



ARAI STANDARD DEMANDS A STRONGER SHELL.

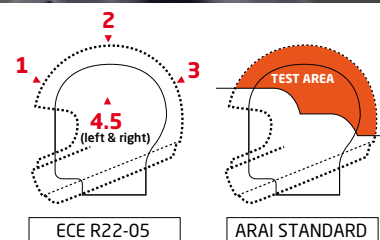
Rounder, Smoother & Stronger Shell
**R75
SHAPE**

The self established Arai in-house standard is a series of tests performed in addition to the mandatory European national standard. This is what we call the "Arai Standard". It is applied to most Arai products (*) and is based on a stronger outer shell for real world protection.

(*) Arai Standard applies to all current models, except the Freeway.

Test area

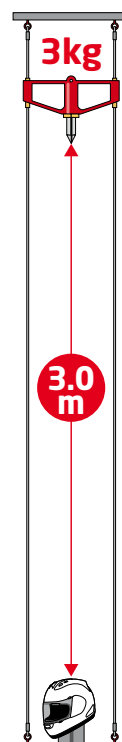
The Arai standard does not specify fixed impact or penetration test points. It requires that any area above the test line must comply to the test requirements.



IMPACT MANAGEMENT TEST



The Arai Standard specifies impact management test to be conducted with a hemispherical anvil. This anvil offers a much smaller contact point than the anvils required by the European national standard. As a result, this smaller contact point causes higher impact energy levels. Therefore the Arai Standard requires a stronger outer shell to handle these higher impact energy levels. The Arai Standard defines an impact test from approximately 3 meters to gain the impact velocity of 7.5m/s.



SHELL PENETRATION TEST

In the real world, the possibility that the helmet hits a motorcycle foot peg or any other protruding object is quite real. The performance of the helmet to withstand hard, sharp objects entering the outer shell is an important feature, although European national standard does not require shell penetration tests. The outer shell should offer resistance against penetration. That is why the Arai Standard defines stringent shell penetration tests with a 3kg sharp pointed metal striker, falling from 3 meters height.

Both ECE and Snell

The RX-7 GP and Quantum-ST offer the unique feature of satisfying both ECE R22-05 and SNELL M2010 performance requirements. For more information: visit www.araihelmet.eu

araihelmet.eu



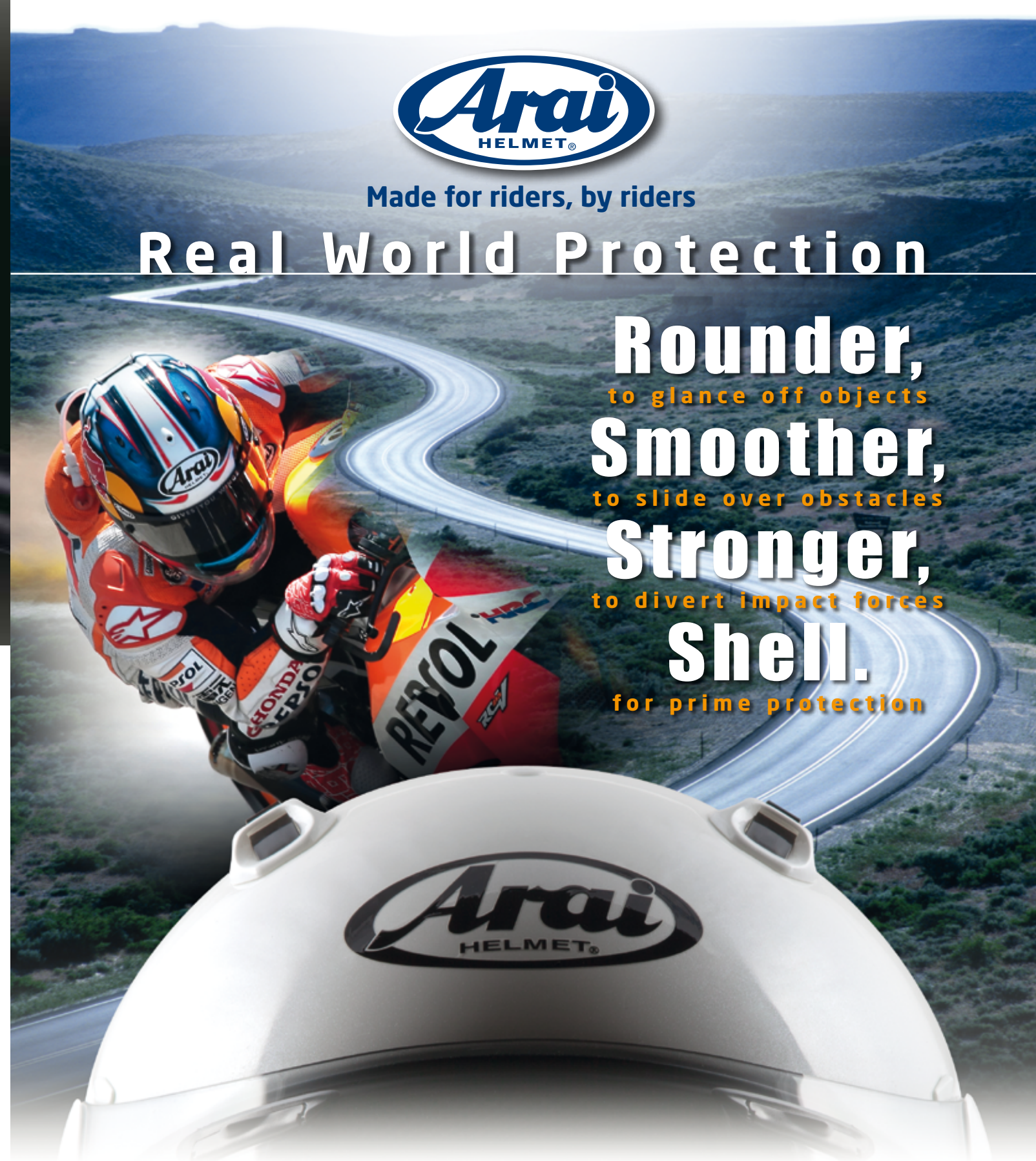
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Made for riders, by riders

Real World Protection

Rounder,
to glance off objects
Smoother,
to slide over obstacles
Stronger,
to divert impact forces
Shell.
for prime protection



A rounder, smoother shell is better able to slide over uneven surfaces to help minimize rotational forces. That's why Arai believes in the R75 SHAPE, the basis of racers confidence through Arai's long history.



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THE ABILITY TO SLIDE OVER AND TO GLANCE OFF OBSTACLES TO DIVERT ENERGIES, IS A CRUCIAL HELMET FUNCTION.

Impact absorption definitely is the essential role of a helmet for protection of the wearer. In fact, the history of ARAI has been the ongoing efforts to elevate the level of its capability, and such effort of ARAI shall never stop.

Yet, it also is true the wearer of the helmet can be travelling much faster than the drop speed of the impact tests. This suggests that the real world impacts can be quite different from those at the test lab.

As the kinetic energy of a moving object increases by the square of the speed, even a street rider, travelling at the legal limit, can carry up to 12 times the impact energy the world's most stringent standard allow. No helmet, regardless of brand, can be expected to manage such energies directly.

Regarding this crucial fact, it is important to know the impact energies the helmet needs to absorb can be dramatically reduced, if it can glance off obstacles by sliding across uneven surfaces and divert energies of the impact.

This fact reveals that the ability of a helmet to slide over uneven surfaces is another fundamental role of a helmet for real world protection.

ARAI has been observing this throughout our long history

Experience, though decades of lessons learned in the street and on the track, continues to reinforce a simple truth that a Rounder, Smoother and Stronger Shell is better able to divert impact energy by sliding across uneven surfaces and glancing off obstacles more easily, as well as helping to minimize excess rotational forces. Thus, ARAI believes in a continuous convex curve of a minimum radius 75mm - defined by the R75 SHAPE.

The roundness of the shell can be checked with the R75 SHAPE template

The R75 concept

R75 may sound complex, but it very basic at its roots: A simple tool allows everyone to visualize and easily understand for themselves. The R75 gauge demonstrates how Arai strives to maintain the R75 radius wherever possible. Move the gauge around the shell surface, as long as the two ends of the gauge are touching the surface, the shell conforms the R75 shape concept.

R75 SHAPE is one of in-house standards ARAI enforces. ARAI does so to offer better protection to wearers.

It's not something most standards demand.
It's something ARAI demands.

* Arai R75 SHAPE concept does not apply to areas below test line, attachment areas of visor and ventilation ducts, or some exceptional models

R75 SHAPE is not what most standards demand. It's what ARAI demands.

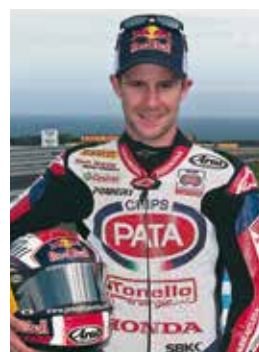


Please use next QR code to see the video of this crash



I'VE GOT THE BEST HELMET IN THE WORLD

SBK rider Jonathan Rea crashed heavily at Imola in 2012. Jonathan explains: "I suffered a frightening high-side on my Honda during Superpole qualifying and was airborne high into the air before smashing heavily on the tarmac. My head smashed violently on the track upon impact. After the race I praised my Arai helmet, which undoubtedly saved me from serious injury. There's a reason Arai helmets cost what they do and that's because of their quality. I'm just happy that I've got the best helmet in the world and I can't thank Arai enough".



THE IMPORTANCE OF A STRONG SHELL IS NOW VERY OBVIOUS TO ME

Racer Josh Wainwright not only crashed heavily at Oulton Park in 2012, his helmet was also overrun several times by another rider. Josh: "My helmet suffered multiple impacts: hitting the surface of the track several times and being overrun by one of my competitors. This crash proved to me that multiple impacts on the same spot do occur. The strength of the outer shell showed to be of great importance and it protected my head. That's why I walked away from this crash."



Please use next QR code to see the video of this crash

