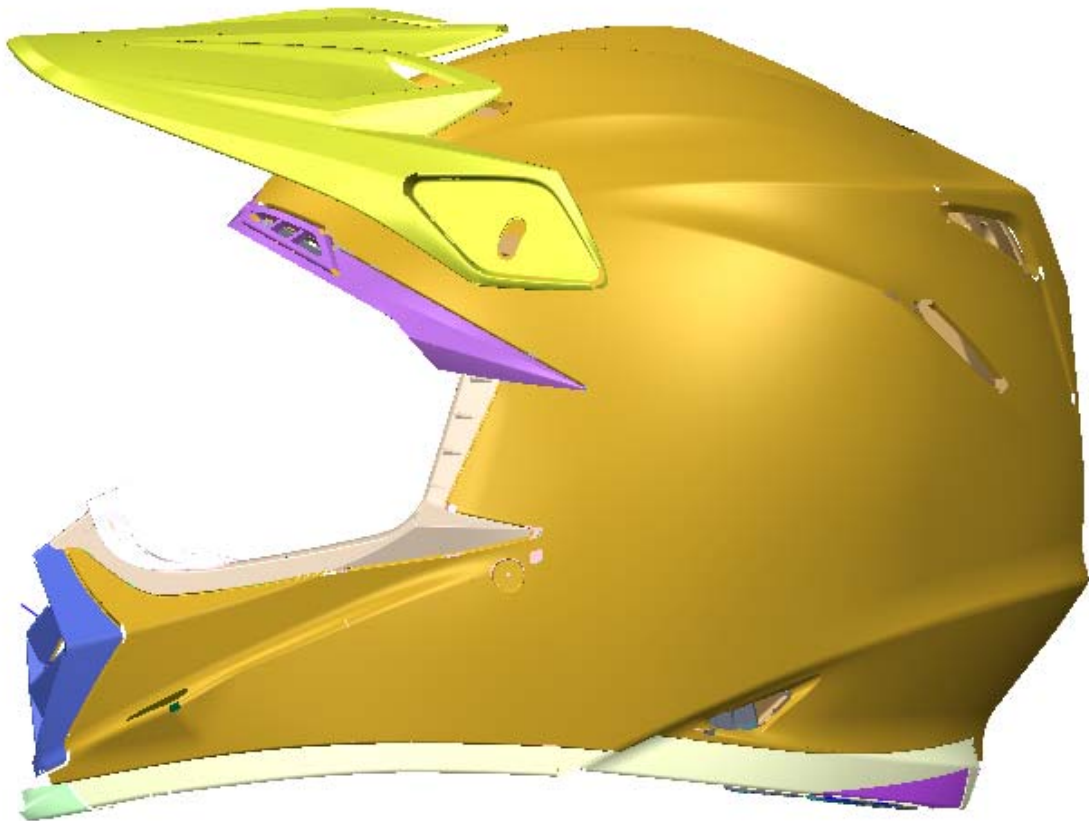
See pages 15 and 16.

8.2.2. Location:

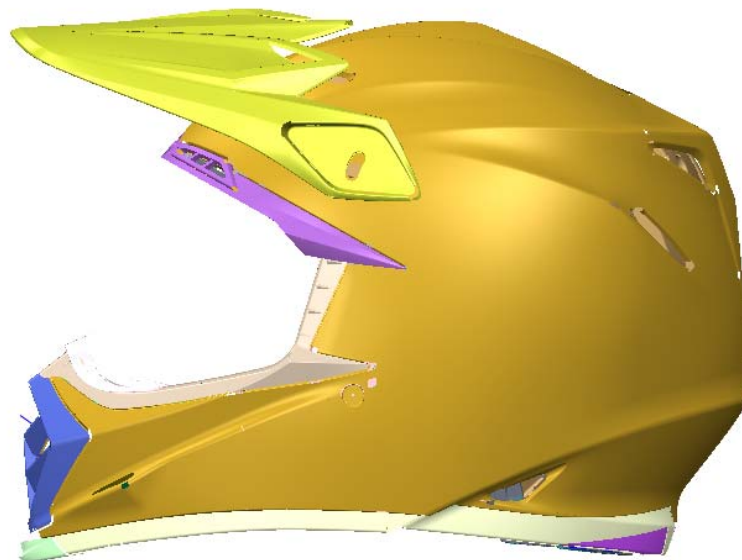
In a label sewn in the inner comfort padding and a brochure hanged on the strap.

**R22.05/ECE TYPE-APPROVAL OF PROTECTIVE HELMETS AND THEIR VISORS FOR DRIVERS
AND PASSENGERS OF MOTORCYCLES AND MOPEDS**

GENERAL VIEW OF THE HELMET

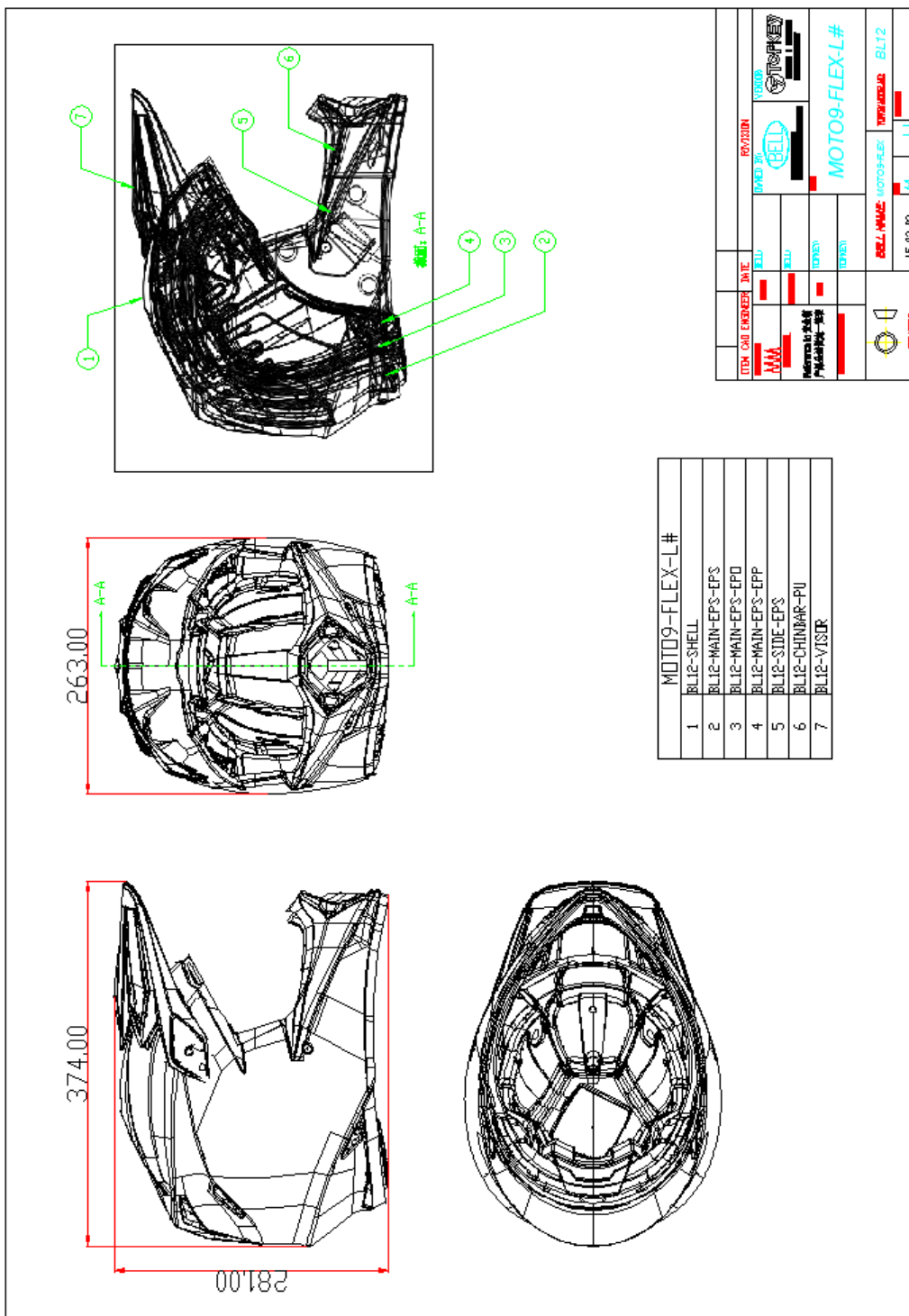


DRAWING OF THE HELMET

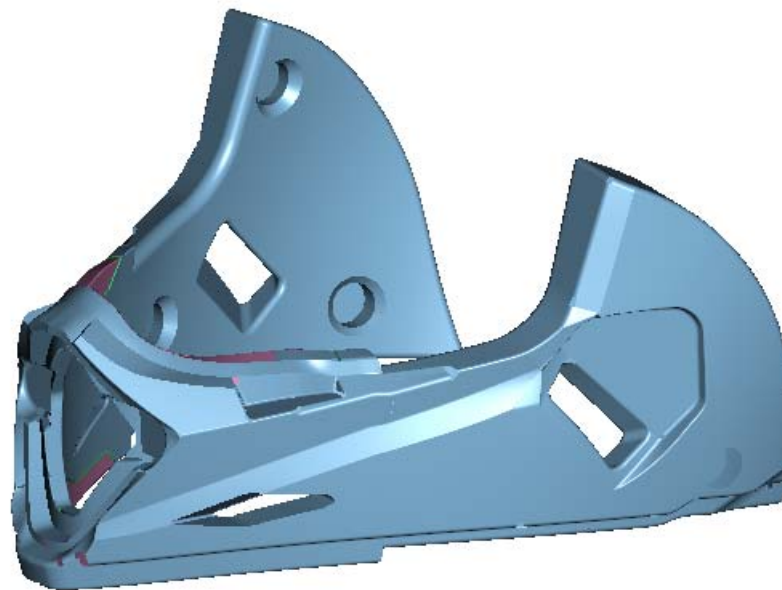
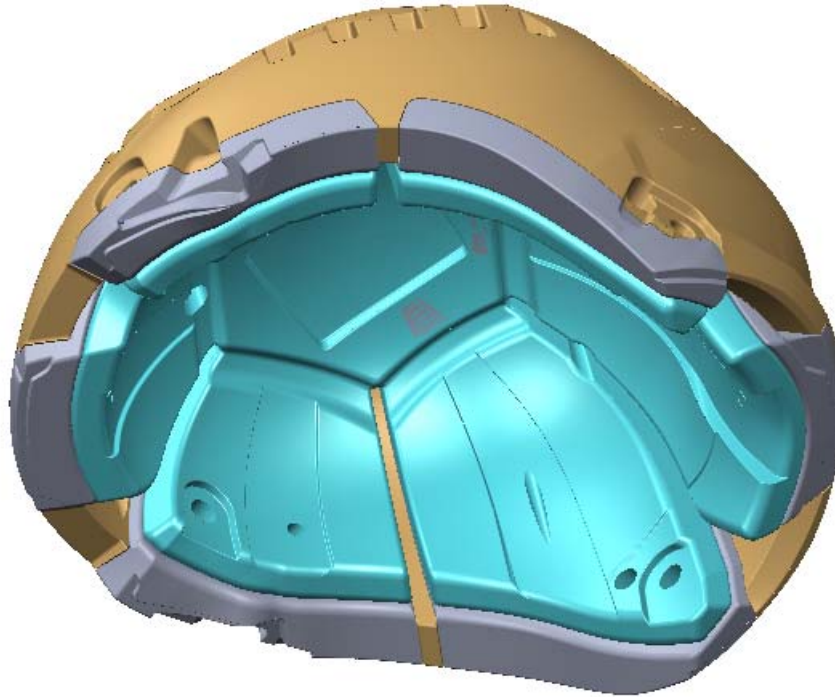


R22.05/ECE TYPE-APPROVAL OF PROTECTIVE HELMETS AND THEIR VISORS FOR DRIVERS AND PASSENGERS OF MOTORCYCLES AND MOPEDS

DIMENSIONED DRAWING OF THE HELMET (SHELL L)



TRIDIMENSIONAL VIEW OF PROTECTIVE PADDING



**R22.05/ECE TYPE-APPROVAL OF PROTECTIVE HELMETS AND THEIR VISORS FOR DRIVERS
AND PASSENGERS OF MOTORCYCLES AND MOPEDS**

GENERAL VIEW OF RETENTION SYSTEM



DRAWING OF THE PEAK



**R22.05/ECE TYPE-APPROVAL OF PROTECTIVE HELMETS AND THEIR VISORS FOR DRIVERS
AND PASSENGERS OF MOTORCYCLES AND MOPEDS****INFORMATION FOR WEARERS I**

BELL DATE: _____ **WARNING!**
VEHICLE USER'S HELMET

No helmet can protect the wearer against all possible or foreseeable impacts.

1) For maximum protection this helmet must be of good fit and all retention straps must be securely fastened to retain the helmet. The helmet when fitted and fastened shall not be removed easily under this condition. 2) This helmet is so constructed that the energy of an impact may be absorbed through its partial destruction, though damage may not be visible. If it suffers such an impact, it must either be returned to the manufacturer for inspection or be destroyed and replaced. 3) Make no modification. To maintain the full efficiency of this helmet there shall be no alteration to the structure of the helmet or its component parts. 4) Helmet can be seriously damaged by some common substances such as gasoline, paint, adhesives or cleaning agents without damage being visible to user. Apply only the following: Non-abrasive cleaners to the shell, only mild soap and water to the pads and liner. 5) Certified as a full face helmet. 6) Shell is constructed of composite material (carbon/kevlar/fiberglass) and polyester resin. Liner of expanded polystyrene (EPS), expanded polyolefin (EPO) and expanded polypropylene (EPP).

Warning! Read owner's manual. To get a replacement manual call Bell at 800-456-Bell.

**BELL HELMETS
MADE IN CHINA**

SIZES

☐ XS 54-55 cm	☐ S 55-56 cm	☐ M 57-58 cm	☐ L 58-59 cm	☒ XL 60-61 cm	☐ XXL 62-63 cm
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COMPATIBLE VISORS

☐ P157-CS-FS	☐ P157-RS-JH	☐ P311-CS-JH	☐ BH-IS-SS
☐ P157-SS-LY	☐ P157-CS-JH	☐ P362-IS-WS	
☐ P401-BJ-JH	☐ P401-FS-JH	☐ P311-IS-JH	



BELL

Bell exists to inspire and enable the next generation of boundary breakers. It is built from auto racing, motorcycle and bicycle culture. We don't just make helmets; we make possibilities. Born in a garage. Fueled by grease and will. Guided by pure intent to encourage the world to live, ride, drive and thrive. Hand-in-hand with the world's best drivers and riders, Bell continues to enable the world's best to be their best...as it always has. Bell—established 1964. Proven over time.

WARNING!
For your safety, it is important that you completely read the owner's manual and all warning labels.

WARNING!
No helmet can protect the user from all foreseeable impacts. To maximize the protection offered by this helmet design, it must fit securely. The chin strap must be securely fastened. For maximum protection, the helmet must fit firmly on head and the retention system must be securely fastened. With the retention system comfortably, but firmly, adjusted, it should not be possible for the helmet to be removed from the head when pulled at the rear in an upward and forward direction.

Introduction
Head protection is a complicated subject which cannot be fully discussed in this owner's manual. Regardless, before your first ride, you should read this owner's manual carefully for important information about your helmet. You should also store this manual in a place where you can retrieve it for periodic review or if any questions arise. You should not use your new helmet until you have read and fully understood the contents of this manual.

About Some of the Limits of Your Helmet
Your Bell motorcycle helmet is designed to reduce or prevent certain injuries, and studies show you are better off in an accident if you are wearing a helmet than if you are not. Regardless, a motorcycle helmet cannot protect against all foreseeable impacts or injuries. For example, your helmet cannot protect against spinal injuries, neck injuries, or any portion of the body it does not cover. In addition, it may not protect against injuries to areas the helmet does cover. For example, your helmet is made of energy absorbing materials which may or may not crush depending upon the impact. Sometimes the force of the impact is such that there is no crush, and sometimes the force of the impact is such that the material crushes completely. In either case at least some of the force of the impact is transmitted to the head and brain, and permanent injury or death may result. In addition, some head injuries are not caused by impacts. They are caused by other forces, like scrambling an egg just by shaking it. You do not have to destroy the shell to destroy the contents. Helmets cannot prevent this type of injury. Because of the wide variety of accident scenarios, it is impossible to tell when your helmet will or will not protect against injury or death.

Wearing Your Helmet
The best way to put on your Bell helmet is to gently pull the chin straps outward just enough to spread the helmet on your head. If you can pull the helmet onto your head without having to spread the helmet, the helmet is too big, will not fit right and should not be worn. With the helmet on your head, thread the loose end of the strap through the double D-rings as shown in Figure A. Pull on the end until the strap is snug, so it is almost uncomfortable, and well back against your throat. When riding, always wear the helmet with the chin strap in this position.

Standard D-Ring

Figure A

This section is very important: your helmet must be snug on all areas of your head and must be comfortable. Here are two good tests the helmet must pass:

1. Fasten the chin strap under your chin so it is snug with your mouth closed and uncomfortable to open your mouth. Grab the helmet with both hands and try to move the helmet forward and backward and from side to side. The helmet does not fit right if your skin does not move with the liner of the helmet.
2. With the chin strap snug under your chin, grab the helmet in the rear at the base and try to pull the helmet forward on your head. Do the same test except grab the helmet in the front and try to pull the helmet rearward. If the helmet comes off your head, the helmet does not fit right and you should not wear it. This is also important. Check to make sure the chin strap is tight periodically while you ride. If the chin strap has become loose, immediately stop and re-tighten the chin strap.

Short List of DOs and DON'Ts:

1. Do choose a helmet which fits properly.
2. Do not choose a helmet which interferes with your field of vision or your ability to hear.
3. Do make sure that when the chin strap is fastened the helmet fits snugly all over your head and lies on your forehead so you can see the edge in your upper field of vision.
4. Always wear the chin strap tightly and securely fastened while riding.
5. Do not modify your helmet.
6. Do check your helmet before each ride for signs of wear or damage.
7. Do not "junk" your helmet on mirror stalks or stony bars.
8. Do not carry your helmet on the motorcycle's helmet lock while riding.
9. Do replace your helmet immediately if it shows signs of wear or damage.
10. Do replace your helmet immediately after an impact, even if no damage is visible. The helmet is designed to absorb shock by partial destruction of the shell and liner. This damage may not be visible. Therefore, if subjected to a severe blow, the helmet should be replaced even if it is apparently undamaged.
11. Do replace your helmet at least every five years.
12. Do not loan or sell your helmet, or buy a used helmet.
13. Do not wear someone else's helmet.
14. Clean your helmet with soap and water only.
15. Wear a helmet whenever you ride.
16. Ride safely, and do not take risks just because you are wearing a helmet.

WARNING!
The helmet chin strap must be securely fastened and snug under your chin and against your throat or the helmet may not stay on in an accident, if the helmet does not stay on, serious injury or death may result.

WARNING!
Do not use a chin cup or wear the strap on the point of the chin. If the chin strap is not in the proper position or used properly, the helmet may not stay in position or may come off. Serious personal injury or death may result.

Proper Fit
In order to work right, your helmet must fit right. The liner is essential to the intended performance of the helmet. If your helmet does not fit right, it may come off in an accident, in which case it will not provide any protection. Because many motorcyclists are killed each year when their helmets do not stay on in an accident, do not wear a motorcycle helmet that does not fit right. If the helmet does not fit right, do not wear it. Bell manufactures helmets of different sizes, and should have a helmet to fit your head.

WARNING!
Do not wear a motorcycle helmet which does not fit right. Failure to follow this instruction could lead to serious personal injury or death. If you have purchased one of our full-face models, check the position of your eyes in relation to the eye opening of the helmet. Check to make sure that the helmet is positioned on your head so that you have adequate downward and upward vision to properly operate your vehicle. Adjust the position of the helmet on your head to achieve this relationship.

Protect Your Eyes
Always wear a face shield or goggles while riding. Some models come equipped with a face shield as standard equipment. If eye protection is not provided with the helmet, it is YOUR responsibility to obtain eye protection and use it. Tinted face shields, goggles, or other forms of eye protection should not be used at night or under other conditions of poor visibility. Lenses damaged by scratches will reduce visibility, especially at night, and should be replaced. Petroleum products and other solvents may impair the optical properties and reduce the mechanical strength of shields and goggles. On Bell helmets that come equipped with a face shield, the shield can be replaced. Make sure the shields are tight before each ride. Replacement shields can be obtained from your dealer or by calling 800-776-5677. Ensure that any visor attached to the helmet meets the requirements of AS 1909.

R22.05/ECE TYPE-APPROVAL OF PROTECTIVE HELMETS AND THEIR VISORS FOR DRIVERS AND PASSENGERS OF MOTORCYCLES AND MOPEDS

INFORMATION FOR WEARERS II

The following helmets are suitable for use with communication devices.

Model	Goggle Compatibility
Carbon Star/Star	Yes
RS-1	Yes
Vortex	Yes
Reactive Evo	Yes
Overfiller	Yes
Bell	Yes
Carbon 360	Yes
Fit One	Yes
Angus	Yes
Mag-9 Sens	Yes
Orion SLS	Yes
Cherry	Yes
Moto-9 Carbon	Yes
MC-2	Yes
EC-1	Yes

The following helmets are suitable for use with communication devices.

Model	Seas SMH-10	Cerco Gel	CARDIO G2	Chatter Box	Chatter Box	J&B	Midland	UHF
	SMH-10	G2	G2	X802	X132	ERL1025	BT Prodigy	MC 100
Carbon Star/Star	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
RS-1	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Reactive Evo	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Mag-9	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Overfiller	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vortex	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Bell	No	No	No	No	No	No	No	No
Fit One	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Angus	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes

Check for Adequate Hearing

Research has shown that in many cases shielding the ears from wind noise results in the ability to more accurately detect important traffic sounds (such as horns and sirens).

⚠WARNING!

It is the responsibility of each user to determine which helmet model is best suited to his or her needs and preferences. Helmet models that cover less of the head provide less impact protection and may be more susceptible to helmet ejection, which can result in injury or death. It is also the helmet user's responsibility to determine his or her ability to hear important traffic sounds while wearing and using this helmet.

Accessories

Using accessories not intended for use with your helmet can be dangerous. No attachments should be made to the helmet except those recommended by the helmet manufacturer. Do not drill or cut shell.

⚠WARNING!

Never rigidly attach anything to the outside of your helmet. If struck in an accident it can cause the force of the blow to be more concentrated and greatly increase your chance of injury or death. Never mount a rigid object to the inside of your helmet. If struck in an accident it could become a projectile, greatly increasing the chance of injury or death. Never drop your helmet, as this may cause damage which is invisible to you.

Storage

Our helmets require little special care. However, it is a good idea to protect your helmet from damage if it is to be stored for a long period of time. Household pets will chew on an unattended helmet if given the chance. Helmets should be stored in a cool, dry place. Exposure to temperatures in excess of 150 degrees F can cause damage, resulting in a loss of protection. The interior of cars on sunny days can exceed 150 degrees. The helmet has a limited lifespan in use and should be replaced when it shows obvious signs of wear, e.g. change of fit, cracks, rust, or fraying.

Painting

Our helmets should not be painted by anyone other than the manufacturer. Many helmet components can be seriously damaged by chemicals and/or solvents contained in most paint or by careless handling during the repainting process. The protection of this helmet may be severely reduced by the application of paint, adhesive stickers or transfers, cleaning fluids or other solvents. Use only materials recommended by the helmet manufacturer.

Easton-Bell Sports Customer Service

1001 Innovation Road
Rantoul, IL 61866
Dealer Contact: tel. 800-776-5677 fax. 800-888-9009

For international customers outside U.S. please visit www.bellhelmets.com for a list of distributors and contact information in your region.

⚠WARNING!

Failure to use proper eye protection can cause an accident and result in serious injury or death.

Check For Adequate Vision

Always check for adequate vision. For example, when helmets are used in conjunction with goggles or other eye coverings, vision restrictions can occur. Make sure your motorcycle is equipped with effective mirrors, and use them for peripheral vision to enhance your direct vision of traffic and other riding hazards. It is the responsibility of each user to assure the adequacy of his or her vision prior to using this helmet.

⚠WARNING!

Never use a helmet or eye protection which restricts your vision so that you are unable to safely operate your vehicle.

⚠WARNING!

Tinted lenses are not suitable for use at night. Lenses damaged by scratches will reduce visibility and should be replaced. Visors and goggles having minor scuffed areas or small surface scratches should not be used at night. Contact with petroleum products and other solvents may impair the optical properties and reduce the mechanical strength.

Care and Cleaning

Helmets are energy absorbing devices intended to deform, fracture, crush, and collapse as they absorb as much of the energy generated by an impact as they possibly can. They are durable, but should be treated as though they are fragile so that you will have all of the available energy absorbing materials if you should ever need them. Your helmet will give you years of good service if properly cared for.

Follow these simple rules:

- Never decorate your helmet with paint, decals, stickers, or tape.
- Use only mild soap and water to clean the outside of your helmet.
- Chemicals used in many items can be harmful to the outer shell of your helmet.
- Frequently, this damage is not visible, and can result in premature fracturing of the shell when impacted.
- Use only mild soap and water to clean the interior of your helmet.
- Never allow your helmet to come in contact with gasoline or other petroleum products, as this will cause serious damage to the energy absorbing inner liner and/or the outer shell of the helmet.



French

Bell existe pour inspirer et donner pouvoir à la prochaine génération des casseurs qui poussent l'enveloppe toujours plus loin. Bell est fondée sur une culture de courses d'automobiles, de motocyclettes et de bicyclettes. Nous ne fabriquons pas seulement des casques, nous générons des possibilités. Nés dans un garage. Alimentés par la graisse et la volonté. Guidés par le pur instinct de vivre, d'encourager la vie, les courses, la conduite et la survie au mieux. Main dans la main avec les meilleurs conducteurs et cyclistes du monde, Bell continue à habiller les meilleurs du monde à faire de leur mieux... comme nous l'avons toujours fait. Établie en 1954, Bell a toujours fait ses preuves depuis lors.

⚠AVERTISSEMENT !

Pour votre sécurité, il est important que vous lisez le manuel de l'utilisateur et toutes les étiquettes d'avertissement.

⚠AVERTISSEMENT !

Aucun casque ne peut protéger l'utilisateur contre tous les chocs imprévisibles. Pour maximiser la protection offerte par ce modèle de casque il doit être étroitement adapté. La jugulaire doit être solidement fixée. Pour une protection maximale, le casque doit tenir fermement sur la tête et le système de retenue doit être solidement fixé. Avec le système de rétention confortablement, mais fermement, réglé, il ne devrait pas être possible pour le casque d'être retiré de la tête lorsqu'il est tiré à l'arrière dans une direction vers le haut et vers l'avant.

Type: **Moto-9 FLEX**



DATE : MAY 2015
EXT. : 00
PAGE : 17/18

**R22.05/ECE TYPE-APPROVAL OF PROTECTIVE HELMETS AND THEIR VISORS FOR DRIVERS
AND PASSENGERS OF MOTORCYCLES AND MOPEDS**

MATERIAL SUITABILITY CERTIFICATE

This is to certify that the materials used in the manufacture of this helmet do not undergo appreciable alteration under the influence of ageing, or of the circumstances of use to which the helmet is normally subjected (sun, temperature, rain).


David Chen

Authorised signatory



Type: **Moto-9 FLEX**



DATE : MAY 2015
EXT. : 00
PAGE : 18/18

**R22.05/ECE TYPE-APPROVAL OF PROTECTIVE HELMETS AND THEIR VISORS FOR DRIVERS
AND PASSENGERS OF MOTORCYCLES AND MOPEDS**

MATERIAL HEALTHINESS CERTIFICATE

This is to certify that those parts of this helmet coming into contact with the skin do not undergo appreciable alteration through the effect of perspiration or of toilet preparations.


David Chen

Authorised signatory

