



17, Colebrook Ind. Est, Longfield Road, Tunbridge Wells, TN2 3DG

Model/Product Code	Performance Classification	Class of Protection
Paranoid Jeans	EN 17092-2: 2020	AAA
Taranis Elite Jeans	EN 17092-2: 2020	AAA
Bronte Leggings	EN 17092-2: 2020	AAA
Easyrider Jeans	EN 17092-3: 2020	AA
Easyrider Maximite Hoodie	EN 17092-3: 2020	AA
City Jeans	EN 17092-4: 2020	A
Easyrider Glove	EN 13594-2015	Level 1KP

Fitted Hip Protectors: Made by Smoothways    Fitted Knee protectors: Made by Smoothways    Fitted Shoulder Protectors: Made by Smoothways    Fitted Back Protector: Made by Smoothways

**Models covered by this information (see above table):**

Issued by Roadskin Limited in accordance with the requirements of the EC Personal Protective Equipment Regulation 2016/425. These garments are an item of Motorcyclists' Personal Protective equipment (PPE). This product conforms to the technical specification "EN 17092-2:2020 & EN 17092-3: 2022 – Protective garments for motorcycle riders (February 2017)" which has been deemed to satisfy the Basic Health and Safety requirements of the PPE Regulation 2016/425.

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

Performance levels defined in EN 17092-X:2020. Provisional European Standard EN 17092-1:2020 defines five classifications of motorcyclists' clothing these are

- **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. 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, in order to offer complete minimum protection. Some common examples are modular garments suitable to be combined with other garments providing impact 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 impact protection. Class C garments are designed to offer supplemental impact protection only. It is intended that class C garments be worn in combination with Class AAA/AA/A or B to enhance the protection Class AAA/AA/A or B. Some common examples are modular garments suitable to be combined with other garments providing impact and abrasion protection or only abrasion protection.
- **EN 13594:2015** – The standard for motorcyclists’ protective gloves which, like the footwear standard, is based on both general industrial and specialised motorcycle test procedures

### **Construction of this product**

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 degloving 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.
- 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 – 6:2017, 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

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

- In the case of legwear (trousers), the main fly zip closure must be securely fastened and the stirrups (where included) placed under the foot. It should not be possible to pull the ankles of the trousers up the lower legs 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 of jeans may be required.
- That no discomfort is caused by the trousers 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 jeans 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.

## IMPACT PROTECTORS

Garments are fitted, as applicable with Smoothways Hip, Knee, Shoulder, Elbow and Back Memory foam protectors (please see separate Smoothways User Information Booklet)

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

- **HIP:** symmetrically on the hip bone. Ensure the pad is high enough to cover the top of the hip bone. Insert into the lining pocket with the convex face outwards.
- **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 to secure the protector in the most comfortable position when riding the motorcycle. Certain garment models include 2 pockets for adjustable positioning.
- **BACK:** The back protector should be inserted into the pocket built into the garment. This should be an exact fit.
- **ELBOW:** Insert the elbow protectors into the specially made pockets within the sleeve, with the small 'lip' edge towards your upper arm. You may need to pull the sleeve out in order to do this more easily. Ensure that the concave side is nearest to the skin.
- **SHOULDER:** Insert the protectors into the specially made pockets within the shoulder area with the smaller 'lip' edge positioned at the outer part of the shoulder, over the top of the arm. Ensure that the concave side is nearest to the skin.
- 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 should be used.  
Note: impact protectors must be removed when the garment is cleaned, to prevent damage to the impact foam's structure.

## SIZE RANGE (TROUSER GARMENTS)

Marked sizes:

Sizes	28	30	32	34	36	38	40	42	44	46
Height	152 to	152 to	152 to	152 to	152 to	152 to	152 to	152 to	152 to	152 to
cm	175	180	185	192	192	192	192	192	192	192

## **CLEANING AND MAINTENANCE INFORMATION**

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

Washing garments: Machine wash at 30° using non-biological detergent. Air dry – DO NOT TUMBLE DRY. DO NOT USE BLEACH-BASED PRODUCTS WITH THIS GARMENT

Storage: Please store in bag provided when not in use.

## **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 alone - i.e.: a total PPE package should be used, comprising helmet, gloves, boots; and jacket & trousers or one-piece/two-piece suit.

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).
- Jacket made from leather or other materials with equivalent properties (relevant standards include EN 17092 Parts 1 – 6 :2017 (February 2017), the French Protocol and EN 13595). 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: EN 13594).
- Tall boots made of leather or material with equivalent properties, worn inside or outside the ankles of PPE providing protection to the lower limbs to a point not lower than the mid-calf point of the wearer (relevant standard: EN 13634) are required to be worn with garments approved to EN 17092 Parts 2, 3 and 4:2017.

## **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 conspicuousness 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: EN ISO 20471, EN1150, EN 13356).

## **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 replacing the impact protectors fitted to your garment, only use the same models of Smoothway 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.
- Certificates of Conformity can be found on our website [www.roadskin.co.uk](http://www.roadskin.co.uk)