

**Dair**<sup>®</sup>  
Street

**Dair**



**DAINESE**

Inspired by humans.

# INTELLIGENT CLOTHING

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*Intelligent clothing is technology you can wear thanks to the innovative integration of expertise from a wide range of fields, including electronics, mechanical engineering and ergonomics. Integration that's made possible by another field of expertise - that of designing safety tailored to the human body.*





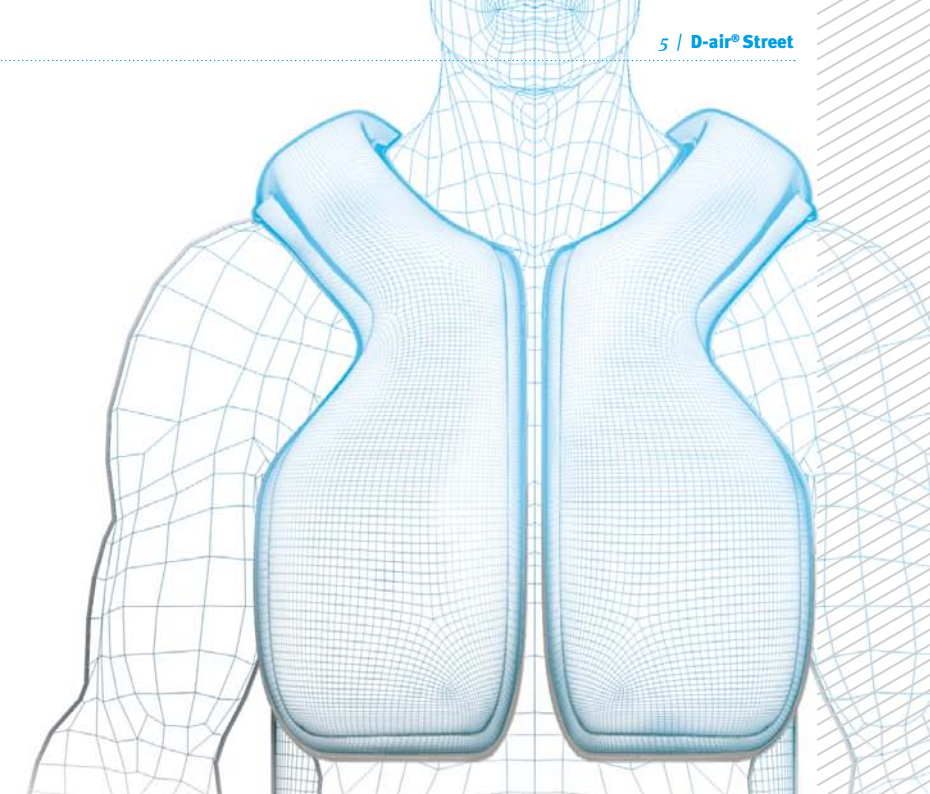
# MEET D-AIR®

## D-AIR® IS A PROTECTION TECHNOLOGY PLATFORM

*that uses an intelligent system to detect danger situations and inflate special airbags around the body.*

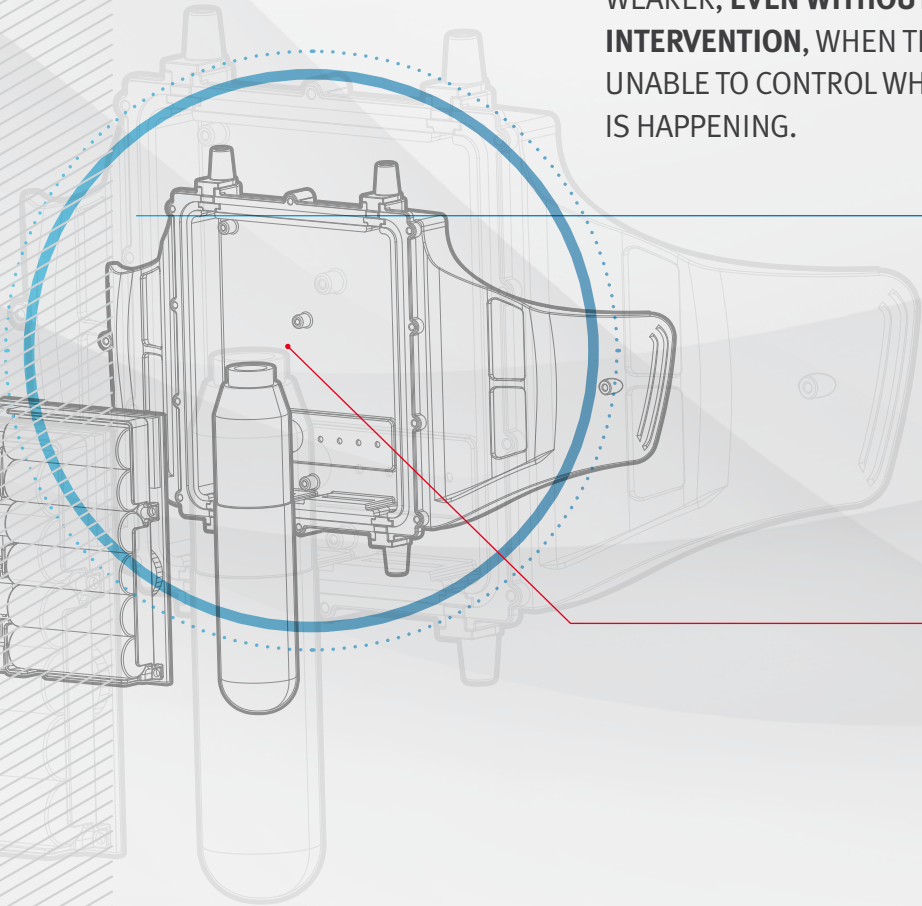
## D-AIR® IS MUCH MORE THAN JUST A PRODUCT.

*It's a highly-advanced protection technology that can be deployed in products designed for a broad spectrum of different uses where protection is required.*



# WHAT MAKES CLOTHING INTELLIGENT?

ITS ABILITY TO PROTECT THE WEARER, **EVEN WITHOUT THEIR INTERVENTION**, WHEN THEY ARE UNABLE TO CONTROL WHAT IS HAPPENING.





### D-air® Street IS INTELLIGENT.

*Its special triggering algorithm can recognise crash conditions to activate the system when necessary.*

### D-air® Street IS EFFECTIVE.

*Shielding the rib cage and vital organs, it protects the back and limits head oscillation.*

### D-air® Street IS FAST.

*In the event of a crash, it provides full protection in 45 milliseconds (Total Deployment Time).*

# WHY D-AIR® IS DIFFERENT

### D-air® Street IS WIRELESS.

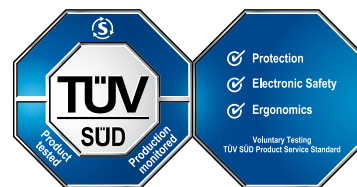
*The system operates without any physical connection to the motorcycle.*

### D-air® Street IS RELIABLE.

*Because it's the result of 10 years' R&D, more than 5,000 hours of triggering algorithm tests, 34 crash tests and over 500,000 km of proven reliability on the road.*

### D-air® Street IS TÜV SÜD CERTIFIED.

*D-air® puts its claims to the test, with performance and reliability that have been certified following the rigorous TÜV SÜD procedures.*





# D-AIR® STREET

Research and Development





# WHAT D-AIR® STREET PROTECTS



D-AIR® STREET WORKS IN SYNERGY WITH A DAINESE BACK PROTECTOR TO SHIELD THE FOLLOWING AREAS OF THE RIDER'S BODY:



- 1 BACK**
- 2 COLLAR BONES**
- 3 CHEST**

- The back, collar bones and chest are shielded by special airbags developed and patented by Dainese, manufactured using an exclusive construction technology that delivers outstanding performance and comfort.
- The system brings riders and pillion the extra back protection of an airbag that's certified to the current EN 1621-2 standard. At present\* there is no approved standard for certifying the chest protection provided by D-air® Street.
- D-air® Street limits inclination of the head in relation to the neck and reduces helmet movement during rolling.
- D-air® Street protection is achieved without compromising the ergonomics and comfort of a road bike jacket (*Ergonomics and comfort tested by TÜV SÜD Automotive GmbH*).
- D-air® Street can be worn by riders and pillion passengers.

**NOTE:** D-air® Street delivers its extra protection compared to a traditional jacket exclusively in those events for which it has been designed to activate and to the areas of the body shielded by the airbags.

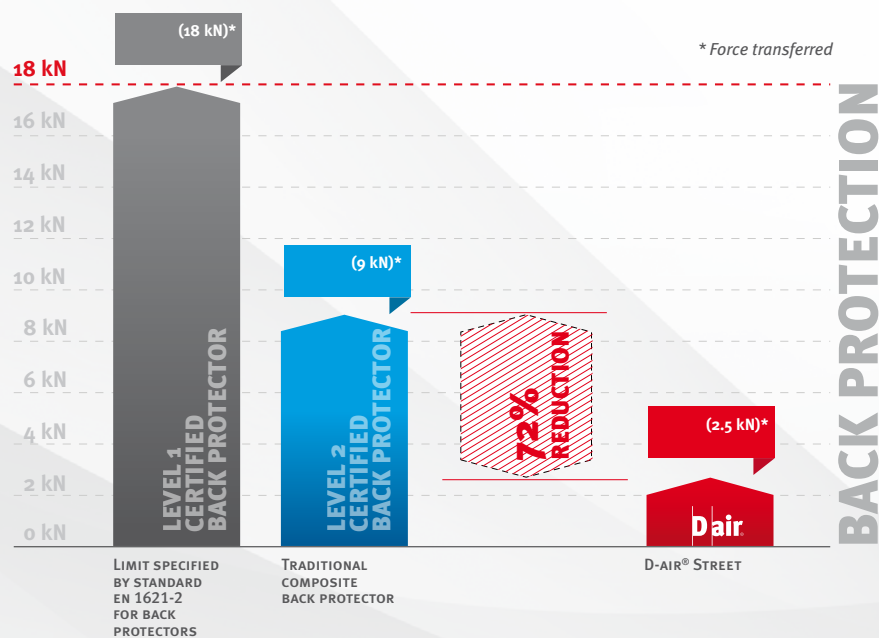
\* January 2013





# HOW EFFECTIVELY D-AIR® STREET PROTECTS

D-air® Street's airbags are exclusive to Dainese, using a special construction technology protected by 4 separate Dainese patents to provide outstanding protection.



## PROTECTION

Tests carried out in accordance with the current European Standards for back protectors (EN 1621-2) show that D-air® Street reduces the impact forces transferred by compared with traditional level 2 back protectors.

# 72%



## SPREADING THE IMPACT

The special structure of the D-air® airbags makes it possible to use much higher inflation pressures than normal, enabling them to spread impact forces

in a similar way to traditional composite back protectors, while offering much more comfort.

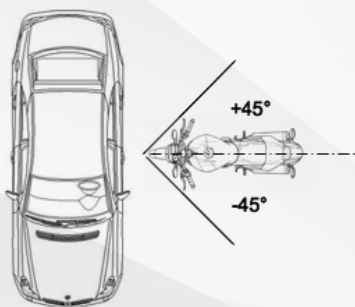




# WHEN D-AIR® STREET PROTECTS

D-air® Street protects riders and pillions on the road, recognising and activating in the event of:

## A Crashes into fixed or moving objects.



**IMPACT WITH AN OBSTACLE:**  
triggering time  
in the most violent crashes  
28 milliseconds.

## B Crashes due to loss of traction.



**FALLS OR SLIDES:**  
triggering time  
in the most violent falls  
or slides 30 milliseconds.

THE MANY CRASH TESTS CARRIED OUT BY EUROPEAN AND D-TEC® RESEARCH PROJECTS CLEARLY SHOW THAT:

**1**

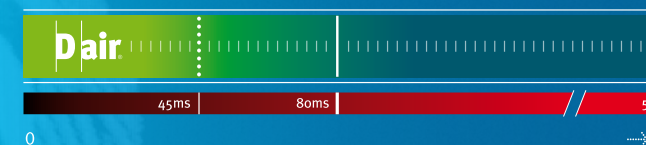
Airbags can only provide effective protection against the initial crash impact if the Total Deployment Time is less than 80 milliseconds.

**2**

In the most violent crashes, D-air® Street has a Total Deployment Time of 45 milliseconds.

In the event of a skid, the sophisticated triggering algorithm can decide upon a longer triggering time. Thanks to its intelligent triggering algorithm, D-air® Street can assess the violence of a crash and only trigger when actually necessary in the scenarios considered. It won't, for example, trigger for impacts at speeds of less than 7 kph.

**D-air® Street**  
TOTAL DEPLOYMENT TIME = 45ms



Total Deployment Time (TDT) = Triggering Time (TT) + Inflation Time (IT)



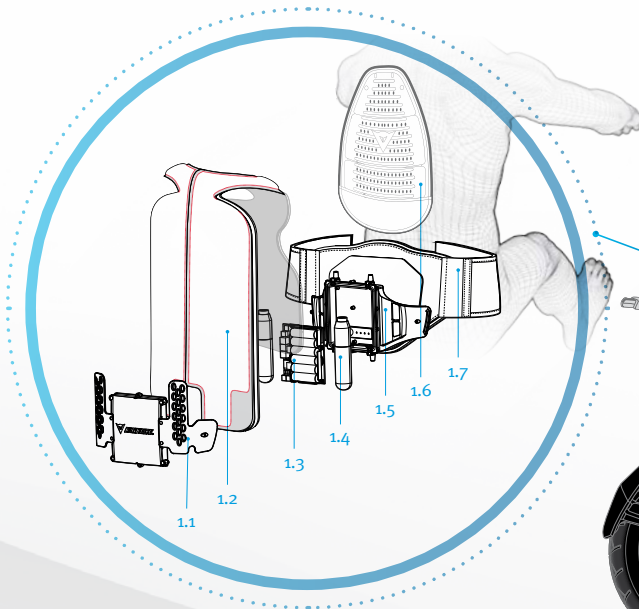


# HOW D-AIR® STREET PROTECTS

*D-air® Street works without any physical connection to the motorcycle and comprises two systems - one that's installed on the bike, called M-kit, and one that's fitted in the jacket, called J-kit. This architecture enables rapid crash response times and effective protection throughout the dynamics of a road accident.*

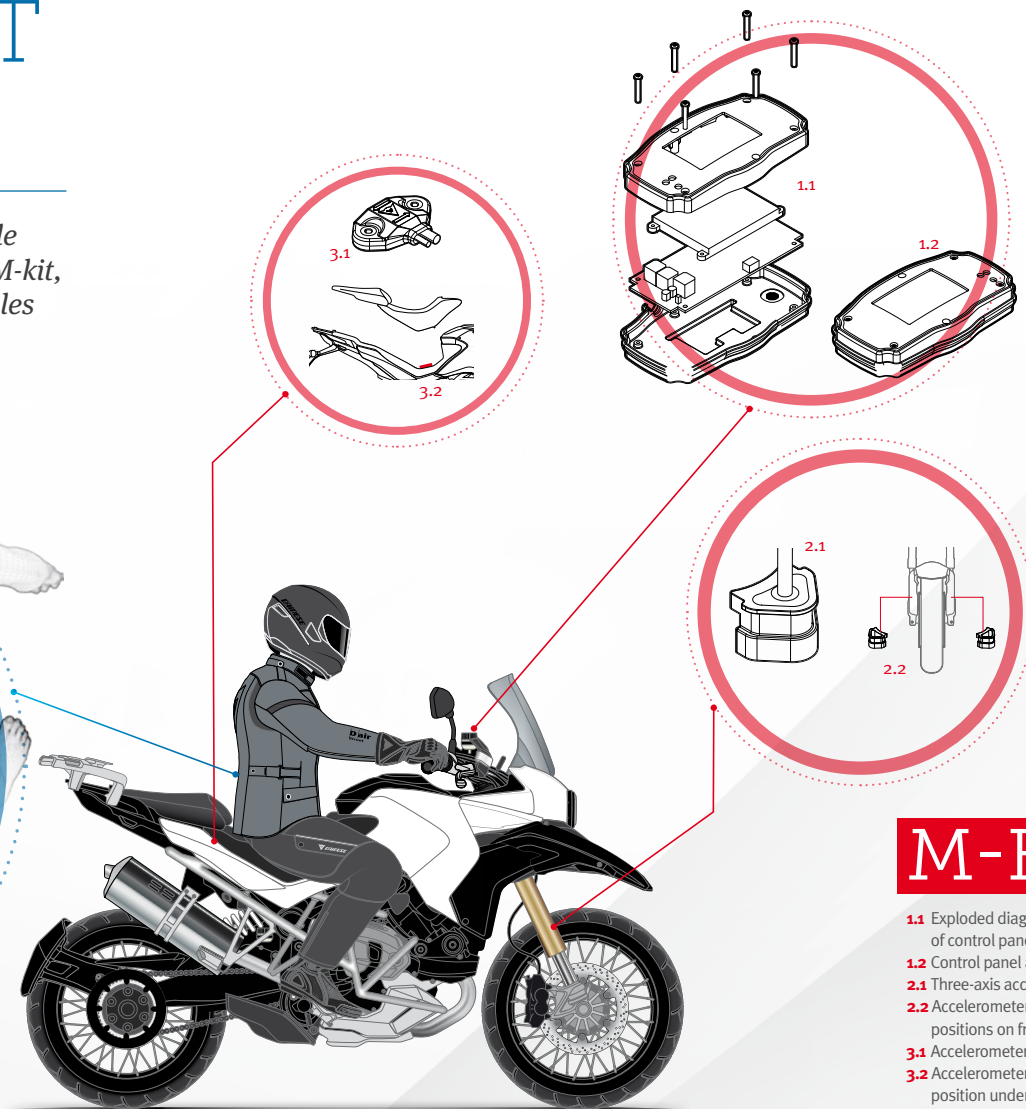
## J-KIT

- 1.1 Electronic system cover
- 1.2 Airbag
- 1.3 Electronic system and batteries
- 1.4 Gas generators
- 1.5 Electronic system housing
- 1.6 Wave back protector
- 1.7 Kidney belt



### The J-kit consists of:

- Pneumatic system comprising two high-pressure airbags with a total volume of 12 litres and two cold-technology gas generators.
- Electronic system for dialogue with central unit and inflation.
- SIM card slot for system recognition.
- Batteries.
- On/Off switch and fault alert vibration motor.



## M-KIT

- 1.1 Exploded diagram of control panel
- 1.2 Control panel assembled
- 2.1 Three-axis accelerometer
- 2.2 Accelerometer mounting positions on front fork
- 3.1 Accelerometer
- 3.2 Accelerometer mounting position under seat

### The M-kit consists of:

- A pair of three-axis accelerometers mounted on the front fork (one on each leg).
- A skid sensor mounted under the seat.
- A central signal processing and system management and monitoring unit with user interface display.

The sensor unit, which is implemented in a double redundant configuration in accordance with critical safety standards, sends the measurement signals to the electronic unit which features:

- A CPU with the triggering algorithm software, the brain of the system.
- An external FLASH memory and external FRAM memory.





# THE TRIGGERING ALGORITHM

*D-Air® Street's brain*

**THE TRIGGERING ALGORITHM IS D-AIR® STREET'S BRAIN, ANALYSING AND COMBINING THE DATA FROM THE SENSORS TO DECIDE WHEN TO TRIGGER THE SYSTEM.**

*“Whereas slides are the most important event for rider protection in the racing world, on the road it's important to protect the rider (and any pillion passenger) against front and side impacts. This requires the development of more sophisticated triggering algorithms and the use of more sensitive sensors. Moreover, the conditions of use (road, weather, journey time) are much more varied and changeable, requiring the D-Air® solution to be intrinsically robust to prevent accidental deployment. The conception and design of D-air® Street required a pool of very sophisticated expertise: the use and treatment of synthetic and natural clothing materials, the design of compact digital*

*systems, the development of critical algorithms and control software, and the testing of reliability and intrinsic safety performance. In addition, it required the adoption of sophisticated textiles for the controlled-expansion airbags and extremely compact gas generators that could be fitted in the jacket without compromising riding comfort. All of which has been designed, developed and manufactured to the most stringent international safety standards to provide the greatest possible protection.”*

*Prof. Alfonso Fuggetta*  
Managing Director and Scientific Director  
CEFRIEL, Milan Polytechnic

Born in Milan on 22 June 1958, **Alfonso Fuggetta** is a Professor of Information Technology at the Politecnico di Milano University in Milan and a Faculty Associate of the Institute for Software Research (ISR) at the University of California, Irvine. Since 2003 he has been the Managing Director and Scientific Director of CEFRIEL-Politecnico di Milano, a centre of excellence for innovation, research and teaching in the Information & Communication Technology sector.

# D-AIR® STREET'S POTENTIAL IN TRAUMATOLOGY

*Report by Dr. Osvaldo Chiara*

*“As both a passionate motorcyclist and Accident & Emergency Surgeon, I and my colleagues organised a retrospective study of 928 motorcyclists involved in accidents who had been treated at the Niguarda Trauma Center. The data we obtained showed the prevalence of injuries to the head, chest (ribs, pleurae and lungs) and abdominal organs of the hypochondria (spleen, liver and kidneys),*

*clearly indicating it would be appropriate to take every possible measure to protect these areas. While the head is normally protected by a helmet, D-air® Street creates an exoskeleton around the rib cage which reduces the energy transmitted to the structures of the chest and hypochondria, potentially reducing the risk and severity of injuries in these areas.”*

*Dr. Osvaldo Chiara*  
SC Trauma Team Director  
Niguarda Ca' Granda Hospital, Milan

**Osvaldo Chiara** was born in Milan on 13 September 1953. A Bachelor of Medicine and Surgery and specialist Doctor of General and Thoracic Surgery, Osvaldo Chiara received his training at the Baltimore Trauma Centre and was a member of the Council of the Federal Board of Health from 2003 to 2005. In 2002 he organised and has since led the Niguarda Trauma Team serving the Milan urban area, a recognised leader in major trauma care in Italy.





# D-AIR® STREET IS ERGONOMIC

## ERGONOMIC DESIGN

### EFFECTIVE

#### EFFECTIVE

- D-air® Street works without any physical connection to the motorcycle.
- In a typical road accident involving a sudden impact, the dynamics of the accident require very fast deployment times in the order of **around 80 milliseconds (Total Deployment Time = Triggering Time + Inflation Time)**.
- Any system that takes longer to deploy is incapable of protecting the rider against the primary impact (the most violent) in typical road accidents.
- **D-air® Street has a Total Deployment Time of 45 milliseconds.**

### NON-INTERFERENCE

#### NON-INTERFERENCE

- D-air® Street has passed a series of particularly demanding non-interference tests to establish that inflation of the system under certain conditions cannot cause the rider to lose control or suffer injuries as a result of rebound effects. These tests regarded:
- Unexpected triggering of the system while riding, especially when taking bends. The rider must be able to maintain control of the bike.
  - Inflation of the system with the rider's head inclined to one side (left, right, forward and back). The rider's head must not be subjected to acceleration above the specified threshold.
  - Inflation of the system when the rider is wearing a motorcycling rucksack. The airbags must deploy correctly.
  - Simultaneous inflation of the rider and pillion systems. The rider and pillion must not experience any significant rebound effects.
  - Inflation of the pillion system when a top box is fitted to the bike. The system must inflate correctly without causing the pillion to experience any rebound effects.

**D-air® Street passed every test successfully.**

### OPERATION

#### OPERATION

The D-air® Street motorcycle kit switches on automatically when the bike is started. As soon as it switches on, the electronic unit searches for a jacket electronic system with a SIM card that is linked to the M-kit. When it finds it, it starts the pairing process.

- A second search is then launched for the pillion unit.
- Having found one or both the J-kit electronic systems, the successful pairing (recognition of the protective clothing) is shown on the display
- You can now ride off in total safety.

#### TRIGGERING OF THE SYSTEM

The M-kit sensors continually send vehicle dynamics signals to the central control unit, which processes them. When the triggering algorithm recognises any of the crash conditions envisaged, it sends the activation signal to the J-kit which inflates the airbags using two gas generators.

### FAULT ALERTS & STATUS INDICATION

#### FAULT ALERTS & STATUS INDICATION

The M-kit and J-kit electronics incorporate diagnostics that alert the rider to any operating faults immediately. There are two channels of communication:

- Physical, using a fault alert vibration motor in the waistband.
- Visual, providing information on the display.

#### DISPLAY INFORMATION

The user interface provides the following information:

- System on (when motorcycle started).
- System operating correctly.
- Rider connected.
- Charge status of rider and pillion batteries.
- Bike M-Kit service due.
- Rider and pillion J-kit service due.
- M-Kit malfunction.
- Rider and/or pillion J-kit malfunction.



# D-AIR® STREET IS CERTIFIED

The system has passed more than 800 separate tests.

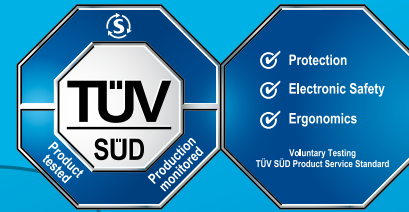
D-AIR® STREET IS A HIGHLY INNOVATIVE PROTECTION SYSTEM.

CURRENT MOTORCYCLE SAFETY STANDARDS ARE ONLY PARTIALLY ABLE TO MEET THE CERTIFICATION NEEDS OF AN ADVANCED SYSTEM.

*This meant TÜV SÜD Automotive had to develop a new, more appropriate procedure before subjecting D-air® Street to a long series of tests that went far beyond existing standards for personal protective devices.*

CONSEQUENTLY, THE D-AIR® STREET DATA WE PROVIDE ISN'T THE RESULT OF ESTIMATES OR CONJECTURE BUT HAS ALL BEEN MEASURED AND PROVEN WITH THE RIGOUR FOR WHICH TÜV SÜD IS RENOWNED.

**D-AIR® STREET PASSED EVERY TEST, BECOMING THE FIRST MOTORCYCLE AIRBAG EVER TO ACHIEVE TÜV SÜD CERTIFICATION.**



## PROTECTION STANDARDS

D-air® Street passed all the relevant motorcycle personal protective equipment tests of the European standards in effect at the time of certification.

**PP PPE directive 89/686/CEE**  
**EN 1621-1 local protectors**  
**EN 1621-2 back protectors**  
**EN1621-4 airbag protectors**

## TRIGGERING ALGORITHM TESTS (Functional safety assessment)

Tested the algorithm's ability to identify all the accident scenarios envisaged and verified its reliability at only being triggered when required.

## TESTS ON ELECTRONIC AND SYSTEM SAFETY

The D-air® hardware underwent the following tests to establish its reliability in critical conditions:

- **Electromagnetic compatibility and radiation:** D-air® Street does not interfere with other electronic systems in accordance with the standards for the automotive sector.
- **Electromagnetic and electrostatic immunity:** The operation of D-air® Street is not affected by electromagnetic interference from other devices.
- **Electrical insulation:** the system must not transmit electric shocks to the rider.
- **Climatic tests:** waterproofness - to IP66 for the central unit and under-seat sensor, to IP 69 for the fork sensors, to IP 54 for the J-Kit unit - humidity resistance and repeated thermal cycles.
- **Vibration test.**
- **Drop test.**

## PNEUMATIC SYSTEM TESTS (airbags + gas generators)

- **Ageing:** the system underwent hundreds of hours of temperature cycling and thermal shock tests (very rapid transitions from high to low temperatures and vice versa).
- **Salt spray test:** the system is sprayed with saline solution to simulate human perspiration.
- **Dust test:** the system is exposed to strong currents of dust-laden air.
- **Vibration test:** the system is subjected to strong vibrations.
- **Drop test:** the system provides exactly the same resistance as conventional motorcycle leathers.

## CHEMICAL COMPATIBILITY TESTS

Ensure that the materials used are not hazardous to health in accordance with current standards.

## BATTERY TESTS

Test that the batteries meet current international safety standards.

## NON-INTERFERENCE/CONTROLLABILITY TESTS

- **Static tests on sensor-equipped dummy:** the system is triggered while the rider's head is at maximum inclination to verify that D-air® Street's high inflation speed does not cause undesirable recoil reactions, pain or stun the rider or pillion.
- **Dynamic tests:** the system is activated remotely and unexpectedly while the rider performs a series of demanding manoeuvres both with and without a pillion. The rider must be able to maintain control of the bike.
- **Acoustic safety test:** the noise generated by activation of the system must not cause any harm, even without ear protection.





# D-AIR® STREET SYSTEM FIRSTS

*D-air® Street's features make it unique and unlike any other airbag for motorcyclists.*

## ▶ 45 MILLISECONDS:

*in crashes where there is impact with an obstacle, D-air® Street has a Total Deployment Time of 45 milliseconds. Only a system this fast can protect riders against the initial crash impact.*

## ▶ PROTECTION:

*D-air® Street protects the rider's back and shields their collar bones and chest using two high-pressure airbags with a total capacity of 12 litres.*

## ▶ 72%:

*D-air Street reduces the force transferred to the back by 72% compared with traditional level 2 back protectors (measured in accordance with European Standard EN 1621-2).*

## ▶ 3 SENSOR UNITS AND A TRIGGERING ALGORITHM:

*the rider's movements are constantly analysed by a sophisticated triggering algorithm fed by 5 sensors integrated in the system hardware.*

## ▶ NO PHYSICAL CONNECTION:

*D-air® Street is the first system for rider and pillion to operate without any physical connection to the motorcycle.*

## ▶ 975 MISUSE TEST:

*D-air® Street passed 975 tests to verify that the system only triggers when required.*

## ▶ NON-INTERFERENCE:

*D-air® Street does not interfere with a rider's ability to control their bike, even in the event of unexpected inflation.*

## ▶ 500,000 KM:

*D-air® Street has already been tested over more than 500,000 km to establish its reliability.*

## ▶ 34 CRASH TESTS:

*D-air® Street has proven its outstanding protection in a total of 34 crash tests to ISO standard 13232.*

## ▶ 10 PATENTS:

*the exclusive technical features of the system are all individually patented.*

## ▶ CERTIFICATION:

*D-air® Street has passed 800 separate tests to achieve prestigious TÜV SÜD certification.*

## ▶ A NUMBER-ONE TEAM:

*D-air® Street has been developed with partners who are leaders in their fields.*

# THE PROJECT TEAM

*The D-air® Street project has from its very inception involved partners who are leaders in their fields*

## ▶ D-TEC® DAINESE TECHNOLOGY CENTER:

*Formulation of basic system specifications and development requirements, plus research and development of airbags and jackets.*



## ▶ CEFRIEL, MILAN POLYTECHNIC.

*Software/hardware design and industrialisation support.*



## ▶ ISI AUTOMOTIVE COOL GENERATORS.

*Cold-technology gas generators.*



## ▶ HEATHCOAT:

*Technical textiles for airbags.*



## ▶ TÜV SÜD AUTOMOTIVE GMBH:

*Consultancy and tests.*



## ▶ TÜV SÜD PRODUCT SERVICE GMBH:

*Tests and certification.*

## D-AIR® STREET

*D-air® Street at its most versatile - a vest that can be worn over normal clothing, making it particularly suitable for city use and short journeys. Features a Wave back protector and boasts TÜV SÜD certification, having passed over 800 separate tests.*



## D-AIR® STREET GORE-TEX

*The protection of D-air® Street technology plus the comfort of GORE-TEX for touring. The jacket features shoulder and elbow armour, together with a Wave back protector. D-air® Street GORE-TEX also boasts TÜV SÜD certification, having passed over 800 separate tests.*



# D-AIR® STREET: VEST AND JACKET





# DAINESE D-AIR® STREET APPROVED INSTALLERS

## DAINESE OFFERS YOU THE SERVICES OF A NETWORK OF D-AIR® STREET APPROVED INSTALLERS

*to supplement our authorised shops with all the skills required to install the D-air® Street M-kit safely to the highest standards on your bike or scooter. What's more, the installation costs are included in the purchase price, so that all you have to do when you buy D-air® Street is make an appointment with your nearest installer, using the contact details provided by the sales staff, and go to the appointment on the day agreed. Our installers have been selected and trained in all aspects of the installation so you can benefit from the full reliability of our products.*



# THERE'S A DIFFERENCE BETWEEN A BAG OF AIR AND PROTECTION.



READ ALL ABOUT IT!

## A GENERIC AIRBAG OR D-AIR® STREET?

Accidents on the road are very different from spills on the racetrack. D-air® Street has been specifically designed to provide protection in road accidents, making it more effective and efficient than generic airbags.

## CABLES OR INTELLIGENT PROTECTION SYSTEM?

D-air® Street's activation technology is far more advanced and intelligent than a simple cable, using a sophisticated triggering algorithm that can identify crash conditions much faster and decide if, how and when to deploy its airbags. But when a situation doesn't warrant it, the system won't activate at all, saving unnecessary inspection and refitting costs.

## WHAT NUMBERS CAN YOU COUNT ON?

Typical road accidents involve the bike in a head-on collision with a fixed or moving obstacle, generally a car. The many crash tests carried out by Dainese clearly show that an airbag needs to deploy in 80 seconds if it is to protect against the initial crash impact. The only way to be sure an airbag is fast enough is to know its **Total Deployment Time**.

**Total Deployment Time (TDT) = Triggering Time (TT) + Inflation Time (IT)**

Giving just one of these two component times (TT or IT) simply doesn't tell you enough to judge how effective a system is, and could hide the technological inadequacy of the system being considered. In severe crashes, D-air® Street has a total deployment time of just 45 milliseconds - much less than the time window of 80.

## BAGS OF AIR OR CALIBRATED INFLATION?

### The airbag

D-air® Street's airbags boast patented Dainese construction technology that makes them unique. Combining high-pressure inflation with a special internal structure, they assume a body-hugging shape that provides outstanding rider protection. The inflation pressure and airbag volume are two factors that have a decisive influence on the system's ability to protect the body areas covered. The anatomically preformed D-air® Street airbags have a total volume of 12 litres and are inflated to a high pressure. Even their deflation is calibrated. The airbags actually deflate automatically after they have performed their protective role.



## Gas generators

D-air® Street uses highly-reliable automotive gas generators. Cold technology automotive gas generators are extremely safe and undergo rigorous testing to ensure their performance and reliability over time. What's more, they can achieve inflation speeds that are 4 to 10 times faster than CO<sub>2</sub> generators.

## CLAIMED PERFORMANCE OR CERTIFIED PERFORMANCE?

Every D-air® Street performance parameter has been verified and certified by TÜV SÜD, a body with leading technological expertise in protection systems and airbag technology. Having passed the tests required by European Standards EN 1621-2 and EN 1621-4, the system underwent 800 separate tests to verify its reliability in hostile environmental conditions, including extreme temperatures and strong electromagnetic interference to name just two. Another highly-important test is the non-interference test, which gives you the assurance that even if your airbag is activated without an accident occurring, it won't prevent you from controlling your bike. All airbags are not equal. Their protection levels can vary greatly. Pay careful attention to a manufacturer's claims and the reference standards of their declared performance.

## FRANKENSTEIN OR ERGONOMICS?

D-air® Street is built on the D-air® protection platform, around which all the other components in the protection system were designed. In other words, it's not some Frankenstein "organ transplant" of an alien system, but a totally new design that combines innovative and traditional protection systems in a synergistic whole that optimises ergonomics, comfort and weight.

D-air® Street doesn't force the rider to make any changes in their riding habits. The way you switch it on, put it in stand-by and switch it off makes it user-friendly and frees you from any of the problems you can get with other systems when you forget to switch them on or off. And of course its outstanding ergonomics have been tested and certified by TÜV SÜD.

## DIAGNOSTICS

If an airbag device is electronic, carefully evaluate the quality of its diagnostics - if it has any. It's vital to have diagnostics to avoid the problems that could result from even a temporary fault. And it's equally important for a product to feature a user interface that provides complete information on system operation and battery charge status. D-air® Street features a display that keeps the rider constantly informed of the status of their system and any pillion system.

## Autonomy

If the airbag device is electronic, check the system's guaranteed battery charge life and recharge time

## Life cycle

An airbag device should be built to last. Reliability tests should enable the materials used to be guaranteed for at least 5 years. Severe tests are required to be sure that the quality of the materials means they won't deteriorate over time.

## FANTASY OR REALITY?

Field tests are the only way you can be sure that a system's effective and reliable. D-air® Street has been tested in real road conditions over more than 500,000 km by a wide range of motorcyclists, including the Italian Traffic Police, who tested D-air® Street as part of its Beta Testing validation programme.





# YOU SAID IT!

"I'm really pleased with D-AIR® Street. It's comfortable, easy to put on, isn't too heavy and isn't tiring to wear."

Francesco Saverio Mennini – Rome

"...I'd make it compulsory, just like they did with helmets years ago..."

Dainese are to be congratulated for having invested in something that to many others was just science fiction."

Mattia Conte - Milan

"I've ridden a bike every day for 35 years, whatever the weather (rain, snow or shine) and investing in safety was a great gift, both for me and those who care about me."

Giuseppe Arcoraci - Milan

"The greatest idea since bikes were invented!!"

Klaus Schrader - Frankfurt am Main

"Your first feeling when you put on D-air® Street is quite simply that you're better protected."

Rodolfo Giulietti - Florence

"I'm really happy. I feel very safe. It's even made me a better rider, keeping to the speed limit and all that. The bike banks over further and brakes better..."

Floren Herrero de Arriba - Madrid

"D-Air® Street is a real improvement in motorcycle safety. The vest is comfortable and doesn't restrict either rider or pillion"

Sven Schrader - Frankfurt am Main

THE ITALIAN TRAFFIC POLICE TESTED D-AIR® STREET SUCCESSFULLY DURING THE TOUR OF ITALY CYCLE RACE, CLOCKING UP OVER 100,000 KILOMETRES.



## D-air® Street Authorised Dealers

### BELGIUM

#### BIMOTO

Kortrijksesteenweg 241A  
9830 - ST.-MARTENS-LATEM  
0032 (0) 92810204

#### MOTOCENTER VAN ROOSBROECK

Oude Bareellei 44-54  
2170 - MERKSEMM, ANTWERPEN  
0032 (0) 36456701

### CZECH REPUBLIC

#### A SPIRIT - YSHOP.CZ

Vrbova 19  
14700 - PRAHA 4  
0042 (0) 241490666

### HONG KONG

#### D-STORE HONG KONG

G/F., 198-200 Tsat Tsz Mui Road  
NORTH POINT  
00852 (0) 23662017

### HUNGARY

#### HATABI KFT.

Váci Ut, 40  
1132 - BUDAPEST  
0036 (0) 12394964

### IRELAND

#### BIKEWORLD

1 Long Mile Road  
DUBLIN 12  
00353 (0) 14567234

### NETHERLANDS

#### ARIE MOLENAAR MOTORS

Einsteinweg, 5  
3404 - IJSSELSTEIN  
0031 (0) 306881228

#### MOTOMODA

Hoogstraat 242Z  
5616 - EINDHOVEN  
0031 (0) 402910747

#### TERMAAT MOTOREN

Hertogstraat 74  
6511 - SE NIJMEGEN  
0031 (0) 243229575

### NORWAY

#### YAMAHA VINTERBRO AS

Sjoskogenvn 7  
1407 - VINTERBRO - OSLO  
0047 (0) 64977900

### POLAND

#### WIND-SNOW-MOTO s.c.

Opolska 18  
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