

## USER INFORMATION

# HERALD

Company Name:

Herald Motor Company

Address:

HERALD MOTOR COMPANY UNIT 1 PHOENIX COURT, ST MARGARETS WAY, HUNTINGDON,  
CAMBRIDGESHIRE, PE29 6EA, UK

The EU/UKCA Declaration of Conformity for can be viewed at <https://www.heraldmotorcompany.com/eu-declaration.php>

This garment is an item of Motorcyclists' Personal Protective Equipment (PPE) and conforms to the technical specification "EN 17092-1:2020 – Protective garments for motorcycle riders" which has been deemed to satisfy the Basic Health and Safety requirements of the European Personal Protective Equipment (PPE) Regulation (EU) 2016/425 and UK PPE Regulation 2016/425 (as retained in UK law and amended).

EU type examination has been conducted and certification issued by SATRA Technology Europe Ltd., Bracetown Business Park Clonee, D15 YN2P, Ireland (Notified Body 2777).

UKCA type examination has been conducted and certification issued by SATRA Technology Centre Ltd., Wyndham Way, Kettering, Northamptonshire NN16 8SD, UK (Approved Body 0321).

Performance levels defined in European Standard EN 17092-1:2020 defines five classifications of motorcyclists' clothing:

- EN 17092-2:2020 — Class AAA garments. The highest level of protection, against the highest level of risks. Some common examples are: one-piece or two-piece suits. These garments are likely to have severe and limiting ergonomic, weight and thermal penalties, which some riders will not find acceptable for their specific riding activities.
- EN 17092-3:2020 — Class AA garments. The second highest level of protection, against the risks of the greatest diversity of riding activities. Some common examples are: garments designed to be worn by themselves or to be worn over other clothing. These garments are expected to have lower ergonomic and weight penalties than Class AAA garments and some riders will not find these penalties acceptable for their specific riding activities.
- EN 17092-4:2020 — Class A garments. The third highest level of protection. Some common examples are: garments, designed to be worn by them self or to be worn over other clothing by riders in extremely hot environments. Class A garments are expected to have the least ergonomic and weight penalties.
- EN 17092-5:2020 — Class B garments. This class is for specialized garments, designed to provide the equivalent abrasion protection of Class A garments but without the inclusion of impact protectors. Some common examples are: modular garments suitable to be combined with other garments providing impact protection. Class B garments do not offer impact protection and it is recommended that they be worn with, at least, EN 1621-1 shoulder and elbow impact protectors, in the case of a jacket, or EN 1621-1 knee impact protectors, in the case of trousers, installed in the garment, if it is designed to accept them or in another form, in order to offer complete minimum protection.
- EN 17092-6:2020 — Class C garments. This class is for specialized non-shell garments, designed only to hold one or more impact protectors in place, either as an undergarment or as an over-garment. Class C garments are designed to provide impact protection for areas covered by the impact protector(s) and they do not offer complete minimum abrasion and impact protection.

\*\*\*\*\*

**Please refer to each garment's Label to find out which of the EN 17092-1:2020**

**Classification the product conforms to and the level of protection offered. Each garment will also have additional hangtags clearly outlining the impact protectors used within that product.**

\*\*\*\*\*

### **Garment Construction**

This garment is constructed from materials which are abrasion, tear and burst resistant. No substances known to be harmful to human health have been used in the construction of this garment.

### **Protection provided by this garment**

This clothing is designed to combat the hazards encountered during normal riding on a motorcycle and when the rider is involved in a road traffic accident. The clothing is designed and constructed so that it should remain in place on the wearer, and reasonably intact on impact with the road surface; thus it should usually prevent any skin contact with the road and therefore minimise mechanical impact injuries to the rider. This clothing cannot provide protection from more serious injuries, although it may assist in reducing the severity of some such injuries.

#### **Hazards against which some protection is provided**

- Reduction in the severity of contusions and fractures, with the prevention of some fractures and joint damage.
- Prevention of most laceration and abrasion injuries that occur when a rider slides on the road surface after falling off.
- Reduction in the severity (or prevention) of muscle stripping and de-gloving injuries to the lower leg.
- Likely prevention of contamination of open fractures by road dirt.

#### **Hazards against which this garment cannot provide protection**

- Massive penetrating injuries on parts of the body.
- High energy impacts on the chest or abdomen, and severe bending forces such as when the torso impacts may be against soft or hard ground, or objects such as trees, vehicles, posts or rails
- Severe bending, crushing and torsional forces which occur if the leg becomes trapped between the motorcycle and another vehicles.
- Strikes against stationary objects.

Whilst certain types and levels of accident protection can be provided by clothing, protection against all hazards is IMPOSSIBLE.

**Note:** The degree of risk or hazard that a motorcyclist will face is closely linked to the type of riding and the nature of the accident. Riders are cautioned to carefully choose motorcyclists' protective garments that match their riding activity and risks. Other garments or garment combinations certified according to the series of standards EN 17092 Parts 1 to 6:2020 may provide more appropriate protection than this garment but there may be weight or ergonomic (e.g. range of motion restrictions) or heat stress penalties associated with their use, that may be unacceptable for some riders. So far as possible, design and construction to prevent road impact injury takes precedence over other requirements, unless this would, in itself, lead to an increased risk of an accident.

#### **Using this garment for the first time**

Available size options and measurements.

##### **LDL ¾ Length Jacket – Size Measurements**

Men's Sizes	Chest Size (cm)	Height (cm)
S	110-113	179-181
M	114-117	180-182
L	118-121	181-183
XL	122-125	182-184
2XL	126-129	183-185
3XL	130-133	184-186
4XL	134-137	185-187

In order to benefit fully from the protection offered by these garments, you should ensure that it fits according to the following criteria:

##### **JEANS - TROUSERS - LEGGINGS**

- That the main fly zip closure is securely fastened.
- That the leg length are covering your ankles and your skin is not exposed (It should not be possible to pull the ankles by more than 10 (ten) centimetres. A greater movement may expose skin to abrasion in an accident. If it is not possible to obtain a secure fit, an alternative size may be required.
- That no discomfort is caused by the garment when in the normal, usual riding position adopted by the wearer, and that you are able to easily reach and operate the controls of your motorcycle. (Please note, however, that you should allow at least 10 hours of regular wear for the trousers to "break in" and become fully comfortable, and this should be taken into account when first assessing the fit of your motorcyclists' PPE.)
- There should not be additional, excessive surplus of material - the garment fitting snugly yet comfortably.
- Make sure that the impact protectors are fitting in the correct place. i.e. Knee protectors should be covering your knee.

##### **SHIRTS - JACKETS - HOODIES**

- That the main body zip closure is securely fastened.
- The adjustable strap system of the garment when available must be adjusted so that the garment is at the closest of the body without hindering or restricting movements. All tightening systems should be locked or closed when riding. While using tightening systems make sure that an excessive tightening of straps and

adjustment systems does not interfere with or cut the blood circulation or does not restrict movement. If it is not possible to obtain a secure fit, an alternative size may be required.

- That no discomfort is caused by the garment when in the normal, usual riding position adopted by the wearer, and that you are able to easily reach and operate the controls of your motorcycle. (Please note, however, that you should allow at least 10 hours of regular wear for the Jackets to "break in" and become fully comfortable, and this should be taken into account when first assessing the fit of your motorcyclists' PPE.)
- There should not be additional, excessive surplus of material – the garment fitting snugly yet comfortably over the clothing normally chosen for wear under motorcycling PPE. This would normally be one or two thin, insulating or perspiration-wicking layers as required.
- Make sure that the impact protectors are fitting in the correct place. i.e. elbow protectors should be covering your elbow.

## IMPACT PROTECTORS

All impact protectors present in a garment whether mandatory or optional shall meet at least the Level 1 requirements according to the EN1621 series of standards listed in the below table.

Garment	Location	Applicable Requirements according to Standard	Mandatory or Optional	
Suits / Jackets / Hoodies	Elbow	EN 1621-1:2012	Mandatory	(Class A – AA – AAA)
	Shoulder	EN 1621-1:2012	Mandatory	(Class A – AA – AAA)
	Chest	EN 1621-3:2018 or EN 1621-4:2013	Optional	(Class A – AA – AAA)
	Back	EN 1621-2:2014 or EN 1621-4:2013	Optional	(Class A – AA – AAA)
	Lumbar	EN 1621-2:2014 or EN 1621-4:2013	Optional	(Class A – AA – AAA)
Suits / Trousers / Leggings	Knee / Knee + Leg	EN 1621-1:2012	Mandatory	(Class A – AA – AAA)
	Hip	EN 1621-1:2012	Mandatory Optional	(Class AA – AAA) (Class A)

All garments are fitted with one of the below protectors. Each garment will clearly show, which of the below protectors are fitted in. If you need to replace the impact protectors fitted to your garment, only use the same models of protectors which are fitted in the garment as standard. Failure to do so will not only result in discomfort but also the performance and protection levels of the garment will be altered, which can result in serious injuries. If the garment you have chosen does not include the impact protectors you require please choose an alternative product which includes the protection you require.

Protector Reference	Protector Location	Type / Level
SW263	S	Type A / Level 2
SW264	S/E/K	Type B / Level 2

**Key:** S (Shoulder), E (Elbow), K (Knee and Upper Tibia), H (Hip)



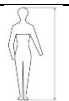




Impact protectors should be sited over the areas they are designed to protect, as follows:

- **BACK:** Back protectors should be placed symmetrically in the centre of the back. When positioned correctly the wider coverage which covers the centre of the back and runs in the direction of the length of the back.
- **CHEST:** Chest protectors should be placed symmetrically in the centre of the chest. Insert into the lining pocket and secure the fastening.
- **SHOULDER:** symmetrically on the shoulder bone. Ensure the pad is high enough to cover the top of the Shoulder bone. Insert into the lining pocket with the convex face outwards and secure the fastening.
- **ELBOW:** symmetrically placed on the Elbow to the outside of the arm, Insert into the lining pocket and use the Velcro fastening to secure the protector in the most comfortable position when riding the motorcycle.
- **HIP:** symmetrically on the hip bone. Ensure the pad is high enough to cover top of the hip bone. Insert into the lining pocket with the convex face outwards and secure the fastening.
- **KNEE & SHIN:** symmetrically placed on the knee and the shin bone, or biased slightly to the outside of the leg, from about 10 cm above the knee to as close to the ankle as it is practical to wear the protector with a boot. Insert into the lining pocket and use the Velcro fastening to secure the protector in the most comfortable position when riding the motorcycle.

Please refer also to the instructions for use supplied by the impact protector manufacturer. Only impact protectors conforming to the requirements of EN 1621-1:2012 and/or EN 1621-2:2014 should be used. Note: impact protectors must be removed when the garment is cleaned, to prevent damage to the impact foam's structure.

## Marking Codes on Garments

Each garment is fitted with a label. The below table explains the markings that are available on the products.

<b>HERALD</b>	Trade Mark of Manufacturer
	Address of Manufacturer
	This pictogram indicates that user information is available and should be read
XXXXXX	Product Style Reference (Each garment will have a product code or name)
	Chest and Height Measurement of Wearer Pictogram (Applicable to Shirts / Jackets)
	Waist, Leg Length and Height of Wearer Pictogram (Applicable to Jeans / Trousers)
Size: L	Product Size
	Protective equipment motorcycle riders (ISO7000-2618)
AA	Performance Class
	CE Mark – Designates compliance with European Legislation
	UKCA Mark – Designates compliance with UK Legislation
<b>EN 17092-1:2020</b>	EU Standard for Protective garments for motorcycle riders EN 17092-1:2020 part of a series of standards including EN 17092-2:2020, EN 17092-3:2020, EN 17092-4:2020, EN 17092-5:2020, & EN 17092-6:2020

## Cleaning and Maintenance Information

Each individual garment will have specific care label attached to it. Please follow those instructions. If unsure please contact your dealer for further assistance.

**Note:** Always remove fitted impact protectors before cleaning and refit, following the instructions provided below, after the garment has been allowed to dry.

### FOR NON-LEATHER GARMENTS

#### Cleaning:

Wash or clean the garments according to the washing instructions sewed on the label or applied in the garment. Never use solvent or chlorine bleach or cleaning agents that contain chlorine bleach. These substances rapidly break down the materials and reduce the level of protection offered.

### FOR LEATHER GARMENTS

#### Cleaning:

Do not machine wash or dry clean these products. Never use solvent or chlorine bleach or cleaning agents that contain chlorine bleach. These substances rapidly break down the materials and reduce the level of protection offered. The pigmented leather garments should only be wiped clean with very gentle solution of soapy water whereas the non-pigmented leather garments should only be wiped clean with a soft fabric or sponge. Too much detergent can cause leather to deteriorate and strip it of dyes, resulting in a blotchy, discoloured appearance. Submerge the towel (soft cloth - Rough fabrics may leave scratches on soft leather if you're not careful.) or sponge in the soapy solution. Wring out the excess liquid. The towel or sponge shouldn't be sopping wet, just damp. If it's too wet, the water can soak into and saturate the leather, potentially causing even more damage. Run the damp towel or sponge in long, smooth motions rather than forcefully scrubbing. Pay particular attention to water spots, discoloured patches and places where dirt or oil have built up on the leather. Clean the entire garment, re-wetting the towel when needed. Clean off the soap and pat the garment dry. Wipe the garment again, this time using clean water to clear away any soap residue. Make sure there's no standing water remaining on the garment. With a dry towel, pat the leather until it is completely dry. Hang the garment up in a closet and allow it to finish drying. Direct heat can be very bad for leather, especially if it has just been moisturized, so don't dry the garment in a machine or use a blow dryer.

### FOR ALL GARMEN TYPES

**If contaminated with blood:** As soon as the stain happens, dab the blood with a clean, dry cloth. This will help to remove some of the blood and will prevent it from seeping further into the garment. Gently blot the stain with the soapy sponge or cloth. Do not rub the stain because this can actually push the stain further into the garment or spread the stain to a

larger surface area. Then, wet a new cloth with water and dab the stain to remove any excess soap that may be left on the garment. After this, follow the washing instructions sewed on the label or applied in the garment. If the stain still persists then take your garment to a specialist cleaner or contact your dealer.

**Storage:** Keep your products in their original packaging whilst storing. After use, store your garments in a clean, dry, ventilated area away from direct sunlight and away from tools or other sharp objects to maximize the useful life. Storing wet garments will promote growth of mildew, fungus, bacteria, or other harmful substances with the potential to cause skin irritation, rashes, and diseases and/or illnesses.

**Inspection and repair:** Protective garments that are no longer deemed serviceable for reasons of damage, contamination, or other unsafe condition must be disposed of in a fashion whereby the garments cannot be reused and in accordance with your local regulations. Do not attempt to repair your garments. If damaged, obtain a new set of garments as a replacement.

#### **Use with Additional Personal Protective Equipment**

To achieve the maximum available levels of protection in the event of an accident, this garment should be used in conjunction with compatible, correctly fitting items of PPE which give coverage to areas of the body not protected by this garment – i.e.: a total PPE package should be used, comprising helmet, gloves, boots; and jacket & trousers or one-piece /two-piece suits.

This garment is designed to be worn with the following, additional PPE:

- **Motorcycle Safety Helmet**, with fitted or separate eye protection. Relevant standards include: DOT, ECE 22.05 and Snell M2000).
- **Trouser** made from leather or other materials with equivalent properties. Relevant standards include EN 17092 Parts 1 to 6:2020, the French Protocol and EN13595. It is advised that separate jackets and trousers should have sufficient overlap, when the wearer is in the riding position.
- **Gloves** made of leather or material with equivalent properties, worn inside or outside the cuff of the garment and extending from the wrist joint up the wearer's arms for a distance of not less than 50mm. Relevant standard: EN13594.
- **Boots:** to EN13634 made of leather or material with equivalent properties, worn inside or outside garment providing protection to the lower limbs and feet.

#### **Use in Adverse Climatic Conditions**

In conditions of cold and/or wet weather, it is advised that this garment be worn with the following items:

- A thin under garment of insulating material affording protection from cold weather for the wearer;
- For conspicuity in conditions of reduced visibility, where high visibility materials and components are not an integral part of the garment; additional high-visibility clothing or accessories. Relevant standards include: ENISO20471, EN1150, and EN13356.

#### **IMPORTANT NOTICES**

- This item of motorcyclists' PPE will only provide the maximum available levels of protection when the recommended standard fitment impact protectors (see "IMPACT PROTECTORS") are fitted and positioned in accordance with the instructions provided. The garment must not be worn when riding a motorcycle without the impact protectors fitted. If you need to replace the impact protectors fitted to your garment, only use the same models of protectors which are fitted as standard.
- The main closures and restraint mechanisms of this garment should always be securely fastened when in use whilst riding a motorcycle or this garment's ability to provide protection in the event of an accident may be severely reduced. Never ride with main closures open during hot weather.
- If the environmental conditions render this garment excessively and distractingly uncomfortable, a more appropriate protective garment should be worn whilst riding, or other methods of reducing the effects of heat stress employed. Further advice can be obtained from the manufacturer or supplier.
- It is advised that solid objects should not be stored in the pockets of this garment whilst the user is riding a motorcycle, as in the event of an accident such objects may cause injury.
- The manufacturer shall be absolved of all liability arising from injury, howsoever caused, where the garment or its components have been modified, replaced or removed.