



**FIM RACING HOMOLOGATION PROGRAMME FOR HELMETS
(FRHPhe)**

Homologation manual n. FRHPhe-01

March 2021

Last amendments in red colour



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GLOSSARY

FRHP (FIM Racing Homologation Programme)	FIM Programme that grants recognition to products related to safety and required for competitions.
FRHPhe (FIM Racing Homologation Programme for helmets)	FIM Programme that grants recognition to helmets that meet the FIM Helmet Standard.
FRHPhe-01	Current version of the FIM Helmet Programme
FRHPhe-02	Next version of the FIM Helmet Programme, that will be applied for Circuit and Off-Road helmets. It will enter in force in 2022 and will be mandatory for all FIM Competitions (except Trial) from 2025. The technical requirements, different from FRHPhe-01, for this new standard will be announced by the end of 2021 and will include a modified oblique test, an hemispherical anvil for linear impact tests and a cheek pad quick removal test.
FIM Racing Homologation	Confirmation issued by the FIM as an official specification of performance for products related to safety and required for competitions.
FIM Helmet Standard	Ensemble of testing methods and corresponding performance criteria through which helmets are granted a FIM Racing Homologation.
Applicant	Legal entity applying for the FRHPhe and representing the trademark. The applicant shall be the company that markets the helmet to its end-users through customary sales channels (wholesalers/retailers/direct sales) or sells and/or supplies the helmet to competitors and teams. The Applicant may, and in many cases will, also be a helmet manufacturer.
Homologation Manual	Formal document that provides the Technical information and criteria, the Terms and Conditions and the Application Form of the FRHPhe. The Homologation Manual, duly filled in, signed and returned by the Applicant to the FIM, represents the official application to the FRHPhe.
Application Form (homologation or update)	Part of the Homologation Manual, to be completed by the Applicant while applying for the FRHPhe.
(Helmet) Model	Helmet of a certain name/design/shape/material.
(Helmet) Size	Suggested head circumference (expressed in cm) that ideally fits the helmet inner diameter.
(Helmet) Combination of accessories	Helmet configuration obtained with one or more external helmet accessories (e.g. aerodynamic devices, ventilation appendices).

Helmet Sample	Particular unit of a Helmet Model, of a certain Size and with a certain Combination of accessories.
Testing Laboratory	Private or public entity that has received an assignment from the FIM to perform tests according to a certain Homologation Manual and for the FRHPhe.
Test Report	Document issued by the Testing Laboratory that contains the test results relatively to a specific Application Form.
Homologation Notice	Formal document that expresses the granting of the homologation and sets out the rights licensed by the FIM.
Homologation Emblem	Emblem issued by the FIM together with the Homologation Notice. It includes the Applicant logo, the FIM logo, the FRHP logo, the category of product (Helmets), the Helmet Model and Size and the Homologation Manual of reference.
Homologation Refusal	Formal letter transmitted by the FIM to the Applicant in the event that homologation is not granted to an Applicant for a particular helmet.
Homologation Labels	Official labels provided by the FIM to the Applicant once homologation is granted.
Homologation Label cost	Costs associated with the purchase of official labels from the FIM related to the FRHPhe.
Intellectual Property Rights	All trademarks, trade and business names, patents, copyright (including copyright in a computer program), database rights, design rights, registered designs, utility models, semi-conductor topography rights, inventions, know-how, confidential information and all other intellectual property and rights of a similar or corresponding nature in any part of the world, whether or not registered or capable of registration, in respect of such rights which are registrable and all applications for registration of any of the foregoing rights.
Personal Data	Any information relating to an identified or identifiable natural person; an identifiable natural person is one who can be identified, directly or indirectly, in particular by reference to an identifier such as a name, an identification number, location data, an online identifier or to one or more factors specific to the physical, physiological, genetic, mental, economic, cultural or social identity of that natural person.

I. FOREWORD

Until now, the FIM has referred solely to existing international standards for the approval of helmets for use in its competitions.

In order to take account of a more complete and demanding evaluation of performance, and give specific and exclusive recognition to helmets that meet more demanding criteria, the FIM Technical and Circuit Racing Commissions have now launched a pioneering and unique programme, the FIM Racing Homologation Programme for helmets (FRHPhe), which features the latest state of art methods of testing.

Under this programme, the FIM will grant helmets a homologation certificate and labels, which will be a mandatory prerequisite to be entitled to access FIM Circuit Racing competitions.

To obtain such homologation, the helmet will have to meet the high performance and quality standard set by the FIM, in addition to be approved according to selected international standards.

The helmet properties will be evaluated through a test protocol which aims to trigger the development of helmets offering an optimal protection for riders. An optimal protection is understood as providing a minimised risk of skull fracture and of the multiple forms of brain damage, as well as a measured and controlled mechanical performance of the protective padding and the shell.

The FIM test approach will first assess the helmet response to very high and medium-low severity linear impacts, randomly in 13 out of 22 pre-established locations distributed all over the helmet surface. This aims at evenly assessing the level of protection against skull fracture and at featuring the mechanical properties of the protective padding (or liner).

Innovatively, the FIM test procedure will then pioneer the assessment of the helmet response to medium severity oblique impacts, aiming at evaluating the level of protection against brain injuries generated by critical rotational accelerations. The oblique test constitutes the most novel and modern aspect of the methods of testing and reflects a very common scenario occurring in real world accidents, although never addressed in international standards so far.

In addition, a penetration test will be included in the protocol and used to check the shell resistance to impacts against sharp objects.

FIM Homologated helmets will be required in all Circuit Racing FIM World Championships and Prize events as of 2019. The homologation will allow the FIM to ensure a more complete and high-end protection for its riders and in particular to better track and control helmets used in FIM competitions. It will also tend to preserve the interests of the homologated helmets' manufacturers. The FIM is hopeful that the new testing protocol can evolve still further, while serving as an inspiration for and cascading to international standards for road use.

This document was prepared under the direction of the FIM International Technical Commission, in collaboration with the Laboratory of Impact of the University of Zaragoza and leading road helmet manufacturers. The document provides the TECHNICAL INFORMATION AND CRITERIA, the TERMS AND CONDITIONS and the APPLICATION FORM, for interested parties wishing to apply to the Programme.

This document may be subject to amendments as determined by the FIM.

II. SCOPE

Eligibility of the FIM racing homologated Model, Size and combination of accessories to be used as from 2019 at FIM World Championship, Cup & Prize events as listed in below

- FIM Grand Prix World Championship
- FIM Superbike World Championship
- FIM Supersport World Championship
- FIM Sidecar World Championship
- Red Bull FIM MotoGP Rookies Cup
- FIM Supersport 300 World Championship
- FIM CEV Repsol Moto3 Junior World Championship
- FIM MotoE World Cup
- FIM World Record Attempts
- FIM Drag Bike World Cup
- FIM Endurance World Championship
- FIM Endurance World Cup

For further information concerning the events at which FIM racing homologated helmets are mandatory, please refer to the specific Regulations yearly issued for each World Championship, Cup or Prize.

III. TECHNICAL INFORMATION AND CRITERIA (FIM HELMET STANDARD)

III.1 ELIGIBLE HELMETS

A helmet is eligible for homologation if it is certified compliant with at least one of the following standards:

- UNECE 22.05 Type P
- Snell M 2015
- JIS T8133 2015 Type 2 Full face

Moreover, eligible helmets must meet the following requirements:

- a protective lower face cover must be present and must be not detachable or moveable;
- the shell needs to be constructed in one piece (example: without any seam);
- a retention system with a strap and the double D-ring closing system must be present.

III.2 TESTING PROCEDURES

The test procedures of the present document are mainly based on UNECE 22.05.

The FRHPhe homologates a range of Sizes (those wished by the Applicant) of a specific Helmet Model, if all the test results fulfil the conditions as defined hereinafter. Within one Size, the homologation is valid for one or more Combination(s) of accessories and not for others (see hereinafter).

Testing procedures described in this document imply the use of 10 Helmet Samples per Size and per Combination of accessories, distributed in the different test phases as follows:

- Samples #1, #2 and #3: Conditioning, Weight, Linear impact tests
- Samples #4 and #5: Conditioning, Weight, Oblique impact tests
- Sample #6: Conditioning, Weight, Penetration tests
- Sample #7: Storage
- Sample #8, #9 and #10: Conditioning, Weight, Extra tests if needed

A detailed description of the test phases is given hereinafter.

The helmets are homologated per Size and per declared Combination of accessories (e.g. aerodynamic devices). The Applicant shall declare all accessories that will be fitted to the helmet and how they will be combined for use. As a general rule, all declared Combinations of the declared accessories will be tested within the same homologation. The same Combinations of accessories shall be used at the events as reported in II SCOPE.

The Applicant shall declare the cover paint and the comfort padding used.

The correspondence between the Helmet Size and the corresponding EN960:2006 headform to be used in the test shall be according to Table 1.

Helmets of Size 50 cm or smaller shall be tested with the headform "A". Helmets of Size 62 cm or larger shall be tested with the headform "O".

		Largest Size specified (cm)													
		50	51	52	53	54	55	56	57	58	59	60	61	62	
Smallest Size Specified (cm)	50	A	A	C											
	51		C	C	C										
	52			C	C	E									
	53				E	E	E								
	54					E	E	E							
	55						E	E	J						
	56							J	J	J					
	57								J	J	J				
	58									J	J	M			
	59										J	M	M		
	60											M	M	M	
	61												M	O	
	62													O	

Table 1: Correspondence between tested headforms and Helmet Sizes

III.2.1 SAMPLES #1, #2 AND #3: LINEAR IMPACT TESTS

This set of tests is designed to measure the impact absorption capacity of helmets. While the tests on Sample #1 and #2 focus only on the assessment of the protection against skull fracture and the mechanical characterization of the liner, the test on Sample #3 assesses the level of protection against brain damage, using more recent biomechanical bases.

A total of 13 linear impact tests shall be performed according to UNECE 22.05 7.3 (impact-absorption tests) with the following inclusions or modifications:

III.2.1.1. Helmet conditioning and weight

After solvent conditioning (as defined in UNECE 22.05 7.2.1), the Samples shall be stored in an atmosphere with a temperature of $(25 \pm 5)^{\circ}\text{C}$ and a relative humidity of $(50 \pm 20)\%$ for a period of not less than 4h. No further conditioning is required prior to test. The weight of the helmet fitted with the corresponding Combination of accessories as it will be used in competition (such as ventilation devices, aerodynamics devices, ear cups, etc.) and with standard paint shall be measured and recorded.

III.2.1.2. Headforms

A set of headforms defined as follows shall be used:

- the external dimensions shall be according to EN960:2006
- the resonance frequency shall be according to EN960:2006
- the mass shall be according to EN960:2006 (instrumentation included)
- the position of the centre of gravity shall be according to EN960:2006

The headform inertia matrix of reference for the homologation is according to Table 2 (principal directions only, with regards to the centre of gravity):

Headform denomination	Circumference [mm]	Mass [Kg]	Ixx [Kg cm ²] ($\pm 5\%$)	Iyy [Kg cm ²] ($\pm 5\%$)	Izz [Kg cm ²] ($\pm 5\%$)
A	495*	3.1 (± 0.10)	142.2	166.6	95.0
C	515*	3.6 (± 0.10)	172.6	203.3	113.2
E	535*	4.1 (± 0.12)	202.9	238.6	141.3
J	575*	4.7 (± 0.14)	264.0	318.3	193.1
M	605*	5.6 (± 0.16)	337.4	402.7	252.7
O	625*	6.1 (± 0.18)	383.6	461.1	293.5

*Tolerances according to UN 960:2006

Table 2: Properties of the headforms

III.2.1.3. Positioning of the helmet

The headform shall be positioned inside the helmet according to the following instructions:

- Head Positioning Index (HPI): the headform shall be positioned inside the helmet respecting the HPI as declared by the Applicant; the HPI shall respect the requirements of annex 5 of UNECE 22.05;
- Chinstrap tension: the retention system shall be adjusted under the chin of the headform and tightened to a tension of 75 ± 5 [N] (over strap friction) with a deflection angle of $45 \pm 5^\circ$.

Before each impact, the helmet shall be re-positioned according to the HPI and the retention system re-tensioned.

III.2.1.4. Measuring assembly

Headforms shall be fitted with an assembly of instruments containing a set of 3 linear accelerometers and 3 angular rate sensors, located at their centre of gravity.

The assembly shall enable the measurement at the centre of gravity of the three components of the linear acceleration (a_x, a_y, a_z) and the angular rate ($\omega_x, \omega_y, \omega_z$) over time.

The 3 linear accelerometers shall be oriented in the three natural directions of the headform. The accelerometers shall be capable of withstanding a maximum acceleration of 2000 [g] without damage. The acceleration data shall be sampled at a frequency of 10000 Hz and filtered in accordance with the latest edition of ISO 6487 (CFC 1000).

The angular rate sensors shall have a measurement capacity of 8000 [deg/s], between 0 and 2000 [Hz]. The angular velocity data shall be sampled at a frequency of 10000 [Hz] and filtered in accordance with the latest edition of ISO 6487 (CFC 180).

III.2.1.5. Anvil

Only a flat steel anvil shall be used, with a circular impact face of diameter 130 ± 3 [mm].

III.2.1.6. Impact sites and speed

UNECE 22.05 POINTS

5 linear impact tests in points B, X, P, R and S (according to UNECE 22.05 7.3.4.2) shall be performed in this sequence on Sample #1 and Sample #3. Only one impact per site shall be performed.

"EXTRA" POINTS

3 impact tests shall be performed on Sample #2. The impact points shall be selected among the 12 points as listed below and depicted in Figure 1, respecting the indicated order. The selected impact points shall not be less than 120 [mm] apart.

BP, in the front-superior area, situated in the vertical longitudinal plane of symmetry of the helmet (0°) and at a midpoint between the point B and the point P.

- BXL, in the left (315°) front-lateral area, situated in the vertical plane and at an angle of 20° measured from Z above the AA' plane.
- BXR, in the right (45°) front-lateral area, situated in the vertical plane and at an angle of 20° measured from Z above the AA' plane.
- BXPL, in the left (315°) front-lateral-superior area, situated in the vertical plane and at a midpoint between the point BX and the point P.
- BXPR, in the right (45°) front-lateral-superior area, situated in the vertical plane and at a midpoint between the point BX and the point P.
- XPL, in the left (270°) lateral-superior area, situated in the central transverse vertical plane and at a midpoint between the point X and the point P.
- XPR, in the right (90°) lateral-superior area, situated in the central transverse vertical plane and at a midpoint between the point X and the point P.
- RXL, in the left (225°) rear-lateral area, situated in the vertical plane and at an angle of 20° measured from Z above the AA' plane.
- RXR, in the right (135°) rear-lateral area, situated in the vertical plane and at an angle of 20° measured from Z above the AA' plane.
- RXPL, in the left (225°) rear-lateral-superior area, situated in the vertical plane and at a midpoint between the point RX and the point P.
- RXPR, in the right (135°) rear-lateral-superior area, situated in the vertical plane and at a midpoint between the point RX and the point P.
- RP, in the rear-superior area, situated in the vertical longitudinal plane of symmetry of the helmet (180°) and at a midpoint between the point R and the point P.

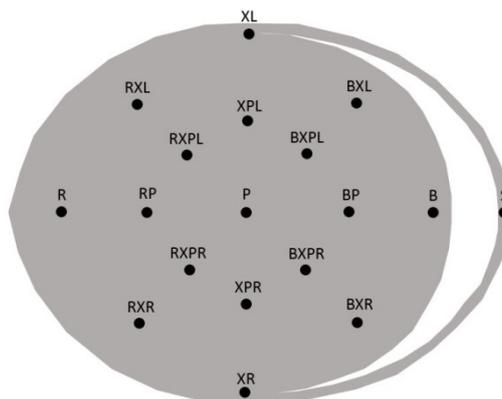


Figure 1: Identification of extra points

Impacts at points shall be within 10 [mm] radius of the defined point.

The test headform shall be positioned so that the designated point of the helmet is vertically above the centre of the anvil. The plane tangential to the point of impact shall be horizontal.

This prescription does not apply for the S impact point. When testing impact point S, the impact point shall be not less than 15 [mm] from the rim.

The drop height shall be such to obtain an impact speed of:

- 8.20 (+0.15, -0.0) [m/s] for points B, X, P and R on Sample #1
- 6.00 (+0.15, -0.0) [m/s] for point S on Sample #1
- 8.20 (+0.15, -0.0) [m/s] for the "extra" points on Sample #2
- 5.00 (+0.15, -0.0) [m/s] for points B, X, P, R and S on Sample #3

The velocity of the moving mass shall be measured between 1 cm and 6 cm before impact, to an accuracy of 1%.

g) Acceptance criteria

The peak of the resultant linear acceleration (*PLA*) values (measured at the center of gravity of the headform) shall not exceed 275 [g] in all impact sites on Sample #1 and #2, 208 [g] on Sample #3.

The Head Injury Criterion (*HIC*) shall not exceed the value of 2880 in all impact sites on Sample #1 and #2, 1300 on Sample #3.

III.2.2 SAMPLE #4 AND #5: OBLIQUE IMPACT TEST

The objective of this test is to measure, in fully repeatable conditions, the capacity of the helmet to absorb and damp rotational solicitations generated in impacts combining normal and tangential forces.

The test is based on a standard impact-absorption test, with a particular type of anvil and dropping speed. The test is conceived to be performed by using the same headforms of the linear impact test, instrumented with the same sensors.

A total of 5 oblique tests shall be performed similarly to linear impact tests of UNECE 22.05 7.3 (impact-absorption tests) with the following inclusions or modifications:

III.2.2.1. Helmet conditioning and weight

The same conditioning and weight measurement of the linear impact tests of the present procedure (Samples #1, #2 and #3) shall be applied.

III.2.2.2. Headforms

The oblique impact test shall use the same set of headforms as defined for the linear impact tests of the present procedure. An external additional coating is applied to the headform before the helmet is placed on the headform to be tested. The coating consists of a thin layer (<0.4 mm) of high performance platinum cure liquid silicone, with the technical data as indicated in Table 3 .

Technical Data of the Coating		
Mixed viscosity	23000	[cps]
Specific gravity	1.07	[g/cc]
Specific volume	25.8	[cu.in./lb.]
Shore A hardness	10	A
Tensile strength	475	[psi]
100% modulus	22	[psi]
Elongation at break %	1000	%
Die B tear strength	102	[pli]
Shrinkage	<0.001	[in./in.]

Table 3: Properties of the additional coating

III.2.2.3. Positioning of the helmet

The headform shall be positioned inside the helmet in the same way as for the linear impact test of the present procedure.

III.2.2.4. Measuring assembly

The measuring assembly shall be the same as the one used for the linear impact tests of the present procedure.

III.2.2.5. Anvil

A so called "oblique anvil" shall be used. This type of anvil shall consist of a solid cylinder of diameter 130 ± 3 [mm] with an impact face consisting of a section at 45 ± 0.5 [°] with respect to its longitudinal axis, covered in abrasive paper. The abrasive paper shall be a sheet of grade 80 closed-coat aluminium oxide abrasive paper. The abrasive paper shall be replaced after significant damage (up to 3 tests).

III.2.2.6. Impact sites and speed

Impacts shall be performed in correspondence of the 5 sites as depicted in Table 4 and Table 5. Only one impact per site shall be performed. Helmet Sample #4 is used for front-lateral right (45°), rear (180°) and lateral left (270°), while Helmet Sample #5 is used for front (0°) and rear-lateral right (135°).

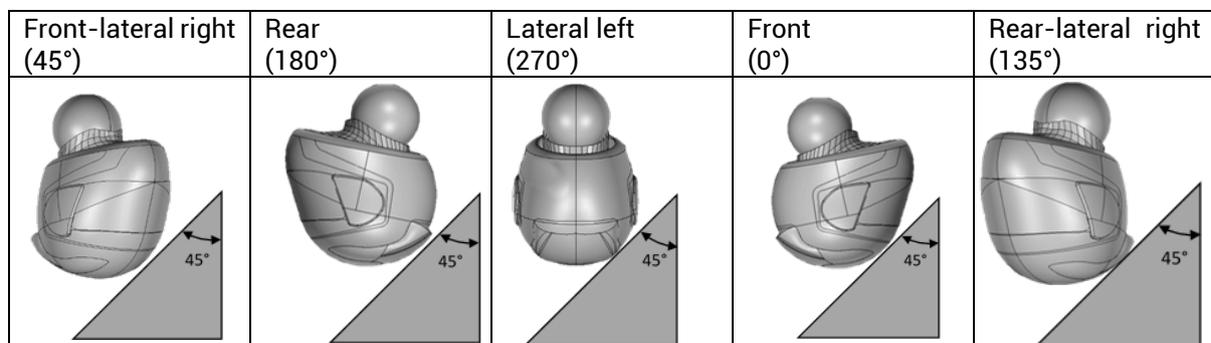


Table 4: Impact layouts for the oblique test: SIDE VIEW

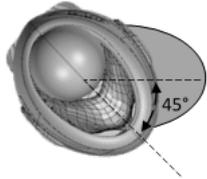
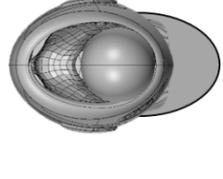
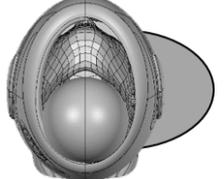
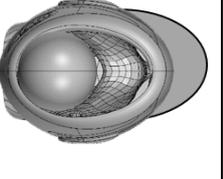
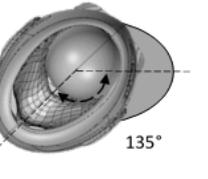
Front-lateral right (45°)	Rear (180°)	Lateral left (270°)	Front (0°)	Rear-lateral right (135°)
				

Table 5: Impact layouts for the oblique test: TOP VIEW

Impacts at points shall be within 10 [mm] radius of the defined point.

The test headform shall be positioned so that the designated point of the helmet is vertically above the centre of the anvil. For all oblique impact layouts, the central vertical axis of the headform shall be aligned to the vertical with a tolerance of ± 0.5 [°].

The drop height shall be such to obtain an impact speed of 8.00 (+0.15, -0.0) [m/s]. In a 45 [°] anvil, this speed gives the following normal (V_N) and tangential (V_T) components:

- $V_N = 5.66$ [m/s]
- $V_T = 5.66$ [m/s]

The velocity of the moving mass shall be measured between 1 [cm] and 6 [cm] before impact, to an accuracy of 1%.

III.2.2.7. Acceptance criteria

The peak of the resultant linear acceleration (*PLA*) values (measured at the center of gravity of the headform) shall not exceed 208 [g] in all impact sites on Sample #4 and #5.

The Head Injury Criterion (*HIC*) shall not exceed the value of 1300 in all impact sites on Sample #4 and #5.

The peak of the resultant rotational acceleration (*PRA*) shall be calculated differentiating the rotational velocity values. The *PRA* shall not exceed 10400 [rad/s²] in all impact sites on Sample #4 and #5.

The injury predictor so called as Brain Injury Criterion (*BrIC*) shall be also calculated as follows:

$$BrIC = \sqrt{\left(\frac{\omega_x}{\omega_{xC}}\right)^2 + \left(\frac{\omega_y}{\omega_{yC}}\right)^2 + \left(\frac{\omega_z}{\omega_{zC}}\right)^2}$$

Where:

- ω_x , ω_y and ω_z are maximum angular rates on X-, Y-, and Z-axis respectively
- ω_{xC} , ω_{yC} and ω_{zC} are the critical angular velocities in their respective directions:
 - $\omega_{xC} = 66.25$ [rad/s]
 - $\omega_{yC} = 56.45$ [rad/s]
 - $\omega_{zC} = 42.87$ [rad/s]

The final time of the impact is calculated as the time where the resultant linear acceleration decreases at 5 [g] after its maximum peak.

The resultant value of *BrIC* must have at no time a value exceeding 0.78 during the defined impact time, in all impact sites of Sample #4 and #5.

III.2.3 SAMPLE #6: PENETRATION TEST

The objective of these tests is to ensure the helmet shell integrity.

The testing procedure is in accordance with JIS T8133:2015 5.2 and 7.5 for a Type 2 protective helmet, with the following inclusions or modifications:

III.2.3.1. Helmet conditioning and weight

The same conditioning and weight measurement of the linear impact tests of the present procedure (Samples #1, #2 and #3) shall be applied.

III.2.3.2. Helmet support

The support for the helmet being subjected to the penetration test is spherical so as to provide reasonable support for the helmet and conformance with the interior of the helmet immediately beneath the site of the penetration test.

III.2.3.3. Penetration sites

The penetration test shall be conducted at a minimum of 2 points located at any site on the helmet on or above the "test line" as defined by Snell M2015. The two points shall be at least 75 [mm] apart from each other.

III.2.3.4. Acceptance criteria

There must be no contact between the striker tip and the spherical support surface in all the tests.

III.2.4 SAMPLE #7: STORAGE

Sample #7 is the so called "reference helmet". The helmet is stored for reference.

III.2.5 SAMPLE #8, #9 AND #10: EXTRA TESTS

Sample #8, #9 and #10 shall be used for extra tests if needed.

III.2.6 SUMMARY OF ACCEPTANCE CRITERIA

A Helmet Model and Size is granted homologation (with the declared Combinations of accessories if any) if it complies with all the criteria in accordance with Table 6.

FRHPhe-01	
Samples #1 and #2	- $PLA \leq 275$ [g] - $HIC \leq 2880$
Sample #3	- $PLA \leq 208$ [g] - $HIC \leq 1300$
Samples #4 and #5	- $PLA \leq 208$ [g] - $HIC \leq 1300$ - $PRA \leq 10400$ [rad/s ²] - $BrIC \leq 0.78$
Sample #6	No contact between striker tip and the support surface.

Table 6: Acceptance criteria for FRHPhe-01

Notwithstanding the above, to be granted the homologation, the helmet shall not exhibit (after any of all the prescribed tests) any breakage or deformation that is deemed dangerous by the FIM.

IMPORTANT NOTICE

The present Technical information and criteria will be updated in the future (FRHPhe-02) according to the provisional acceptance criteria (Table 7). The application of the new standard is not defined yet and will be announced in advance on our website www.frhp.org.

FRHPhe-02	
Samples #1 and #2	- $PLA \leq 275$ [g] - $HIC \leq 2400$
Sample #3	- $PLA \leq 160$ [g] - $HIC \leq 1000$
Samples #4 and #5	- $PLA \leq 160$ [g] - $HIC \leq 1000$ - $PRA \leq 8000$ [rad/s ²] - $BrIC \leq 0.6$
Sample #6	No contact between striker tip and the support surface.

Table 7: Provisional acceptance criteria for FRHPhe-02

The aforementioned thresholds may be adjusted by FIM if changes notably in headforms and/or the international standards of reference and/or other important features of the FIM Helmet Standard FRHP-02 are implemented.

IV. TERMS AND CONDITIONS

IV.1 APPLICATION

In order to apply for the FIM Racing Homologation, the Applicant shall send the present Homologation Manual duly completed and signed with the requested information and attached documents (Application Form (homologation)) to the FIM International Technical Commission (fhrp@fim.ch). By doing so, the Applicant thereby confirms formal acceptance of the rules and procedures contained in the Homologation Manual, including the Technical Information and Criteria, the Terms and Conditions as well as the Application Form.

The Applicant shall apply for the FIM Racing Homologation for all specific Models and Sizes which are intended for use in the related events. It is underlined that the homologation of a specific Model and Size is valid only for the submitted Combinations of accessories.

Only complete applications will be taken into consideration and it is the responsibility of each Applicant to ensure that all relevant information and documentation is provided. The FIM may request any further information it deems necessary. Applicants shall respond to any such request in due course and within the specified deadline if any.

Once the application is completed, the FIM will request the Applicant to send free of charge new and virgin Helmet Samples to and limited to the following Testing Laboratory:

 <p>Impact Laboratory Instituto de Investigación en Ingeniería de Aragón Universidad Zaragoza</p>	<p>Laboratorio del Impacto</p> <p>Parque Tecnológico TechnoPark MotorLand</p> <p>Att: FIM Racing Homologation Programme for helmets, Prof. Mario Maza</p> <p>Edificio Servicios Generales</p> <p>44600 Alcañiz – Teruel – Spain</p> <p>Tel. +34 978 830 172</p>
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The Applicant will not charge the FIM or the Testing Laboratory the cost of the Helmet Samples.

Any duties, VAT or other taxes, levies, expenses or other charges payable in relation to the provision and delivery of helmets to the FIM respectively the Testing Laboratory and/or the handling of such helmets (e.g. delivery cost, shipping cost, customs clearance costs, including the return of any helmet, if applicable) shall, irrespective of the place of delivery, be declared and paid by the Applicant at its own cost.

Helmet Samples will be retained free of charge by the Testing Laboratory for reference and control purposes, and available to the FIM at all time for a period of 6 months starting from the issue of the Test Report. This includes all 10 Samples submitted per Size and per Combination of accessories, among which 6 up to 9 Samples will be stored once tested and at least 1 Sample (Sample #7) will be stored as virgin. All Helmet Samples may be destroyed after a period of 6 months starting from the issue of the Test Report.

Trademark and trade name

By applying to the FRHPhe, the Applicant represents and warrants that its application does not infringe the trademark and trade name rights of any third party. The Applicant is solely responsible for ensuring that this is the case.

The FIM may request evidence of a licence to use a third party's trademark and/or trade name. If the FIM considers that such a licence has not been validly obtained it may at its sole discretion refuse the application or request that changes be made to the application.

Helmet Model stability

With respect to each Helmet Model, Size and Combination of accessories submitted for homologation, the Applicant undertakes not to modify

- the trademark(s),
- the commercial name(s),
- the design,
- the materials and dimensions of the shell (excluding the cover paint), the protective padding and the accessories (including spoilers).

Any modification of the visor characteristics are not concerned by the aforementioned provision.

Failure to respect the aforementioned undertakings may lead to immediate withdrawal of the homologation.

If the Applicant wishes to update an existing homologation in order to take into account of one or more of the following modified items (the list is not exhaustive)

- trademark(s),
- commercial name(s),
- design,
- materials and dimensions of the shell (excluding the cover paint)
- materials and dimensions of the protective padding
- materials and dimensions of the accessories (including spoilers)

shall send the present Homologation Manual duly completed and signed with the requested information and attached documents (Application Form (update)).

Based on this application, the FIM will assess whether the request falls within the scope of an update of an existing homologation or if a new homologation is required.

IV.2 DATA PROTECTION

By applying to the FRHPhe and to access FIM homologation services and products, you authorize FIM to collect, store, process, transfer and use your Personal Data in accordance with the EU General Data Protection Regulation and the Federal Act on Data Protection of Switzerland where FIM is incorporated. Unless you indicate otherwise, the consent you provide by applying to FRHPhe shall be considered express and valid indefinitely.

By applying to the FRHPhe you also authorize FIM to transfer your Personal Data to any third parties (notably laboratories etc.) assisting the management and implementation of the FIM homologation services, located in other countries with laws that may not guarantee the same level of data protection as Switzerland. You authorize these third parties to use, retain and store your Personal Data for the purposes of the homologation services and products.

Further information concerning the privacy policy of the FIM Racing Homologation Program can be found on this website <https://www.frhp.org/>.

You are also entitled to request FIM to withdraw your consent, erase, rectify or obtain any personal data FIM holds about you under the EU General Data Protection Regulation (GDPR) by sending your written request to gdpr-request@fim.ch.

In case you withdraw your consent or request to erase your Personal Data, FIM may be totally or partially unable to provide its homologation services or products.

IV.3 INTELLECTUAL PROPERTY RIGHTS

By applying to the FRHPhe, the Applicant acknowledges that the names of the FIM, the FIM Marks, the FIM Homologation Visuals, Emblem and Labels, the FIM logos, trademarks and/or trade names of or used by FIM (whether registered or unregistered or whether registrable or not) constitute an exclusive property of the FIM and/or that the FIM holds and exclusive title for their usage. The Applicant shall consequently under no circumstances make any use of such names of the FIM, the FIM Homologation Visuals, Emblem and Labels, the FIM logos, trademarks or trade names in a separate or combined manner either during the Homologation Notice or following its termination, contrary to the provisions of this Homologation Notice.

The Applicant agrees that he will not register, or cause to be registered, in any territory whatsoever, any name and/or denomination of any FIM Marks, Competitions and/or its classes or any logos, trademarks and/or trade names of the FIM or used by the FIM (whether registered or not or whether registrable or not) in connection with its activity, or any other trademark, trade name, word, logo or symbol that is identical or similar to any such name and/or denomination of any FIM Marks, the FIM Homologation Visuals, Emblem and Labels, the FIM logos, trademarks or trade names trademark and/or trade name (whether registered or not or whether registrable or not).

By applying to the FRHPhe, the Applicant represents and warrants that its application does not infringe the trademark and trade name rights of any third party. The Applicant is solely responsible for ensuring that this is the case.

The Applicant shall promptly inform FIM of any infringement of any intellectual property rights of the FIM that comes to the Applicant's attention.

The Applicant shall indemnify and hold harmless the FIM from and against all claims, damage, losses, costs, (including, without limitation, all reasonable legal costs), expenses, demands or liabilities put forward by third parties for illegal competition, violation of copyright, claims of trademarks or industrial and intellectual property claims that may result from the activity of the Applicant not duly authorised by the FIM.

Regarding the FIM Homologation Emblem, the Parties agree that:

- i. title to any and all rights in the FIM Homologation Emblem shall vest in the FIM, save for rights in the Applicant trademark element of the FIM Homologation Emblem, which will remain the property of the Applicant absolutely;
- ii. all use of the FIM Homologation Emblem by the FIM shall cease upon termination or expiry of this Homologation Notice, unless the Applicant trademark element of the FIM Homologation Emblem is removed therefrom. The FIM shall be entitled to continue to use the remaining elements of the FIM Homologation Emblem after termination or expiry of this Homologation Notice;
- iii. all use of the FIM Homologation Emblem by the Applicant shall cease upon termination or expiry of this Homologation Notice; the Applicant shall be entitled to continue to use the Applicant trademark only after termination or expiry of this Homologation Notice;
- iv. neither party shall bring any action in respect of the FIM Homologation Emblem during the Term without the prior consent of the other party.

IV.4 TESTING

The aforementioned Testing Laboratory will be the sole entity approved to perform the tests in accordance with the present Homologation Manual.

All the homologation tests will be carried out, regardless of whether or not the Samples comply with the requirements.

Subject to the availability of the Testing Laboratory and by appointment with the Testing Laboratory, one representative of each Applicant may attend the homologation tests carried out by the Testing Laboratory for its own Samples and in absence of other Applicants.

The Testing Laboratory shall issue a Test Report (dated and signed) on the results of the tests performed and send it exclusively to the FIM. Such Test Report shall be sent to the FIM within a period of 2 months after the date of receipt of the Samples sent by the Applicant.

IV.5 GRANTING OF THE HOMOLOGATION

The FIM will check and study the Test Report issued by the Testing Laboratory and is the sole authority having the power to assess it. When the FIM is satisfied that the homologation can be granted, the FIM will inform the Applicant and send a signed Homologation Notice, to be returned to the FIM countersigned by the Applicant. In principle, this notice will be sent by the FIM within a month after the date of receipt of Test Report from the Testing Laboratory. The Homologation Notice will notably contain the conditions of use of the Homologation Emblem available for both the Applicant and the FIM. In the case a homologation is updated, an amendment to the existing Homologation Notice will be issued.

The homologation comes into effect only after the FIM has received the Homologation Notice countersigned by the Applicant. The Applicant will then be entitled to refer to the homologated Helmet Model, Size and Combination of accessories as "FIM racing homologated" and will be entitled to use the Homologation Emblem in accordance with the FIM's instructions.

In the event that the Helmet Model does not meet the acceptance criteria and is therefore not granted the FIM Racing Homologation, the Applicant will be informed through a formal Homologation Refusal.

The FIM may transmit the Test Report to the Applicant upon request.

IV.6 LABELING

If the homologation is granted, the Applicant will order a certain quantity of Homologation Labels per homologated Helmet Size. The FIM will send the Homologation Labels in the form of rolls. The only human-eye visible information on the Homologation Label will be the Size and the FRHP logo. The rest of the information will be uploaded on a QR code, that is linked to the digital database and can be modified whenever is needed. The QR code carries a unique identification number, the Applicant name, the Helmet Model, Size, test date and number and the Homologation Manual of reference.

The use of Homologation Labels to the Applicant is subject to the prior signature of the Homologation Notice by the Applicant.

The Homologation Label shall be firmly sewn on the helmet chin strap. The Homologation Labels shall not be available outside the Applicant's premises and shall only be fitted by the Applicant or their official agents on the respective homologated helmet. For the avoidance of doubt, only Homologation Labels ordered from the FIM shall be used. Each unit of the respective FIM racing homologated helmet model which will be manufactured and used/intended whether for racing or road applications must carry the official Homologation Label.

The Applicant undertakes and warrants that it applies the Homologation Label only to helmets consistent with the actual Samples submitted to obtain the homologation (see Helmet Model stability provision).

The Homologation Label will be scanned by the FIM, which reserves the right for its officials or the officials of an FMNR to remove it or remove the Helmet Model and Size from the digital database where there are valid reasons to do so.

IV.7 POST-HOMOLOGATION CONTROLS

The FIM reserves the right to carry out post-homologation control tests on helmets selected at random at the production site, at events or via a distribution channel, at any time. It also reserves the right to withdraw the homologation forthwith should the helmets subject to random post-homologation controls be found not to be in conformity with the FIM criteria. The Applicant will be notified of the possible non-conformity of the helmet.

IV.8 INVOICING

A Homologation Label cost will be applied by the FIM to ensure the viability of the FRHPe by covering notably the related operational, maintenance and development costs. A net amount of CHF 4.50 (four Swiss francs and fifty cents) per label shall be paid by the Applicant. For the avoidance of doubt, any possible tax (withholding tax e.g.), duties or

charges due on the payment of such **Homologation labels costs** shall exclusively be borne by the Applicant.

In cases where the homologation is granted, the invoice in respect of the Homologation Label cost will be issued together with the Homologation Notice and shall be respectively paid and signed in due time by the Applicant. The payment of the invoice shall be effected within 30 days after receipt and is a condition for valid homologation, without which the homologation can be withdrawn forthwith.

In cases where the homologation is not granted, the Homologation Refusal only will be issued.

In addition and in any case, the Applicant agrees and acknowledges that a fee will be applied by the Testing Laboratory and charged to the Applicant to cover notably the costs related to the tests requested by the Applicant for each homologation application. The quote related to this fee will be sent to the Applicant by the Testing Laboratory once the Application Form has been validated by the FIM.

Concerning post-homologation controls, if the helmet is deemed non-compliant with FIM Helmet Standard, the FIM will invoice the Applicant the fixed amount of CHF 4'000.- (four thousand Swiss francs). That amount corresponding to the maintenance costs includes notably the costs (if any) of purchasing the helmets, the costs of the tests and the administrative costs.

If it is established that if the helmet complies with the FIM Helmet Standard, no costs will be charged to the Applicant.

IV.9 WARRANTIES REGARDING ENVIRONMENTAL RESPONSIBILITY AND COMPLIANCE WITH LABOUR, HEALTH AND SAFETY REGULATIONS

The Applicant hereby warrants, represents and undertakes that it has all necessary rights (including but not limited to any intellectual rights), permissions, power and capacity to enter into this Homologation Manual and to perform the obligations deriving from it and, in so doing, is not in breach of any obligations nor duties owed to any third parties and will not be so as a result of performing its obligations under this Homologation Manual.

The Applicant hereby warrants that the manufacture and assembly of the helmet takes place in strict compliance with the applicable legislation and regulations applicable to labour, health and safety (including but not limited to Article 32 of the UN Convention on the Rights of the Child) in the country(ies) in which the helmet(s) is/are manufactured or assembled and in the countries in which it conducts business.

The Applicant hereby warrants that it observes the environmental obligations and the provisions of environmental legislation and regulations applicable in the country in which helmets are manufactured or assembled and in all countries where it conducts business.

The Applicant hereby certifies that it uses its best efforts to limit emissions and use safe, energy-saving and environmentally friendly technologies in the manufacture and assembly of the helmet(s) for which the Application is being made.

IV.10 INDEMNITIES AND LIABILITY

The Applicant acknowledges that it is and remains the sole entity that can be held liable, in contract tort or under statute, in case of any loss or damage suffered by users and third parties, imputed, directly or indirectly, to the homologated helmet.

As the FIM is not involved in any way whatsoever with the manufacturing of the helmet, the FIM shall not in any case be liable for any direct or indirect or consequential loss or damages (whether for loss of profit, loss of business, depletion of goodwill or otherwise and including but not limited to any damage to property or death or injury) caused to the Applicant or third parties arising from any possible defect(s) related to the helmet. In this regard, the Applicant hereby agrees to indemnify, release and hold harmless the FIM, its employees, agents, officials, representatives and volunteers from and against any and all possible product liability claims with regard to the helmet.

The Applicant agrees to hold harmless and indemnify the FIM against all loss, damages, costs and payments, including reasonable legal expenses, arising out of any third party claims (including but not limited to any intellectual property infringements claims) or allegations related to any breach by the Applicant of its warranties or obligations under this Homologation Manual.

All the warranties and indemnities made under this Homologation Manual shall remain in force indefinitely.

The FIM shall not in any case be liable in contract, tort or otherwise (including any liability for any negligent act or omission) for any direct or indirect or consequential loss or damages caused to the Applicant or third parties arising from breach or out of or in connection with the FRHPhe. In any event, the FIM's maximum aggregate liability in contract, tort, or otherwise (including any liability for any negligent act or omission) howsoever arising out of or in connection with FIM's obligations under the FRHPhe (e.g. to process the submitted Application Form, open the homologation procedure, assess the Test Report, issue the Homologation Notice or Homologation Refusal within a month of receipt of the Test Report, ship labels on Applicant's request, send Test Report on Applicant's request) in respect of any one or more incidents or occurrences in the framework of the FIM Racing Homologation shall be limited to a sum equal to the amount of CHF 10'000.- (ten thousand Swiss francs). Such exclusion or limitation of liability shall also apply to the personal liability of employees, agents, representatives, officials and volunteers of the FIM.

IV.11 INSURANCE

The Applicant hereby certifies that it is properly insured against all risks which may arise from or in connection with the helmet and that it will at all times maintain an appropriate product liability insurance policy in respect thereof. The Applicant hereby agrees to provide a copy of the policy contracted upon simple request of the FIM.

IV.12 WITHDRAWAL

Without this giving rise to any indemnity whatsoever (i.e. any such decision(s) will not give rise under any circumstances to any claim against the FIM from the Applicant), the FIM may immediately and without notice (in addition to and not in substitution for any of its other

rights and remedies under this Homologation Manual or in law) withdraw the FIM Racing Homologation granted to the Applicant in the following cases:

- i. where the helmet submitted for homologation no longer meets the (new and/or amended) standards required for entry and/or the acceptance criteria as defined by the FIM (see *inter alia* section POST-HOMOLOGATION CONTROLS above);
- ii. where any conduct (e.g. act or omission, behaviour, public statement, etc.) whatsoever on the part of the Applicant, his management, employees, representatives or agents, which causes or may cause any prejudice (e.g. any direct or indirect or consequential loss or damages (whether for loss of profit, loss of business, depletion of goodwill or otherwise and including but not limited to any damage to property or death or injury)) to the FIM or its reputation;
- iii. in the event that the Applicant commits a breach of any of its obligations under this Homologation Manual.

IV.13 CONSEQUENCES OF WITHDRAWAL

Upon withdrawal of the FIM Racing Homologation:

- i. all of the rights granted by the FIM in the framework of the FRHPhe (including those granted under this Homologation Manual) shall forthwith terminate and, where applicable, automatically revert to the FIM;
- ii. the Applicant shall not use or exploit its previous connection with the FRHPhe, whether directly or indirectly;
- iii. all sums due and payable to the FIM by the Applicant at the date of withdrawal of the FIM Racing Homologation shall be paid immediately together with any accrued interest on the same;
- iv. in the event that the withdrawal of the FIM Racing Homologation arises from non-payment by the Applicant of any sum due under section INVOICING of this Homologation Manual, the FIM shall, without prejudice to any other rights under this Homologation Manual or law, be entitled to receive the balance then outstanding of the total Homologation **labels costs** as set out in section INVOICING of this Homologation Manual;
- v. the Applicant shall not have any right to any indemnity or payment of compensation or damages.

If the FIM Racing Homologation is withdrawn by the FIM pursuant to Clause WITHDRAWAL (Paragraphs ii. and iii.) above, the Applicant shall be required to pay the FIM a penalty in the amount of CHF 5'000.- (five thousand Swiss francs). The penalty is payable even if the FIM has not suffered any loss or damage.

Furthermore and in any case of withdrawal of the FIM Racing Homologation, the FIM is entitled to recover from the Applicant any losses and damages as may be allowed under the law.

To apply for re-homologation for a withdrawn Helmet Model, the Applicant should follow the normal application process. The application will be treated as a new submission.

IV.14 ANNOUNCEMENT

No announcement shall be made by the Applicant in relation to the FRHPhe without the prior written consent of the FIM.

IV.15 TRANSPARENCY

The Applicant has a duty of transparency and disclosure towards the FIM as the homologating body.

Any sporadic or regular malfunction or sporadic or systemic defect affecting the helmet that arises at any time shall immediately be reported to the FIM and remedial measures proposed. Where necessary, the homologation will be withdrawn.

IV.16 APPLICABLE LAW AND ARBITRATION

Any dispute arising from or in connection with the FRHPhe (including the validity or interpretation of the Homologation Manual) shall be governed by and interpreted exclusively in accordance with Swiss law without reference to (its) conflict of law rules and shall be submitted exclusively to the Court of Arbitration for Sport (CAS) in Lausanne, Switzerland, and resolved definitively in accordance with the Code of Sports-related Arbitration. The Panel set in operation by the Court of Arbitration for Sport will consist of a sole arbitrator designated by the President of the CAS Division concerned.

Any FIM decision not to grant or to withdraw the FIM Racing Homologation may be appealed by the Applicant to the Court of Arbitration for Sport within 21 days from the receipt of the decision appealed against. Failing that, the FIM decision must be considered as final (peremptory time limit). Furthermore, in the framework of an appeal arbitration procedure, the Applicant may not seek damages or take action to gain compensation for any inconvenience or other loss incurred. Finally, in case of a FIM decision to withdraw the FIM Racing Homologation, an application to stay the execution of the decision appealed against will not be entertained in any circumstances by the CAS.

The Applicant confirms that he has read and agreed to the present Homologation Manual. In particular, the undersigned Applicant confirms that he is cognisant with and accepts the Technical Information and Criteria as well as the Term and Conditions contained in this Homologation Manual.

Applicant's representative

Name Signature

On ___/___/___

Note: Please initiate each page in the dedicated boxes

V. APPLICATION FORM (HOMOLOGATION) / FRHPhe-01

To be filled in for each Helmet Model* and returned by e-mail to frhp@fim.ch

**If a Helmet Model exists in different versions (corresponding to one or more international standards), an individual application must be done for each version with its relative Sizes and Combinations of accessories.*

(1) Applicant's information	
(1.1) Name	
(1.2) Address (road, city, ZIP code, country)	
(1.3) E-mail	
(1.4) Phone	
(1.5) Commercial trade mark(s)	
(1.6) Contact name	
(1.7) VAT number/Legal registration number	
(2) Manufacturer's information	
(2.1) Name	
(2.2) Address (road, city, ZIP code, country)	
(2.3) E-mail	
(2.4) Phone	
(2.5) Contact name	

(3) Helmet Model		
(3.1) Commercial name(s)		
(3.2) Date of manufacture (mm, yyyy)		
(3.3) Standard(s) under which this helmet is approved (at least one)	UNECE 22.0_	n.
	Snell M20_	n.
	JIS T8133 2015	n.
(3.4) Submitted sizes (in cm)		
(3.5) Wished amount of Homologation labels (per size and per year)		

(Please indicate items for each Helmet Size if they differ)

(4) Helmet characteristics	
(4.1) Weight (overall, including all accessories and with tolerances)	
(4.2) HPI (Head Positioning Index)	
(4.3) SHELL	
(4.3.1) Thickness(es)	
(4.3.2) Material(s) (matrix, fibre reinforcement, weaving, n. layers)	
(4.3.3) Weight (without accessories, after cutting holes, with tolerances)	
(4.3.4) Production process	
(4.4) COVER PAINT	
(4.4.1) Manufacturer's name	
(4.4.2) Commercial name	
(4.4.3) Type of paint	
(4.4.4) Weight (with tolerances)	
(4.5) ACCESSORIES (e.g. ventilation devices, venturi, spoilers)	
(4.5.1) List of submitted accessories**	
(4.5.2) List of submitted Combinations of accessories***	
(4.5.3) Material(s) (for each accessory)	
(4.5.4) Fixation method (for each accessory)	
(4.6) PROTECTIVE PADDING	
(4.6.1) Material(s)	
(4.6.2) Manufacturer's name	

** Example: front venturi, top vent, rear spoiler

*** Example: Combination of accessories n.1: front venturi + top vent, Combination of accessories n.2: front venturi + top vent + rear spoiler

(4.6.3) Commercial name	
(4.6.4) Thickness(es)	
(4.6.5) Density(ies)	
(4.6.6) Weight	
(4.7) CHIN GUARD PROTECTIVE PADDING	
(4.7.1) Material(s)	
(4.7.2) Manufacturer's name	
(4.7.3) Commercial name	
(4.7.4) Thickness(es)	
(4.7.5) Density(ies)	
(4.7.6) Weight (with tolerances)	
(4.8) COMFORT PADDING	
(4.8.1) Foam material(s)	
(4.8.2) Fabric material(s)	
(4.8.3) Foam thickness(es)	
(4.9) EXTRA IMPACT MANAGEMENT SYSTEMS (OR OTHERS)	
(4.9.1) Definition	
(4.9.2) Working principle	
(4.10) RETENTION SYSTEM	
(4.10.1) Material(s)	
(4.10.2) Width	
(4.10.3) Anchorage system	

(5) Documents to be mandatorily annexed (for each Helmet Size if they differ)

	(5.1) Communication and full test report (including extensions until present date) of at least one of the existing standards (see 3.3) (ECE report is suggested)
	(5.2) Helmet drawings (5.2.1) General views (front, side, rear, top) (5.2.2) Significant sections (including indication of shell and protective padding thicknesses and densities)
	(5.3) Photos (front, side, rear, top and each accessory)

By signing this Application Form (homologation), the undersigned Applicant attests to the accuracy of the information provided and that the Samples submitted (in all Sizes and Combinations of accessories) are fully consistent with the indications set forth on the Application Form.

Applicant's representative

Name

Signature

On ___/___/___

VI. APPLICATION FORM (UPDATE) / FRHPhe-01

To be filled in for each Helmet Model* and returned by e-mail to frhp@fim.ch

**If a Helmet Model exists in different versions (corresponding to one or more international standards), an individual application must be done for each version with its relative Sizes and Combinations of accessories.*

(1) Applicant's information	
(1.1) Name	
(1.2) Address (road, city, ZIP code, country)	
(1.3) E-mail	
(1.4) Phone	
(1.5) Commercial trade mark(s)	
(1.6) Contact name	
(1.7) VAT number/Legal registration number	
(2) Manufacturer's information	
(2.1) Name	
(2.2) Address (road, city, ZIP code, country)	
(2.3) E-mail	
(2.4) Phone	
(2.5) Contact name	

(3) History (to be filled by FIM)	
(3.1) Application Form (homologation) of reference	

(4) Helmet Model			
(4.1) Commercial name(s)			
(4.2) Date of manufacture (mm, yyyy)			
(4.3) Standard(s) under which this helmet is approved (at least one)	UNECE 22.0_	n.	
	Snell M20_	n.	
	JIS T8133 2015	n.	
(4.4) Submitted sizes (in cm)			
(4.5) Wished amount of Homologation labels (per size and per year)			

(Please indicate items for each Helmet Size if they differ)

(5) Reason for update	
(5.1) Update <input type="radio"/> trademark(s) <input type="radio"/> commercial name(s) <input type="radio"/> design <input type="radio"/> materials and dimensions of the shell (excluding the cover paint) <input type="radio"/> materials and dimensions of the protective padding <input type="radio"/> materials and dimensions of the accessories (including spoilers) <input type="radio"/> others (please specify: _____ _____	
(5.2) Other requested information (ex. weight, thickness, materials)	

(6) Tests requested (to be filled in by FIM)		
		Sizes
Sample #1 (linear HS)	Point B	
	Point X (_____)	
	Point P	
	Point R	
	Point S	
Sample #2 (linear HS)	Point ____	
	Point ____	
	Point ____	
Sample #3 (linear LS)	Point B	
	Point X (_____)	
	Point P	
	Point R	
	Point S	
Sample #4 (oblique)	Point 45°	
	Point 180°	
	Point 270°	
Sample #5 (oblique)	Point 0°	
	Point 135°	

Sample #6 (penetration)	Point ____	
	Point ____	

(7) Samples requested (to be filled by FIM)

(7.1) Total number of samples requested (per size)

(8) Documents to be mandatorily annexed (for each Helmet Size if they differ)

(8.1) Relevant communication and full test report of at least one of the existing standards (see 3.3)
(8.2) Relevant drawings
(8.3) Relevant photos

By signing this Application Form (update), the undersigned Applicant attests to the accuracy of the information provided and that the Samples submitted (in all Sizes and Combinations of accessories) are fully consistent with the indications set forth on the Application Form.

Applicant's representative

Name Signature

On ____/____/____