MINISTERIO
DE INDUSTRIA, ENERGÍA
Y TURISMO

DIRECCIÓN GENERAL DE INDUSTRIA Y
DE LA PEQUEÑA Y MEDIANA EMPRESA

SUBDIRECCIÓN GENERAL DE
CALIDAD Y SEGURIDAD INDUSTRIAL

E9-05.6084

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- ~~retirada de homologación / *approval withdrawn*~~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 Nº 22 / *of a type of protective helmet with/~~without~~ (1) ~~one~~/more (1) visor type(s) pursuant to Regulation No. 22.*

Homologación Nº / *Approval No.*: E9-05.6084 Extensión Nº / *Extension No.* 00

1. Marca de fábrica o comercial / *Trade mark*: BELL

2. Tipo / *Type*: P400 RACE STAR
Variantes / *Variants*: P400 RACE STAR, P400 PRO STAR

3. Tallas / *Sizes*: XS(53-54), S(55-56), M(57-58), L(59-60), XL(61-62), XXL(63-64)

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*: P400-PS-FS (E9-05.6059), P400-FS-FS (E9-05.6085)

11. Breve descripción de la pantalla o pantallas / *Brief description of visor or visors*:
Ver documentación del fabricante / *See manufacturer's documentation*

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

12. Presentado a la homologación el / *Submitted for approval on*: 18.03.2016

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*: 27.05.2016

15. Nº del acta de ensayos emitida por este servicio / *Number of report issued by that service*: MT16030111

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*

L'Albornar - Apartado de Correos 20
E - 43710 Santa Oliva (Tarragona)
España

Tel. +34 977 166000
Fax +34 977 166007
e-mail: idiada@idiada.com

INFORME Nº / *REPORT No.* MT16030111

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*	:	P400 RACE STAR
Variantes / *Variants*	:	P400 RACE STAR, P400 PRO STAR
Lugar y fecha de emisión del informe / *Place and date*	:	L'Albornar, Santa Oliva (Tarragona) 27.05.2016

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 FULFILS 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

MT16030111
IDIADA

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*	:	P400 RACE STAR
Variante ensayadas / *Tested variants*	:	P400 RACE STAR, P400 PRO STAR
Tallas / *Sizes*	:	XS(53-54), S(55-56), M(57-58), L(59-60), XL(61-62), XXL(63-64)
Id. de la muestra / *Sample Id.*	:	CA1603/30

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 libreto 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*	:	Variante / *Variant*: P400 RACE STAR Fibras de vidrio, carbono y kevlar / *Carbon, kevlar and glass fibers* Variante / *Variant*: P400 PRO STAR Fibras de vidrio, carbono, kevlar y TeXtreme / *Carbon, kevlar, glass and TeXtreme fibers*
Relleno de protección / *Protective padding*	:	EPS + EPO + EPP
Sistema de retención / *Retention system*	:	Doble anilla en D / *Double-D rings*
Pantalla / *Visor*	:	P400-PS-FS (E9-05.6059), P400-FS-FS (E9-05.6085)
Visera / *Peak*	:	----

ESPECIFICACIONES GENERALES / *GENERAL SPECIFICATIONS*

1. Constitución básica /
   Basic construction ..... *CORRECT*

2. Accesorios / *Accessories*:

   2.1. Pantalla / *Visor* ..... *YES*

   2.2. Visera / *Peak* ..... *NO*

   2.3. Otros dispositivos / *Other devices* ..... *NO*

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 shell ..... *CORRECT*

   2. Área cubierta por el relleno protector /
      Area covered by the protective padding ..... *CORRECT*

6. Proyecciones o irregularidades en la parte exterior de la carcasa /
   Projections or irregularities in the outer shell ..... *CORRECT*

7. Interior del casco /
   Inside of helmet ..... *CORRECT*

8. Sistema de retención protegido contra la abrasión /
   Retention system protected against abrasion ..... *CORRECT*

9. Sistema de retención / *Retention system*:

   1. Anchura de la cinta /
      Chin strap width ..... *CORRECT*

   2. Cinta desprovista de mentonera /
      Chin strap does not include a chin-cup ..... *CORRECT*

   3. Dispositivo de ajuste y retención de la cinta /
      Chin strap adjustment and tensioning device ..... *CORRECT*

   4. Posición de los dispositivos de retención y ajuste de la cinta /
      Position of the chin strap fastening and tensioning devices ..... *CORRECT*

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 system* ..... *CORRECT*

   Patilla de desenganche del mecanismo / *Releasing pulling flap* ..... *CORRECT*

6. Mecanismo de apertura rápida / *Quick release mechanism* ..... *NOT APPLICABLE*

7. Comportamiento del sistema de retención / *Retention system behaviour* ..... *CORRECT*

8. Protección contra manipulación incorrecta del cierre / *Buckle protected against incorrect manipulation* ..... *NOT APPLICABLE*

10. Estado del casco después del ensayo / *Helmet status after test* ..... *CORRECT*

11. Visión periférica / *Peripheral vision*:

    Horizontal / *Horizontal* (≥ 105°) ..... *CORRECT*

    Hacia arriba / *Upwards* (≥ 7°) ..... *CORRECT*

    Hacia abajo / *Downwards* (≥ 45°) ..... *CORRECT*

12. Pantalla / *Visor*:

    1. Sistema de fijación al casco / *System of attachment to the helmet* ..... *CORRECT*

    2. Maniobrabilidad / *Maneuverability* ..... *CORRECT*

    3. Ángulo máximo de apertura / *Maximum opening angle* (≥ 5°) ..... *CORRECT*

    4. Visión periférica / *Peripheral vision* ..... *CORRECT*

    5. Guarniciones y dispositivos de maniobrabilidad / *Fixings and devices to allow the maneuverability* ..... *CORRECT*

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

       Hacia arriba / *Upwards* (≥ 7°) ..... *CORRECT*

       Horizontal / *Horizontal* (≥ 90°) ..... *CORRECT*

       Parte inferior / *Lower edge* ..... *CORRECT*

13. Marcaje de advertencia / *Conspicuity marking* ..... *NOT APPLICABLE*

ENSAYO DE ABSORCIÓN DE IMPACTO / *IMPACT ABSORPTION TEST*

Variante / *Variant*: P400 RACE STAR

TALLA / *SIZE*: XL (61-62) Cabeza de ensayo / *Test headform*: O (62)

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	145	1087
				X	191	1507
				P	193	1609
				R	133	804
2	AMBIENTE / *AMBIENT*	CUÑA / *KERBSTONE*	7.5	B	108	717
				X	127	862
				P	149	1084
				R	106	623
3	-20 ºC	PLANO / *FLAT*	7.5	B	154	916
				X	207	1617
				P	192	1666
				R	141	859
			5.5	S	175	746
4	+50 ºC	CUÑA / *KERBSTONE*	7.5	B	120	771
				X	128	840
				P	164	1071
				R	96	538
5	UV + H_2O	PLANO / *FLAT*	7.5	B	140	1089
				X	183	1483
				P	189	1586
				R	142	822

TALLA / *SIZE*: L (59-60) 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
6	-20 ºC	PLANO / *FLAT*	7.5	B	138	921
				X	201	1636
				P	199	1842
				R	143	849
			5.5	S	150	629
7	+50 ºC	CUÑA / *KERBSTONE*	7.5	B	113	681
				X	156	1070
				P	152	1142
				R	89	542

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
8	-20 ºC	PLANO / *FLAT*	7.5	B	180	1143
				X	219	1803
				P	207	1968
				R	187	1257
			5.5	S	162	649
9	+50 ºC	CUÑA / *KERBSTONE*	7.5	B	122	770
				X	157	1176
				P	136	1010
				R	128	914

TALLA / *SIZE*: S (55-56) 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
10	-20 ºC	PLANO / *FLAT*	7.5	B	183	1244
				X	221	1960
				P	215	2086
				R	179	1288
			5.5	S	63	156
11	+50 ºC	CUÑA / *KERBSTONE*	7.5	B	119	839
				X	152	1257
				P	149	1244
				R	134	902

TALLA / *SIZE*: XS (53-54) 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
12	-20 ºC	PLANO / *FLAT*	7.5	B	182	1226
				X	214	1868
				P	216	2133
				R	169	1260
			5.5	S	98	275
13	+50 ºC	CUÑA / *KERBSTONE*	7.5	B	115	787
				X	196	1622
				P	154	1196
				R	145	964

Variante / *Variant*: P400 PRO STAR

TALLA / *SIZE*: XL (61-62) Cabeza de ensayo / *Test headform*: O (62)

Nº / *No.*	ACONDIC. / *CONDITIONING*	YUNQUE / *ANVIL*	VELOCIDAD / *SPEED* (m/s)	PUNTO IMPACTO / *IMPACT POINT*	RESULTADOS / *RESULTS*	
					$Ac_{(g)}$ máx ≤ 275 g	HIC ≤ 2400
14	-20 ºC	PLANO / *FLAT*	7.5	B	148	1036
				X	189	1473
				P	195	1651
				R	149	919
			5.5	S	207	738
15	+50 ºC	CUÑA / *KERBSTONE*	7.5	B	136	747
				X	134	812
				P	174	1177
				R	95	550

TALLA / *SIZE*: L (59-60) 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
16	-20 ºC	PLANO / *FLAT*	7.5	B	147	905
				X	214	1695
				P	181	1628
				R	126	681
			5.5	S	148	613
17	+50 ºC	CUÑA / *KERBSTONE*	7.5	B	118	688
				X	160	971
				P	172	1120
				R	94	545

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
18	-20 ºC	PLANO / *FLAT*	7.5	B	157	1107
				X	226	1801
				P	212	1980
				R	171	1244
			5.5	S	159	558
19	+50 ºC	CUÑA / *KERBSTONE*	7.5	B	135	853
				X	154	1032
				P	157	1157
				R	130	572

TALLA / *SIZE*: S (55-56) 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
20	-20 ºC	PLANO / *FLAT*	7.5	B	168	1168
				X	208	1723
				P	209	2010
				R	180	1271
			5.5	S	111	394
21	+50 ºC	CUÑA / *KERBSTONE*	7.5	B	120	846
				X	176	1422
				P	207	1596
				R	113	652

TALLA / *SIZE*: XS (53-54) 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
22	-20 ºC	PLANO / *FLAT*	7.5	B	160	1213
				X	215	1905
				P	218	2084
				R	183	1318
			5.5	S	86	244
23	+50 ºC	CUÑA / *KERBSTONE*	7.5	B	127	852
				X	184	1386
				P	170	1245
				R	131	731

Resultado ensayo de absorción de impactos / *Impact absorption test result* .....*CORRECT*

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*
24	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*

Variante / *Variant*: P400 RACE STAR

CASCO / *HELMET*		DIRECCIÓN / *DIRECTION*	RESULTADO / *RESULT*	
Nº / *No.*	TALLA / *SIZE*		Deformación máx. / *Max. deformation* (≤ 40 mm)	Deformación residual / *Residual deformation* (≤ 15 mm)
25	XXL (63-64)	Transversal	7.1	0.5
26	XXL (63-64)	Longitudinal	12.7	0.6
27	L (59-60)	Transversal	7.4	0.7
28	L (59-60)	Longitudinal	12.0	0.9
29	M (57-58)	Transversal	8.0	0.6
30	M (57-58)	Longitudinal	17.3	1.8
31	S (55-56)	Transversal	7.6	0.6
32	S (55-56)	Longitudinal	12.9	1.3
33	XS (53-54)	Transversal	8.2	0.8
34	XS (53-54)	Longitudinal	13.0	1.4

Variante / *Variant*: P400 PRO STAR

CASCO / *HELMET*		DIRECCIÓN / *DIRECTION*	RESULTADO / *RESULT*	
Nº / *No.*	TALLA / *SIZE*		Deformación máx. / *Max. deformation* (≤ 40 mm)	Deformación residual / *Residual deformation* (≤ 15 mm)
35	XXL (63-64)	Transversal	8.1	0.5
36	XXL (63-64)	Longitudinal	14.1	1.6
37	L (59-60)	Transversal	8.0	0.8
38	L (59-60)	Longitudinal	16.6	1.5
39	M (57-58)	Transversal	10.8	0.9
40	M (57-58)	Longitudinal	16.7	1.6
41	S (55-56)	Transversal	9.8	1.3
42	S (55-56)	Longitudinal	15.5	1.6
43	XS (53-54)	Transversal	9.6	1.1
44	XS (53-54)	Longitudinal	14.3	1.5

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)
45	XL (61-62)	23.5	14.2
46	L (59-60)	25.0	13.5
47	M (57-58)	22.2	13.3
48	S (55-56)	24.4	13.0
49	XS (53-54)	24.2	12.5

ENSAYO DE DESCALCE / *DETACHING TEST*

CASCO / *HELMET*		ÁNGULO GIRADO / *TURNED ANGLE* (≤ 30°)
Nº / *No.*	TALLA / *SIZE*	
50	XL (61-62)	16.7º
51	L (59-60)	15.2º
52	M (57-58)	15.1º
53	S (55-56)	14.9º
54	XS (53-54)	14.0º

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 mm ≤ 10 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 ≤ 5 mm / *The slippage of the strap in the micro-slip test is 3 ≤5 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 N*.....*NOT 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 N*.....*NOT 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 disengage*.....*NOT 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* : 18.03.2016-01.04.2016

Daniel García-Maroto Fernández
TÉCNICO DE HOMOLOGACIONES
HOMOLOGATION TECHNICIAN

MT16030111

DOCUMENTACIÓN TÉCNICA /
TECHNICAL DOCUMENTATION

MT16030111

INDEX OF DOCUMENTATION

1. GENERAL INFORMATION

1.1 Make(s):

BELL

1.2. Type:

P400 RACE STAR

1.3. Variants / Versions:

P400 RACE STAR, P400 PRO STAR

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

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(53-54), S(55-56), M(57-58), L(59-60), XL(61-62), XXL(63-64)**

3. SHELL

3.1. Material used:

Variant P400 RACE STAR:
Carbon, Kevlar and glass fibers embedded in epoxy resin.
Variant P400 PRO STAR:
Carbon, Kevlar, glass and TeXtreme fibers embedded in epoxy resin.

3.2. Composition of the border join on the shell: **PVC rubber trim**

3.3. Ventilations:

3.3.1. Number of ventilations: **5**

3.3.2. Positioning of ventilations: **Mouthpiece vent, forehead vent, top vents, rear vent.**

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**

4.4. Anchorage system to the shell:

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

5. PROTECTIVE PADDING

5.1. Composition:

Expanded polystyrene (EPS), Expandable Polystyrene Copolymer (EPO) and Expanded ploypropylene(EPP)

5.2. Density:

Variant P400 RACE STAR and P400 PRO STAR:

P400 Flex Impact liner & Cheekpad & Rear EPS Density							
Helmet Size	Shell Size	Main EPS size	Flex impact liner			Cheekpad	Rear
			EPS	EPO	EPP		
XS	XS	XS	30	22.5	50	60	50
S	S	S	30	22.5	45	60	50
M	M	M	40	22.5	50	60	50
L	L	L	40	22.5	50	60	50
XL	XXL	XL	45	22.5	50	60	50
XXL		XXL	45	22.5	50	60	50

Note: Values expressed in kg/m^3

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: **Cheek Pads-- Foam and Fabric**
Lower face cover: **Foam and Fabric**

7. OTHER CHARACTERISTICS

7.1. Markings:

7.1.1. Location of:

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

8. ACCESSORIES

8.1. Information for wearers:

8.1.1. Text: **See pages 16, 17.**

8.1.2. Location: **In a label sewn in the inner comfort padding and a brochure hanged on the strap.**

9. VISOR

9.1. Make:

BELL

9.2. Types: **P400-PS-FS (E9-05.6059) and P400-FS-FS (E9-05.6085)**

9.3. Name and address of manufacturer:

KEENTECH COMPOSITE TECH CO., LTD.
No.1, YongXing Road, Xinglin Jimei
361022 (Xiamen), China

9.4. Material: **PC**

9.5. Drawing of the visors:

See page 14 and 15.

9.6. Surface treatment:

Anti-scracth (outside)

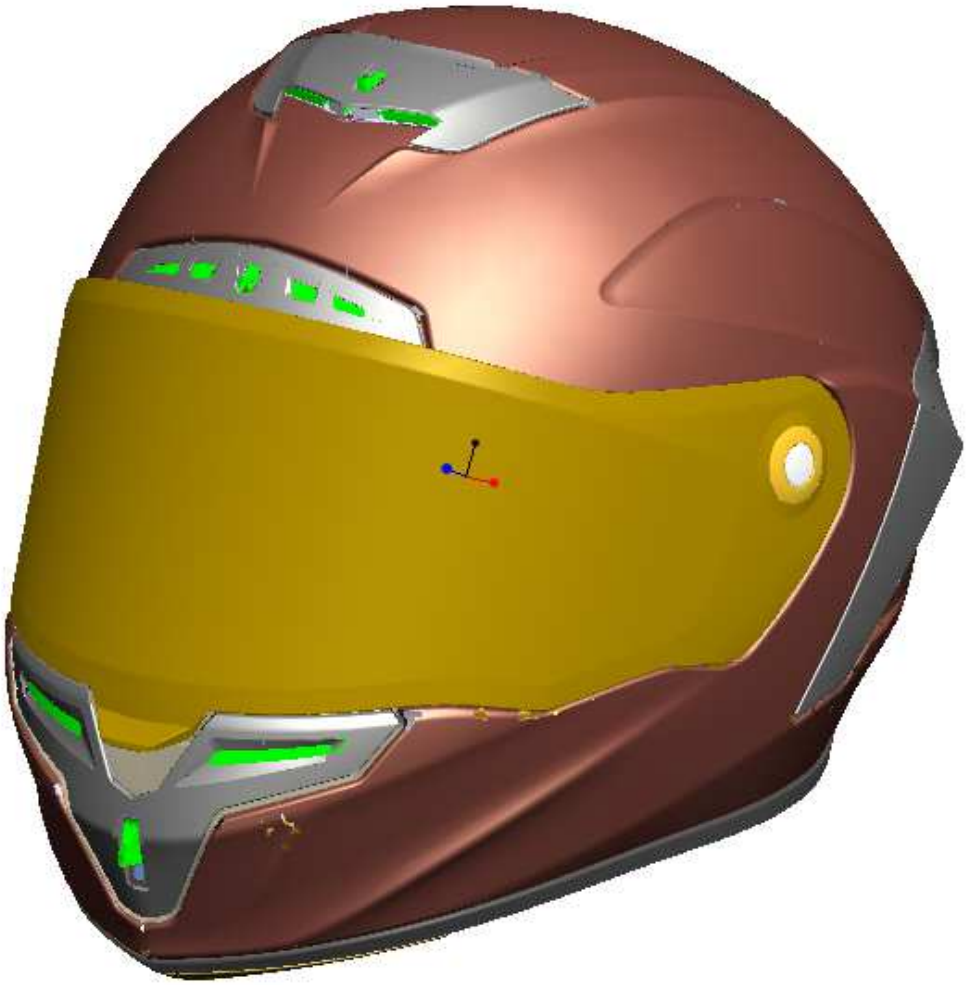
9.7. Colour:

Transparent

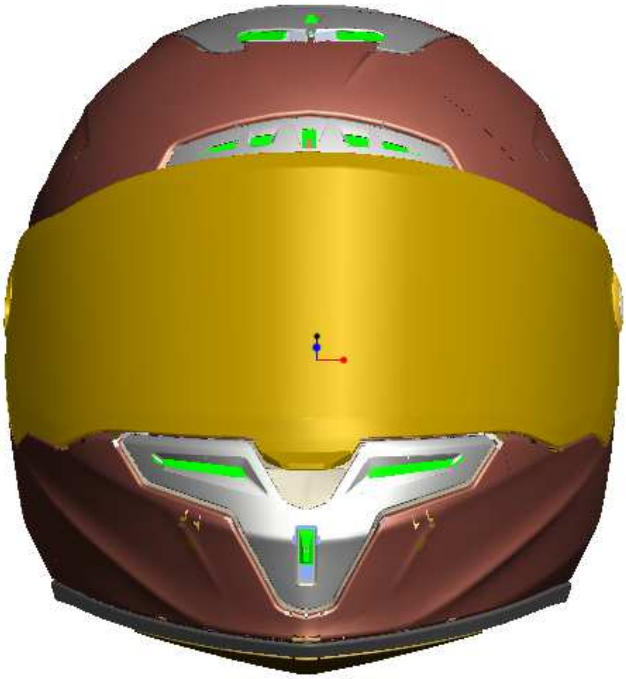
9.8. Manufacturing method:

By injection

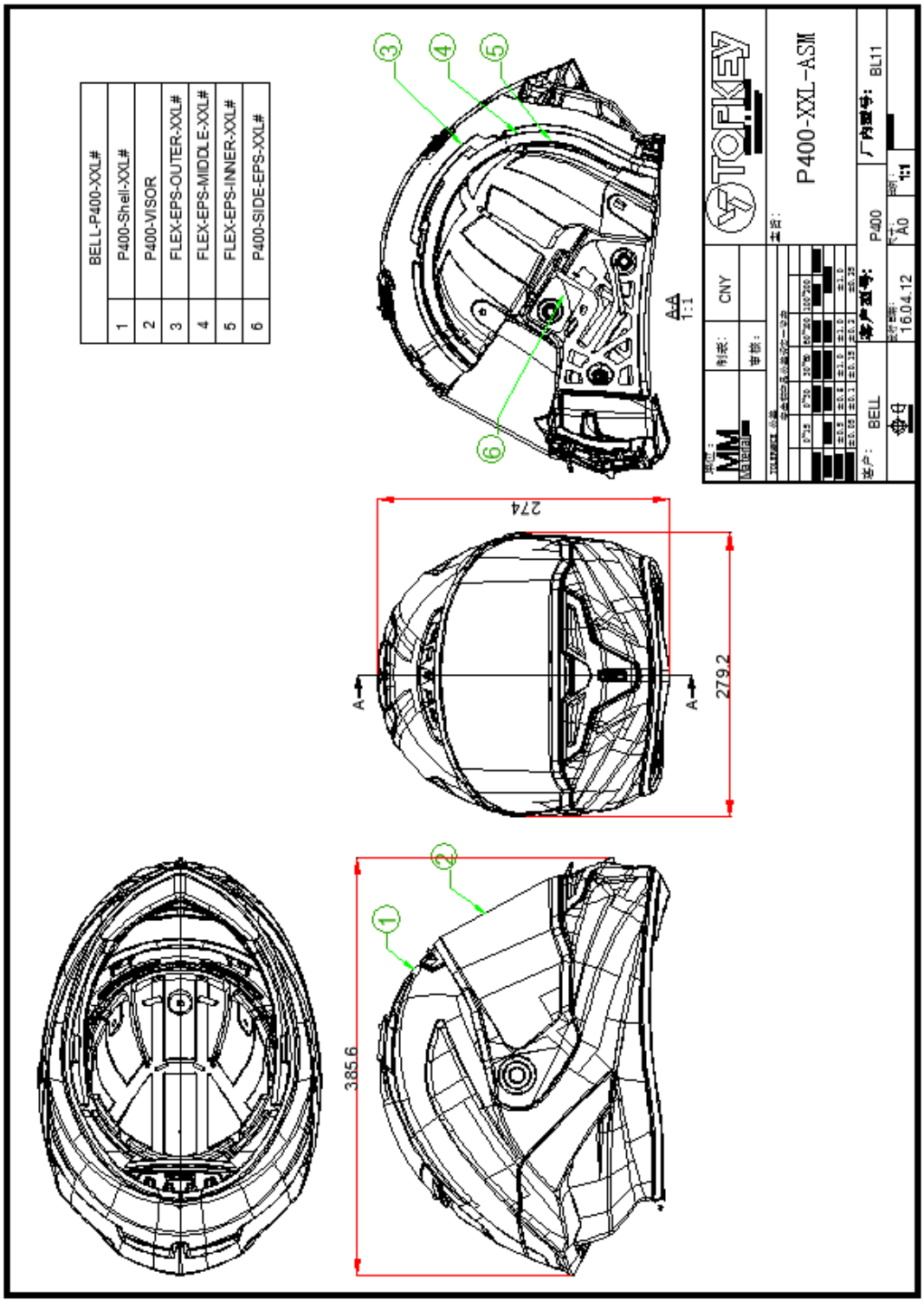
GENERAL VIEW OF THE HELMET



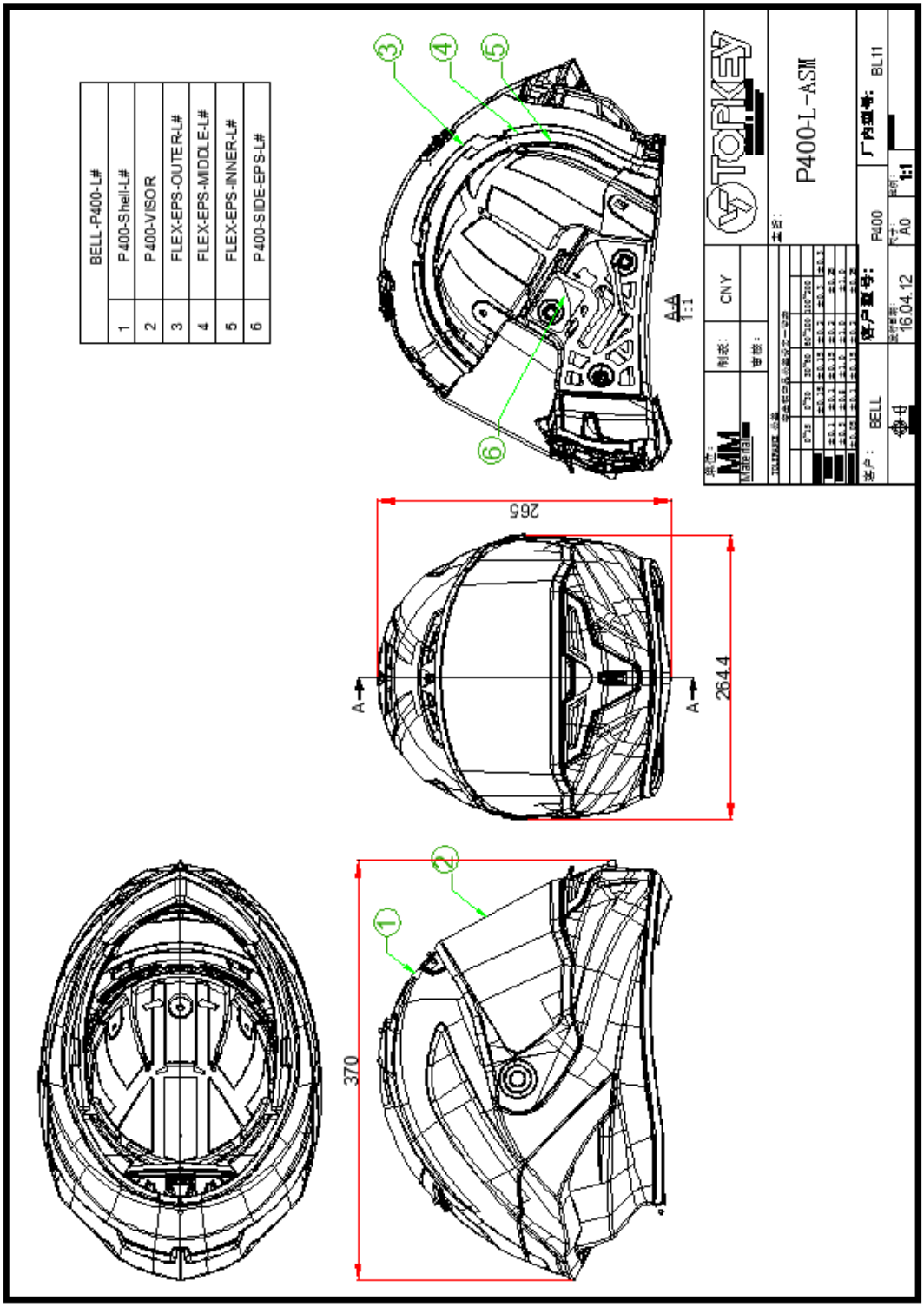
DRAWING OF THE HELMET



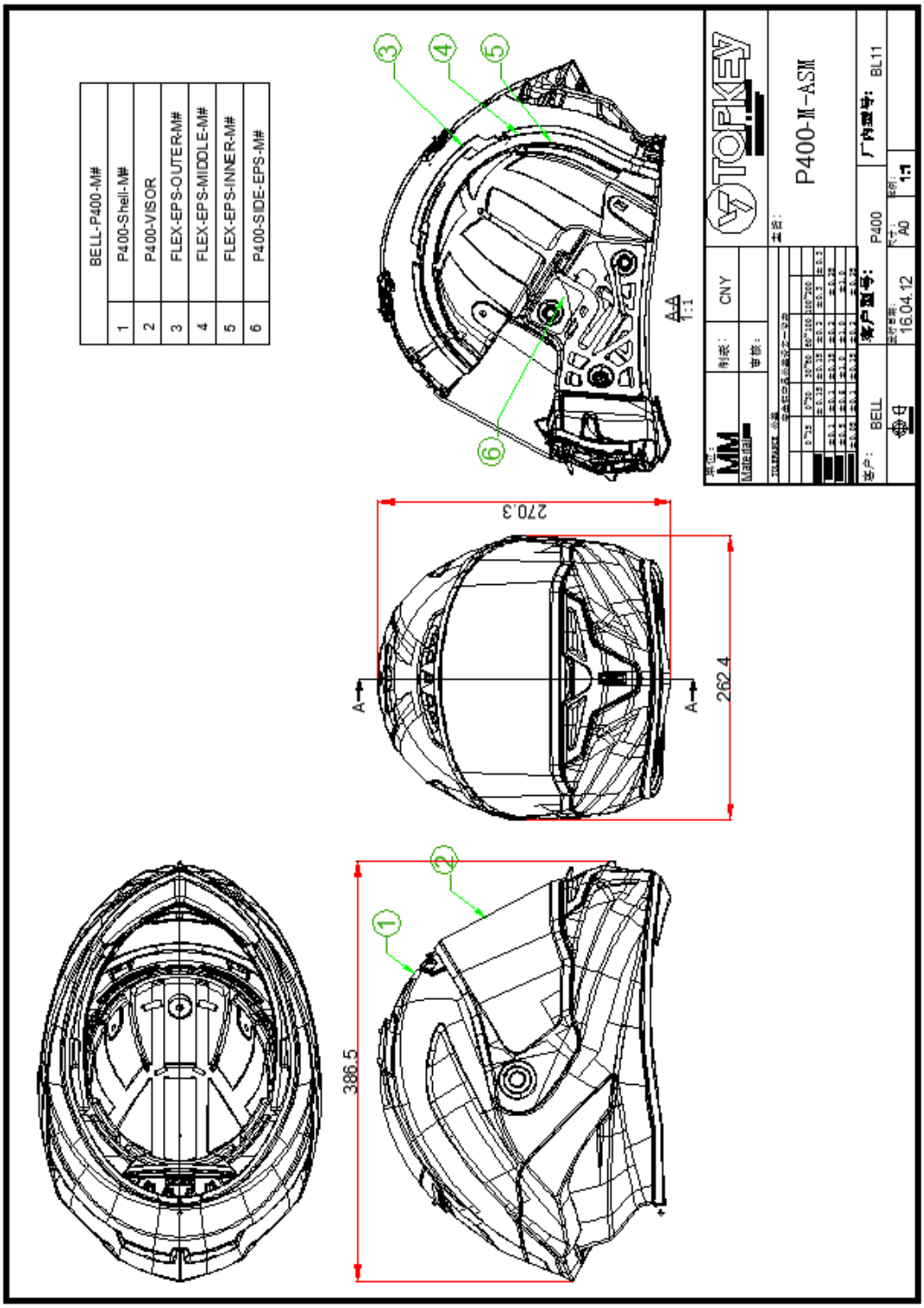
DIMENSIONED DRAWING OF THE HELMET (SHELL XXL)



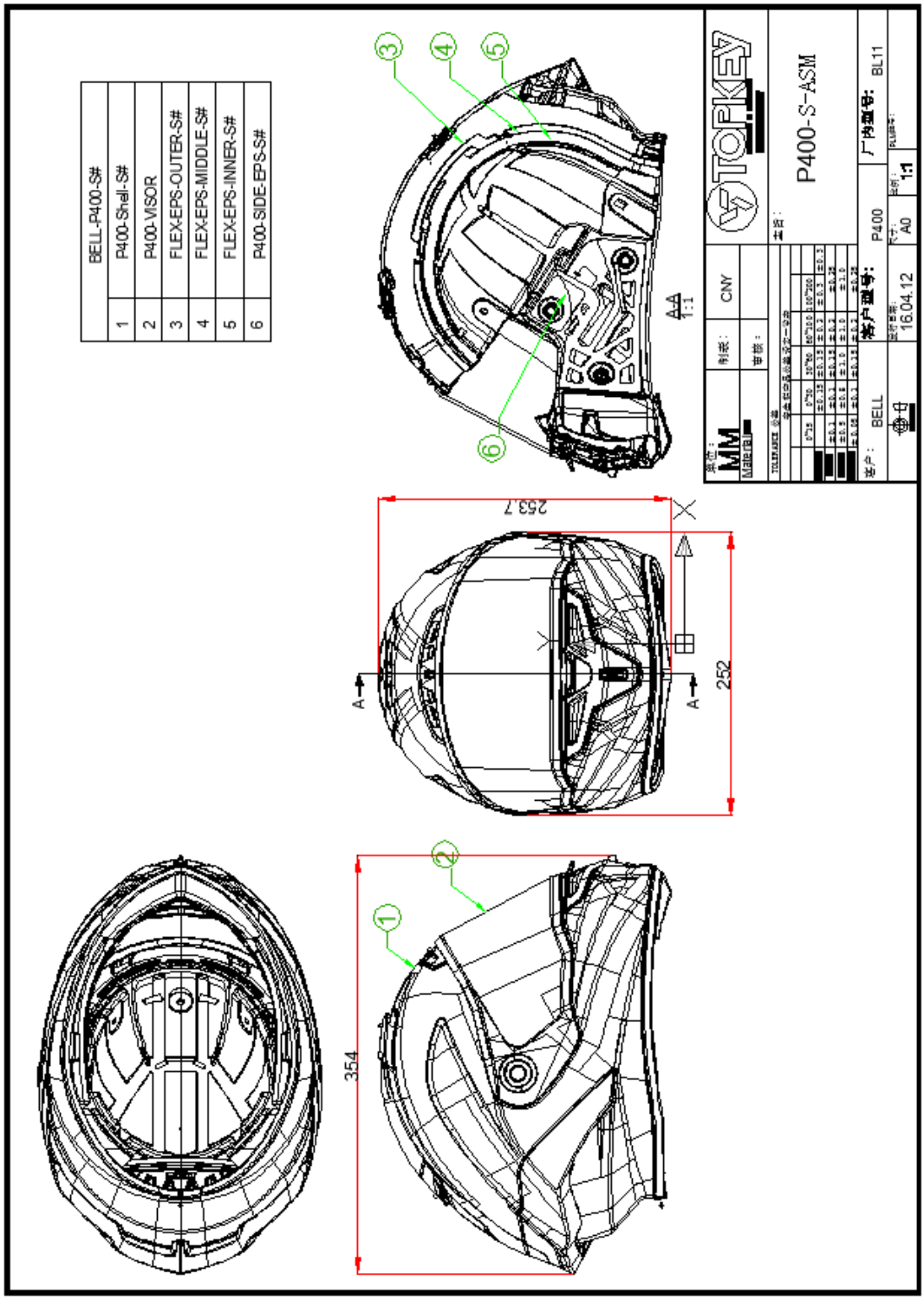
DIMENSIONED DRAWING OF THE HELMET (SHELL L)



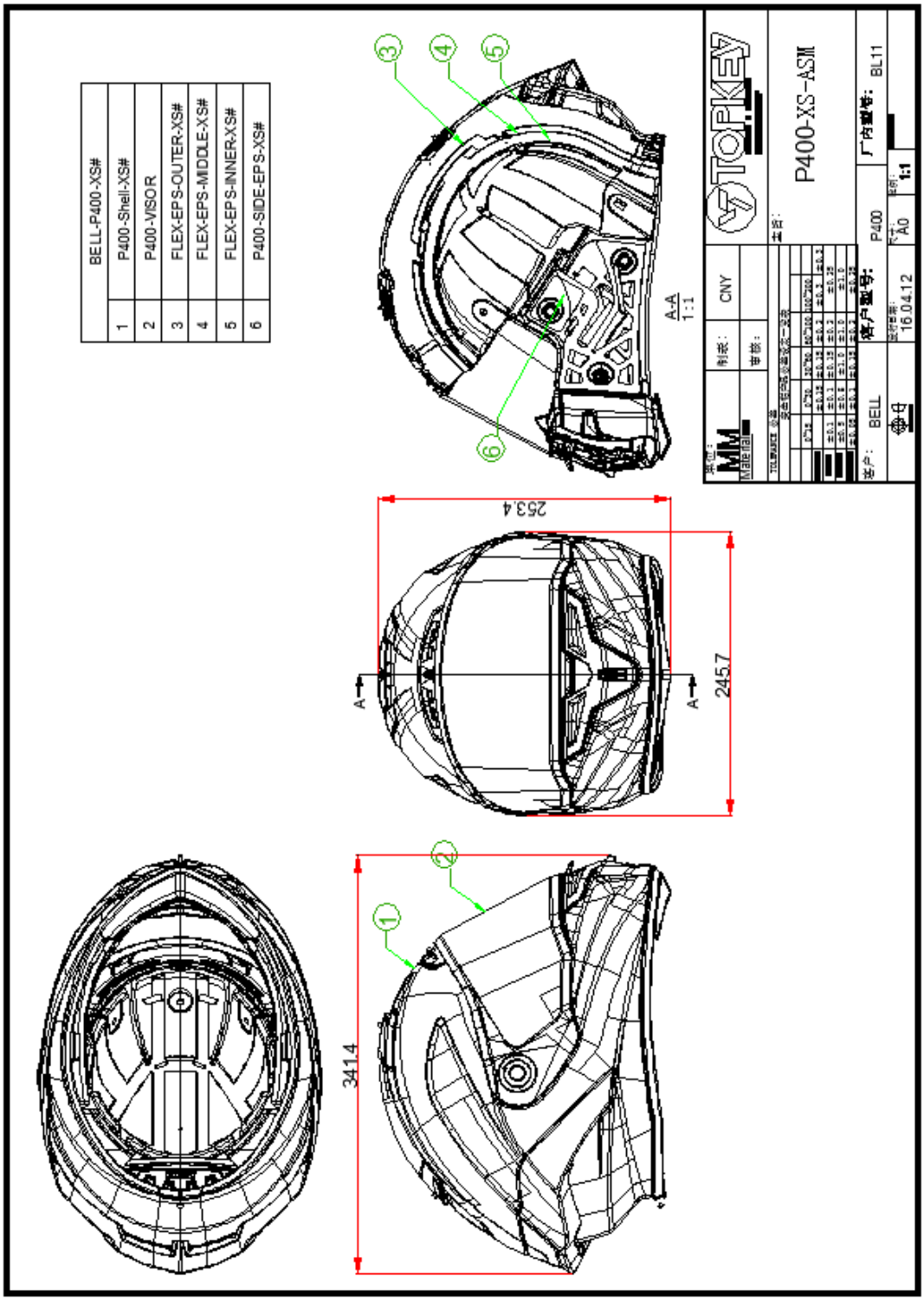
DIMENSIONED DRAWING OF THE HELMET (SHELL M)



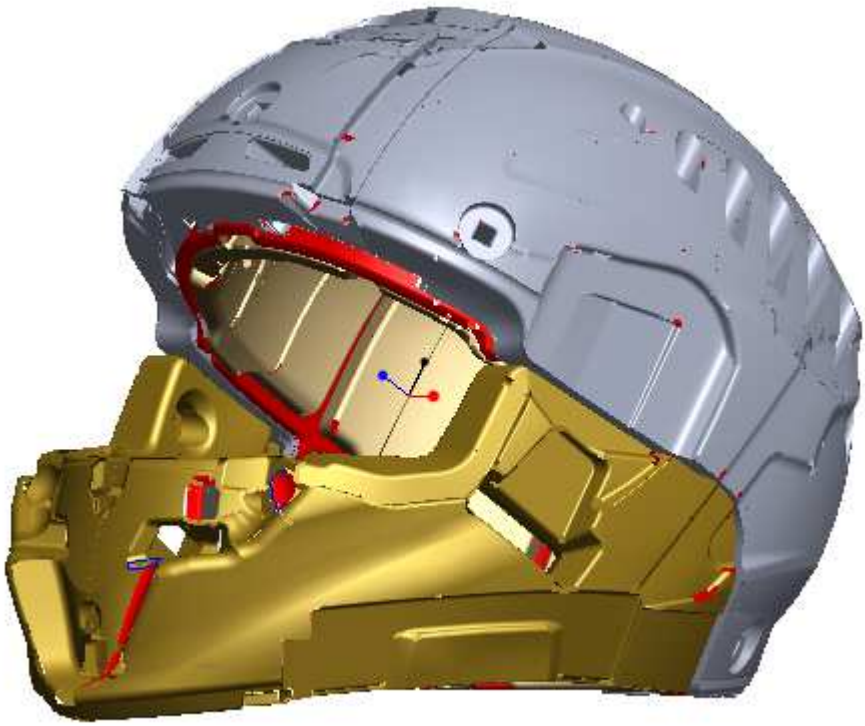
DIMENSIONED DRAWING OF THE HELMET (SHELL S)



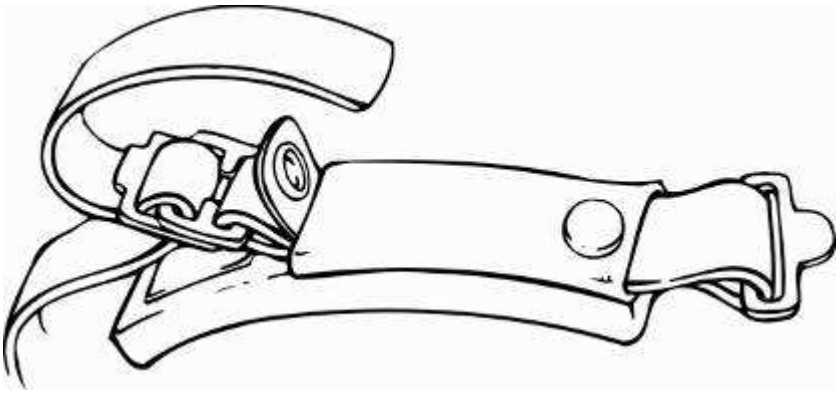
DIMENSIONED DRAWING OF THE HELMET (SHELL XS)

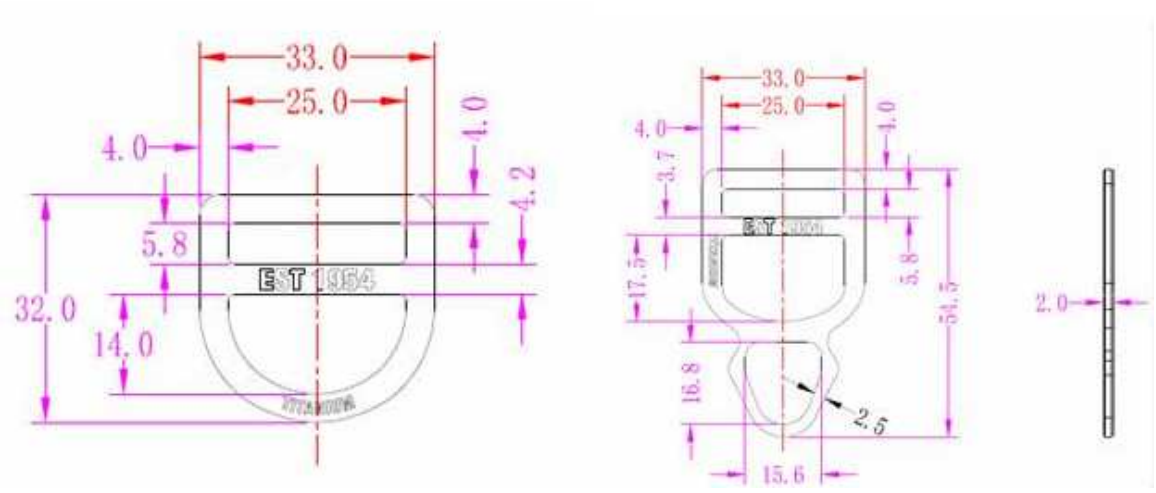


DRAWING OF PROTECTIVE PADDING

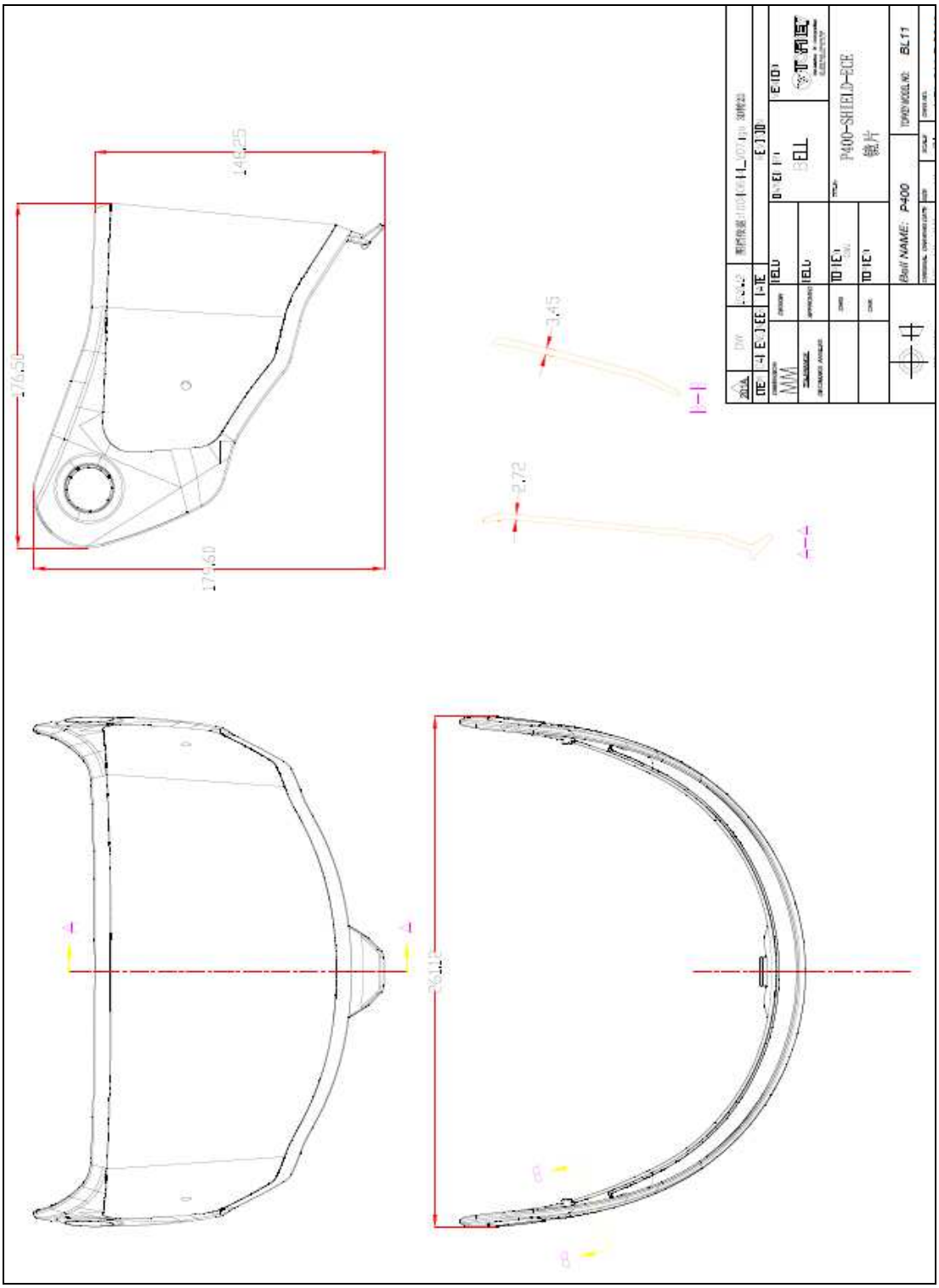


GENERAL VIEW OF RETENTION SYSTEM

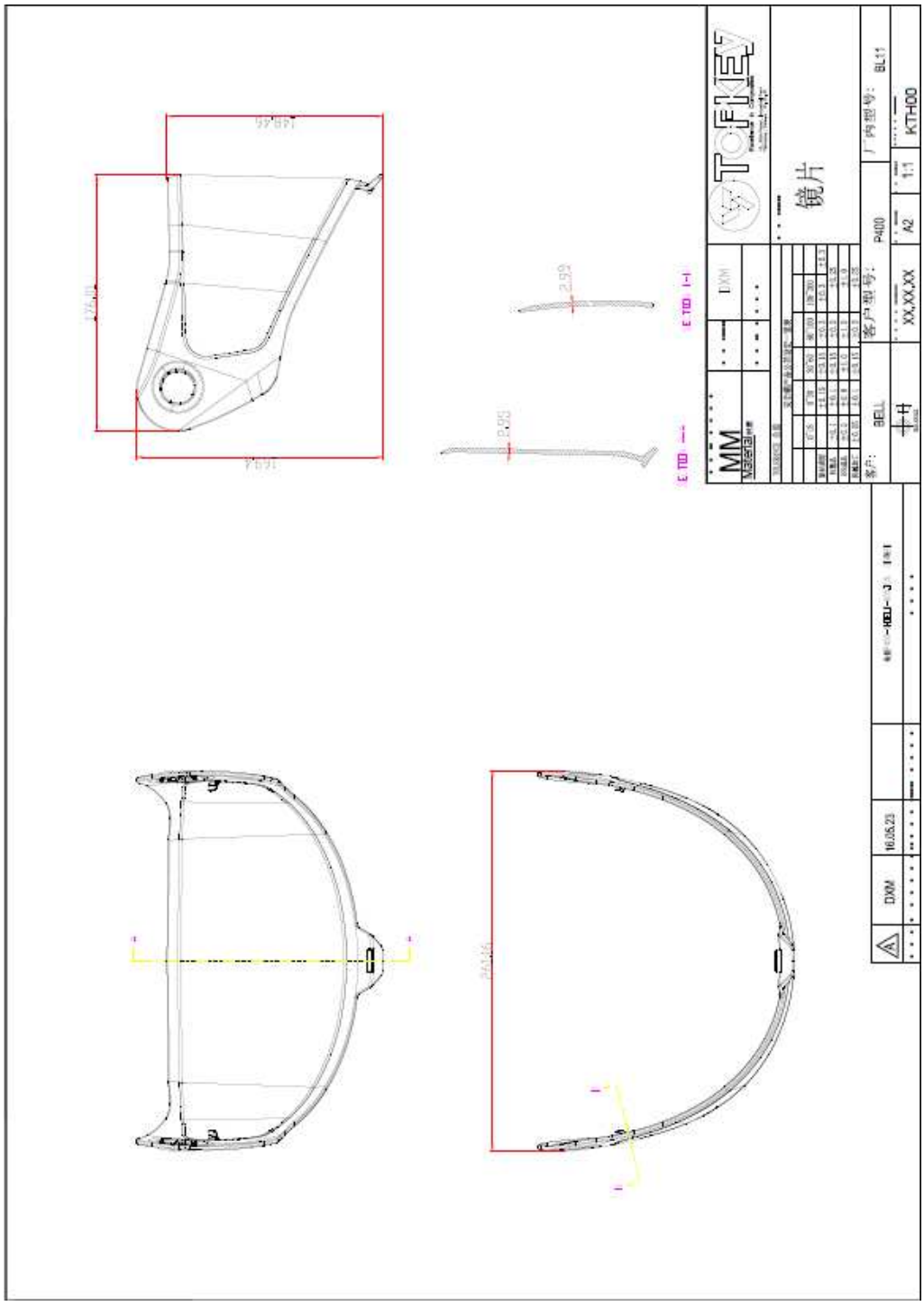




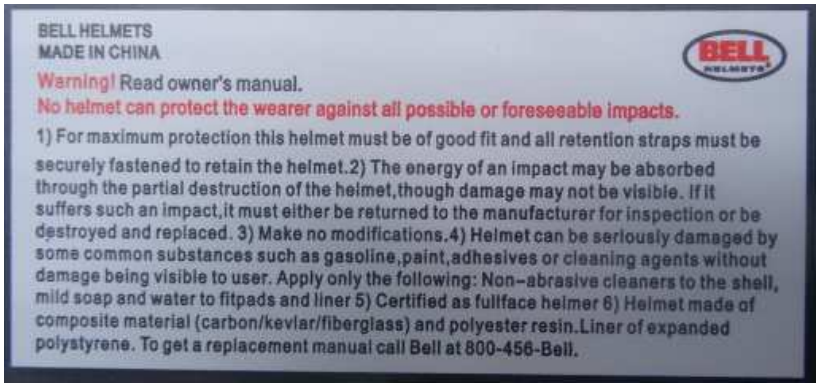
DRAWING OF THE VISOR (P400 PS-FS)



DRAWING OF THE VISOR (P400 FS-FS)



INFORMATION FOR WEARERS I



Introduction

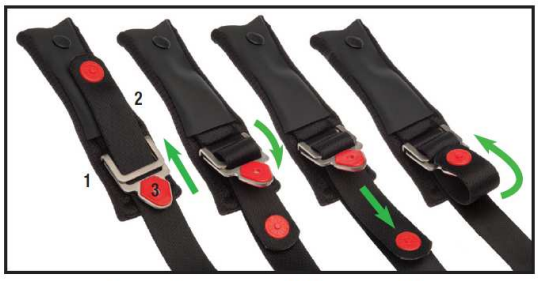
Head protection is a complicated subject which cannot be fully discussed in this owner's manual. Regardless, before your first ride, you should read this owner's manual carefully for important information about your new Star Series helmet. You should also store this manual in a place where you can retrieve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

About Some of the Limits of Your Star Series Helmet

Your Star Series 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 new Star Series helmet is to gently pull the chin straps outward just enough to spread the helmet as you ease it over 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 illustrated below. 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.



1. D-Rings 2. Chinstrap 3. Magnefusion Magnets

Short List of Do's 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 low 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 check your helmet before each ride for signs of wear or damage.
6. Do not "park" your helmet on mirror stalks or sissy bars.
7. Do not carry your helmet on the motorcycle's helmet lock while riding.
8. Replace your helmet immediately if it shows signs of wear or damage.
9. Replace your helmet immediately after an impact, even if no damage is visible.
10. Replace your helmet at least every five years.
11. Do not loan or sell your helmet, or buy a used helmet.
12. Do not wear someone else's helmet.
13. Clean your helmet with soap and water only.
14. Wear a helmet whenever you ride.
15. Ride safely, and do not take risks just because you are wearing a helmet.
16. Do not remove any component of the helmet unless specified by the manufacturer.
17. Always ride with all padding installed properly in the 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. 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.

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.

INFORMATION FOR WEARERS II

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 roll 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 lose, immediately stop and re-tighten the chin strap. If you have any questions about fit, see your dealer, or contact Bell's Consumer Services group at 1-800-456-BELL.

⚠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
Your new Star Series helmet is equipped with a face shield that must be used at all times in order to adequately protect your face and eyes. Tinted face shields, goggles, or other forms of tinted 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 should not be used. Replacement shields can be obtained from your dealer or by calling 1-800-456-BELL.

⚠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.

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.

⚠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.

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. Avoid harsh sunscreens, hair products, and skin products on the head while wearing the helmet.

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.

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.

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.

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

XIAMEN KAIEN TECH COMPOSITE TECHNOLOGY CO. LTD

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

XIAMEN KECHUANG COMPOSITE TECHNOLOGY CO., LTD.