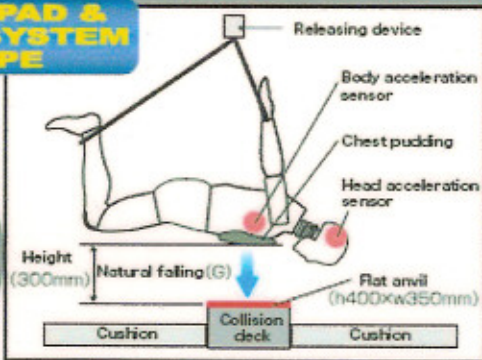


Front side landing test

Chest deflection was sharply reduced by airbags assembled in all of our jackets and vests
Our "All-in-one chest padding²" was used for the test. (except for KM, FR and FFE models).

CHEST PAD & AIRBAG SYSTEM B-TYPE



Values of maximum chest deflection obtained from the landing on the front of a dummy wearing a chest padding plus airbag system, and a dummy wearing a chest padding only were compared.

Chest padding only



Chest deflection: 52.1 (mm)

Chest padding plus airbag system



Airbag pressure 40[kPa]
Chest deflection: 20.7 (mm)

60% reduction

It was found that "Chest padding plus airbag system" reduced the chest deflection by more than 50% compared with "Chest padding only".



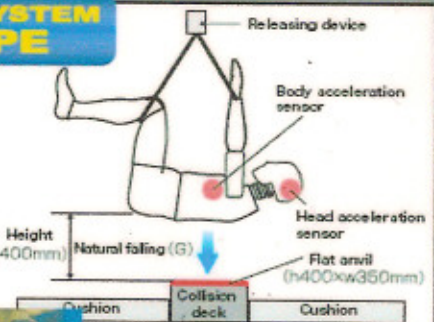
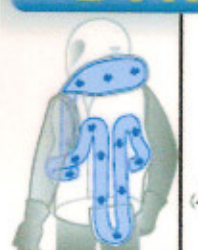
What is Chest deflection?

The extent of a dent of the chest caused by a shock or pressure.
Such a dent may injure the internal organs.

Back side landing test

Effectiveness of the jacket type model GS-3 and the vest type model MV-2 were found out to be similar.
This means that all of our jackets and vests using the same airbag are equally effective. (except for KM, FR and FFE models)

AIRBAG SYSTEM B-TYPE



The maximum body acceleration value obtained from the back side landing of the Hi-Air wearing dummy and non-airbag dummy were compared.

Non-airbag



Head: 27.4 (G)
Body: 97.1 (G)

Hit-Air wearing



Jacket type GS-3

Head: 11.9 (G)
Body: 23.8 (G)

Airbag pressure 40[kPa]

Vest type MV-2

Head: 12.9 (G)
Body: 17.2 (G)

It was found that the airbag reduces the head acceleration by more than 50% and the body acceleration to 1/4~1/5 and effectiveness of the airbag is now verified.