

How can I tell when a helmet is sitting properly?

The helmet must not move when you shake your head – that would mean that it is too big. If you use your hands to move your helmet backwards and forwards or up and down, you should be able to feel how the skin of your head moves with it. Take hold of your helmet at the front, near your chin, and try to pull it backwards over your head. If you can do that, either the helmet is too big, or the chin strap is not adjusted properly. Repeat this test by gripping the helmet at the back of your neck, and try to pull it forwards over your head – this should also not be possible. The padding should be firm, but should lie against your head without pressing.

The helmet should not give rise to any pressure points (this would mean it is too small).
The chinstrap must not press your throat.

Imitate your riding position on the motorbike. The edge of the visor and the edge of the Pinlock visor insert must not obstruct your field of vision. If you wear glasses when you are riding, check that you can put the glasses on through the visor opening. You should also check whether you can wear the glasses when the visor is closed. They must not press against the inside of the visor.

For many years, Detlev Louis Vertriebsgesellschaft mbH has offered the option of trying out a helmet for 24 hours with a money-back guarantee. Make the most of this free service in our stores!

How do I clean my visor properly?

To keep it in good condition for a long time, the visor should always be handled with great care. Therefore, always use a soft, clean, lint-free micro-fibre cloth for cleaning. Avoid strongly rubbing the surface. Dirt should be softened in warm, soapy water, and then wiped off. Heavy dirt, such as insect remains, should be removed with helmet and visor cleaner. After cleaning, the outside of the visor can be treated with an anti-rain spray, in order to ensure clear vision when riding in the rain. The inside of standard visors without an anti-fog coating can be treated with an anti-fog spray as well. Either of these will improve your vision when on the road, and therefore reduce the possibility of accidents. It is essential that you observe the application and safety instructions for the product.

Important:

Anti-fog visors and Pinlock visor inserts must not be treated on the inside with soap solution, visor cleaner, anti-fog spray or other chemicals, as these can damage the delicate anti-fog coating. They should only be cleaned on the inside carefully with clean, warm water. After being cleaned, or after a long trip in the rain, the anti-fog coating needs a certain amount of time before it becomes fully active again. Reactivation happens more quickly if it is kept under dry, well-ventilated conditions. Mirrored visors must not be treated on the outside with soap solution, visor cleaner or other chemicals – here again, only use clean, warm water for cleaning.

Never use petrol, solvent, brake cleaner, window cleaner, abrasive household cleaner or other chemical substances to clean the visor. This can irreparably damage your helmet, and can weaken its protective power.

Practical tip: Do not stow your gloves in your helmet, because the inside pane can become scratched!

How do I clean my helmet properly, and why should I also clean the inside?

Insect remains and other dirt that adheres tightly to the outside of the helmet can only be removed with great difficulty – and often inadequately – with soap and water. A special helmet and visor cleaner can do this job quickly, thoroughly and in a material-friendly manner. We recommend that you wipe dry with a non-scratching, lint-free micro-fibre cloth. Because of their special material structure, these cloths remove dirt very easily and thoroughly.

With the helmet-padding cleaner, you remove sweat, skin grease and other dirt from the internal padding. Your helmet will fit you for longer if you clean the lining regularly.

Tip: Clean the inside in the evening. Open the visor, and spray onto the lining. After ten minutes, wipe down the lining with the micro-fibre cloth. Then ventilate and dry the helmet overnight with the visor open.

If you wear the helmet nearly every day, we advise cleaning the inner lining at least once a month.

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If you have any questions about the product or these instructions, please contact our Technical Centre before installation or first use by fax on 0049(0)40734193-58, or by e-mail at technikcenter@louis.de. We will be pleased to provide prompt assistance. This is the best way to ensure that your product is installed properly and used correctly.

Exclusive distributor:

Detlev Louis Motorrad-Vertriebsgesellschaft mbH • Rungedamm 35 • 21035 Hamburg • Germany
Tel.: 00 49 (0)40-734 193 60 • www.louis.eu • technikcenter@louis.de
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Which helmets can be painted over after purchase, or given an airbrushing?

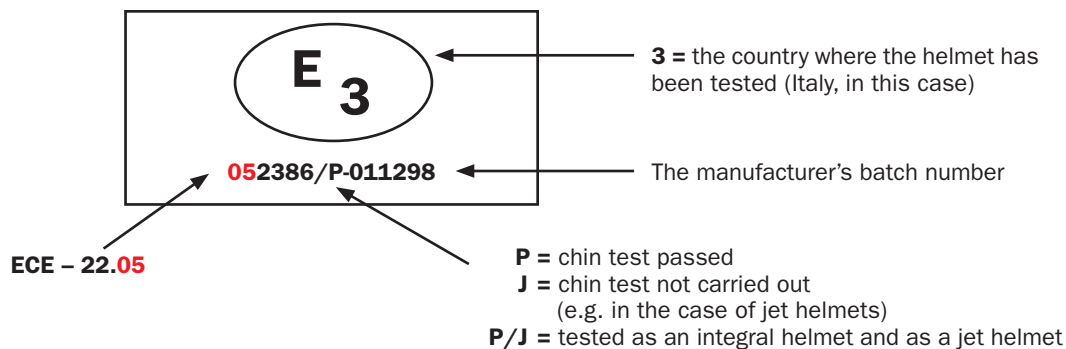
Helmets made of thermoplastics such as ABS or polycarbonate are sensitive to solvents, and for this reason must not be painted over after purchase. Although it is true that modern, water-soluble acrylic paints do not contain solvents, they nevertheless need a protective coating of clear varnish. Unfortunately, solvent-free clear varnishes of this sort are not available commercially. Solvents may also be contained in adhesive stickers. Helmets made of thermoplastic materials should therefore also not be decorated after purchase with stickers.

Helmets made of thermosetting plastics (fibreglass, AIM (Advanced Integrated Matrix), S.T.R.O.N.G.Fibre/PO.W.E.R.Fibre, multi-axial fibres, carbon and fibreglass composites) can be painted after purchase with synthetic resin paints and solvent-free paints – nevertheless, for safety's sake, always check the manufacturer's advice! Stickers are absolutely fine on helmets made of thermosetting plastic.

What does the ECE safety standard mean?

(Economic Commission for Europe) 22/01-05

The ECE label/test mark



The ECE standard (ECE R 22.05) is an international regulation governing the manufacture of protective helmets and visors for two-wheeled motor vehicles.

It specifies the following test criteria:

- minimum expansion of the head protection
- chemical resistance of the outer shell
- impact absorption figures at particular points (including the chin piece) through drop testing
- rip-off test
- strength of the chinstrap, including its closure and fastening
- size of the field of view
- mechanical and visual inspection of the visor

Where can I find the ECE label?

The ECE label is usually sewn onto the chinstrap or onto the inner lining. The test label does not have to show an "ECE" or "ECE R 22" anywhere! The E in the circle and the test number on the marking (in accordance with the illustration above) are sufficient indication that the ECE R 22 test standard has been applied. The number that follows it indicates which version has been used. 22.05 is, at present, the latest version. The test methods have been improved over the years, and the limit values tightened in line with technological progress.

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In which countries is the ECE test standard for motorbike helmets a statutory requirement?

In principle, the ECE 22 test standard applies in all EU countries. But there are exceptions to this rule.

In **Austria, Switzerland** and **Italy**, bikers and their passengers are obligated to wear helmets featuring the currently valid ECE 22.05 test seal.

In **France**, people are required by law to wear helmets that satisfy the older ECE 22.04 test standard or the current ECE 22.05 one.

The ECE regulation is, at present, suspended in **Germany**: Helmets are regulated by the obligations of § 21a, Subsection 2 of the Straßenverkehrsordnung (StVO – Road Traffic Regulations). In the past here, an “officially approved safety helmet” was required, and this had to meet the administrative regulation based on “ECE Regulation No. 22”. This ECE regulation was repeatedly suspended due to different variation and exception regulations. From this point on, “... motorcycle safety helmets of a construction that does not have official approval may also be used”. On 22 December 2005, § 21a, Subsection 2, in the 40th Regulation amending Statutory Road Traffic Regulations was changed as follows: “(2) Anyone who drives or rides on or in motorcycles or open motor vehicles with three or more wheels whose design gives them a maximum speed of more than 20 km/h must wear a suitable safety helmet when travelling. This does not apply when specified safety belts are worn.” The expression “officially approved safety helmet” has therefore been replaced. It is now a “suitable safety helmet” that is required. Builders’ helmets or army helmets, for instance, are not considered suitable. The regulatory authorities have, however, nowhere defined what exactly a “suitable safety helmet” is. There is therefore no clear, legal boundary between suitable and unsuitable. As long as this remains unclear, it remains a question of interpretation, and will therefore lead to inconsistent results. People wearing half-shell helmets have in the recent past been fined 15 euros at roadside checks, since the helmet was classed as “unsuitable”, and the offence of “driving without a safety helmet” was being committed. Some reference was made to the old DIN 4848, and expert opinion based on the suspended ECE standard was also prepared. Whenever appeals have been made against these fines and the matter brought to court, the judgements have also been variable.

Can ECE helmets also be used in countries outside the EU?

An ECE-tested helmet may, for the time being, only be used in countries where the European ECE test standard is applicable. A helmet tested in line with the ECE standard does not, for example, satisfy the American or Canadian regulations and does not justify the legal assertion of any claims for compensation in these countries in the event of damage. Please always take the trouble to find out for yourself what the legal situation is in any particular country where you want to wear the helmet.

When will the ECE expire?

Any modification or damage causes the EC testing of the helmet to become invalid. You should therefore only ever fit original spare parts that are provided for your specific model of helmet. Never make any changes to the helmet yourself that are not planned by the manufacturer.

Can I continue to use my helmet after an accident if there is no external sign of damage?

The internal and/or external structure of a helmet can change after a fall, after being subjected to force or after being accidentally dropped, as a result of which it will no longer provide full protection. Changes to the structure and damage are not always visible externally. You should therefore always replace your helmet after anything of this sort has happened, so that your safety when riding is never in doubt. As far as we know, there is no way to examine the helmet by means of x-rays or any similar method. Make your discarded helmets unusable, and take them to your specialist dealer or to a recycling depot for disposal.

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