



CONFIGURATION
Offroad

CONFIGURATION
Onroad



NEW
TOUR-X5

2024 COLLECTION



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VALUE



PRIORITY **FOR** PROTECTION

Helmets, made by the dedicated hands of those who work at Arai, have shown examples of supreme protection for decades.

The numerous improvements by their experienced hands, and personal desire to further the protection of riders' heads, are among the many unique reasons Arai helmets perform the way they do.

From our very first helmet, to those we make today, rider protection remains our first priority and we at Arai shall never forget the value of what we have been seeking to protect is priceless.

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All rights reserved. The photographs and information contained herein are protected by copyright. Not all models might be available in all markets. Some helmets in this brochure are shown with tinted visors. Tinted visors are used instead of the standard clear visors for display purposes only and are available at Arai dealers. For the latest overview visit www.araihelmet.eu.

No helmet can protect the wearer against all foreseeable impacts. Nothing is a substitute for safe riding practices.

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GLANCING OFF

HEAD PROTECTION CAN BE CALLED MANAGING IMPACT ENERGY EXCEPT MANAGING THAT ENERGY IS NOT JUST ABSORBING IT

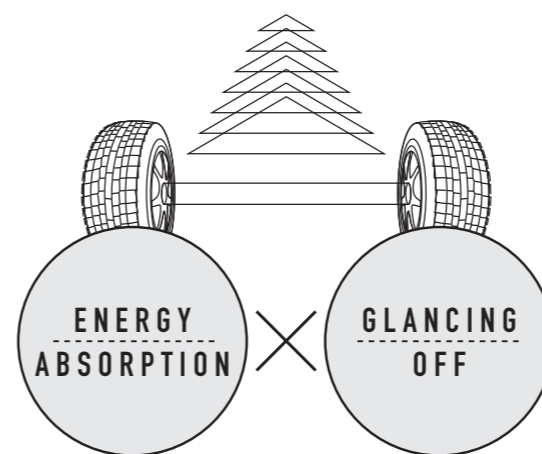
In the event of an impact, energy is created, and the role of a helmet is to 'appropriately manage the impact energy' to protect the rider's head. That energy management is generally achieved by 'absorption' of the impact energy around the head, thus protecting it. The outer shell deforms and the cells of the inner EPS liner crush, and that destruction manages impact energy by converting it into work. However, the truth is even the best helmet has limits to how much energy it can manage.

On the other hand, the helmet isn't only absorbing energy, but rather in a large crash when the rider's head is repeatedly protected by the helmet, we understand that it's working to manage impact energy in another important way.

That is 'glancing off'. Many people probably don't even realize this, but at the moment a helmet is impacted, if struck off center it can slide on the crash surface, minimizing the impact energy that might otherwise

be transferred to the rider's head. Therefore, if not directed toward the center of the helmet, the head inside can be protected, even with high energy levels and the liner's limited energy absorption ability. Even in extreme crashes we've witnessed 'glancing off' and 'energy absorption' as two halves of energy management that work together to increase the chances of head protection. This holds true for any kind of helmet.

MOVING FORWARD



'Energy Absorption' and 'glancing off' are two wheels that can do the job of preserving balance that can work together without bias or offset.



All helmets protect the rider's head through both glancing off and energy absorption.

HOW DOES A HELMET PROTECT YOUR HEAD?

PRIORITY **FOR**
PROTECTION

Here is the moment of impact. The rider tenses up, and the helmet contacts the ground. You can imagine what the helmet has to do next.

'Energy absorption' can be called when an obstacle collides with a helmet and the energy from the impact enters the helmet. We call this 'impact energy'.

HOW DOES A HELMET PROTECT YOUR HEAD

PRIORITY **FOR**
PROTECTION

GLANCING OFF WORKS TOGETHER WITH ENERGY ABSORPTION INVISIBLE TO YOUR EYES

When we talk about 'Impact absorption ability' there will be a limit regardless of any manufacturing technique employed, because of the limited amount of space between the shell and rider's head necessary to manage impact energy (see below "The Limit of Absorption Ability"). And on a motorcycle, we have to prepare for impacts that far exceed our imagination. So it follows that glancing off is critical for supporting that. Arai's helmet exhibits results due to its strong shell combined with its round smooth surface and achieves the important goal of not letting energy into the helmet. However, helmet standards place their emphasis on impact absorption and do not show anything about glancing off. Glancing off is the synergy of various elements working together, and there is no set way to impact a helmet to test for it.



In the unlikely event of an impact, the common case is the helmet receiving an impact from an oblique angle, rather than a 90 degree angle. So the obstacle moves past the impact point with the helmet while sliding off the moment the helmet hits at an oblique angle.

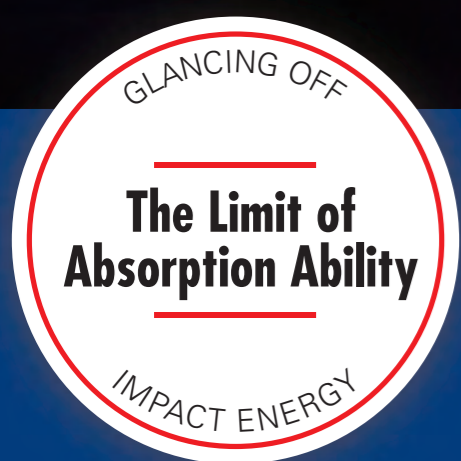
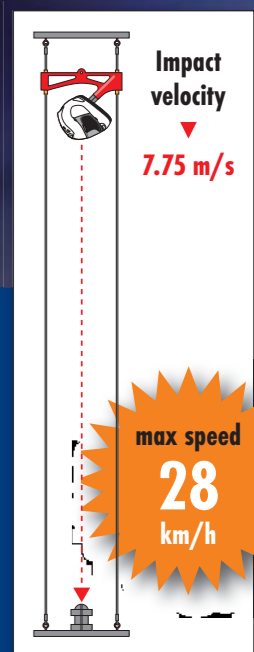
There is a test for shell strength to resist penetration, though because it's difficult to put numbers to the shell form and such for glancing off, there remains no definition. Any helmet makes use of glancing off, but due to the difficulty in numerically capturing each helmet's difference in ability, there are many cases where safety standards simply don't define glancing off.

In addition to passing standards, Arai

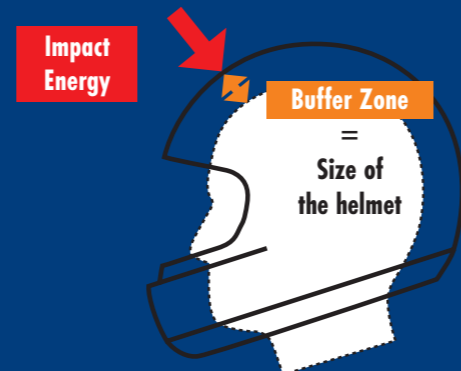
makes continual efforts to improve our helmets' glancing off ability and pursue gains in head protection.



The helmet penetration test drops a 3kg striker onto the helmet from 3 meters up. The test confirms the strength of the helmet against failure from the road surface, obstacles in the road, footpegs, or other potential hazards.



The amount of energy in a crash can be expressed as distance and force, where distance is the physical space between the helmet shell surface and the rider's head, or in other words the helmet size. If you make the helmet user-friendly, there will be a limit to its size. Regardless of construction or material employed, there's still a limit to the space available in a helmet.



As for the force involved, if you convert the force from the helmet drop test of the strictest helmet standard in the world, it amounts to merely 27.9km/h (or 7.75 m/s).



HOW DOES A HELMET PROTECT YOUR HEAD

AIMING TO BE THE BEST IN THE WORLD

When it comes to proficiency in head protection, Arai has the goal of making a helmet

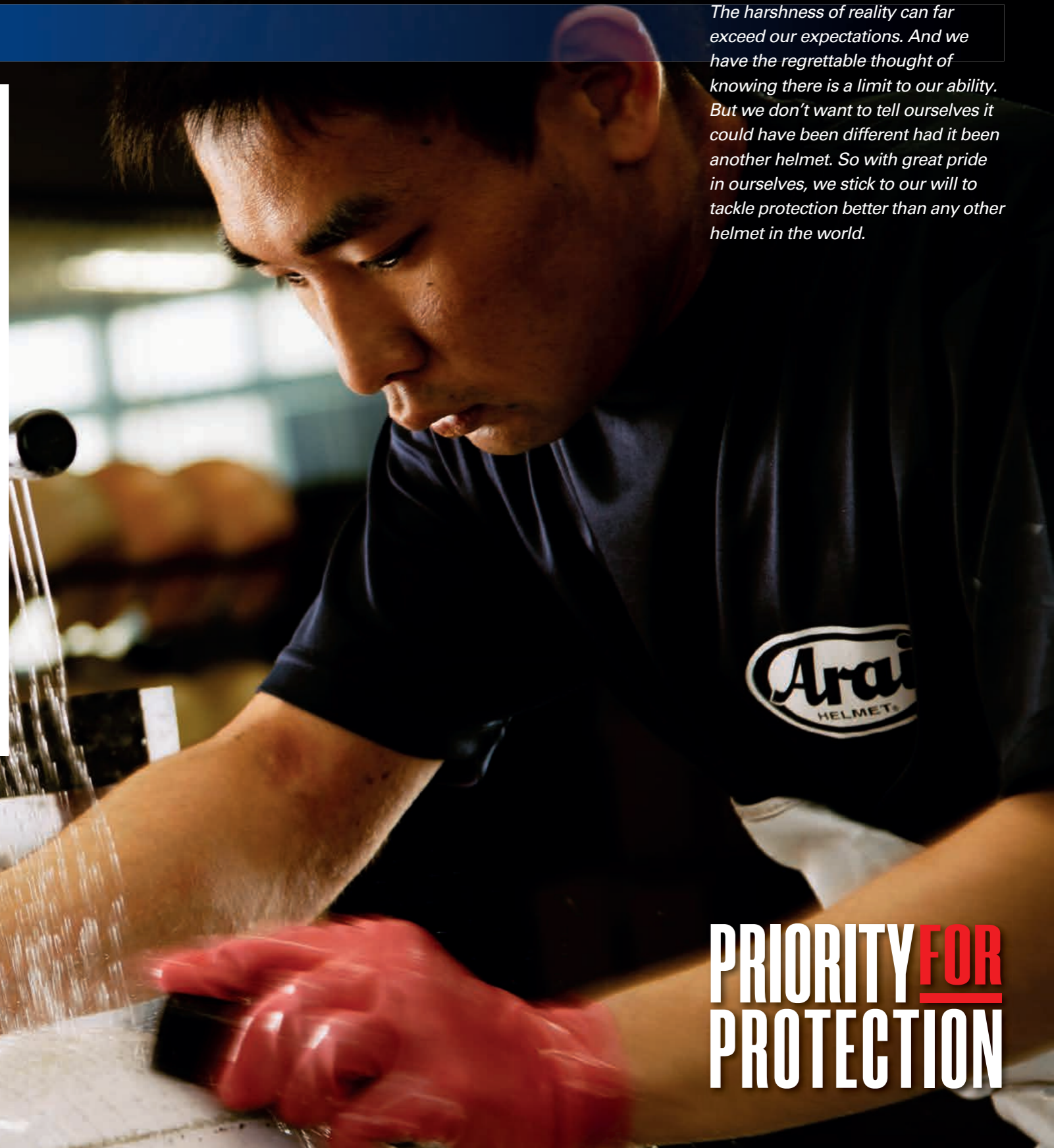
superior to all others and continues to make our helmets this way today. We have seen this confirmed in many of our rider crashes over several decades, and we pursue gains in protection even if just a little.

Because we come from this background, we've come to notice the importance of the smoothness of the helmet as a component above all others and continue to employ it in our approach. Head protection is the foundation of our belief in being the best in the world and we pursue the value of both 'glancing off' and 'impact absorption' equally. This is the difference of Arai.



Arai's desire is to pursue gains in protection wherever possible, and glancing off plays a major role in improving impact performance.

The harshness of reality can far exceed our expectations. And we have the regrettable thought of knowing there is a limit to our ability. But we don't want to tell ourselves it could have been different had it been another helmet. So with great pride in ourselves, we stick to our will to tackle protection better than any other helmet in the world.



PRIORITY FOR PROTECTION

GLANCING OFF

Helmet Scars from Impacts

IMPACT ENERGY

Impact absorption testing is representative in helmet standards testing. It numerically measures the impact when a helmet collides with an obstacle straight on. Diagonal scars are left on the helmet where it received a perpendicular impact. On the other hand, impacts can be received from different angles and the scars flow horizontally from the impact point. *See riding impact case examples.

Impact scars from drop test (hemisphere anvil) ▶



CASE 01



CASE 02



CASE 03



THE NEVER-ENDING EVOLUTION OF GLANCING OFF

Seeking various improvements every day: Introducing one part of the challenge



#1

R75



The aero parts and vents that keep the rider comfortable break off in an impact by design. Our helmets are designed to avoid protrusions in the shell. They also have a continuous round and smooth spherical form maintaining a radius of no less than 75mm, which we call R75, in the head protection area of the helmet according to Arai's in-house criteria.

VAS SHIELD

Designed for improved function, but more importantly to increase the continuous smooth shape of the shell.

VAS aims to increase the 'glancing off' ability of the helmet by maintaining the smooth shape of the helmet above all.



THE EVOLUTION OF FORM CONTINUES AS TIME GOES BY

Glancing off cannot be adequately quantified as a basis of head protection. In crashes, an impact can come from any angle at any speed and cannot be prepared for. Also, the exact speed and angle of an impact cannot be replicated 100%. So as for the development of 'glancing off', there's nothing that can be done except to accumulate improvements that we think we should do through experimentation and small adjustments to combat every possibility.

From the scars left by rider impacts,

we can gather that the helmet was able to slide past obstacles and not catch or snag because of its smooth surface. In other words, we surmise they exhibited 'glancing off' properties. So, the shape of Arai helmets will be round and smooth to the very end. We have kept the same basic shape since the beginning, and think it alleviates impact energy more so than a shell with an exaggerated shape with hard edges that may catch. Our helmets evolved from a cannonball shape when first introduced, into an egg shape today, to better blend the entire outer surface more smoothly. The current shape of

an egg is a simple sphere evolved in nature for survival. Arai also evolved towards the egg shape with the notion to protect the rider's head as much as possible from impacts that might exceed expectations.



The whole helmet has evolved to receive impact energy with its round surface to address obstacles, and reduce flat facets in the shell.

EVOLUTION
GLANCING
OFF

Accumulating improvements that over time combine and advance glancing off.

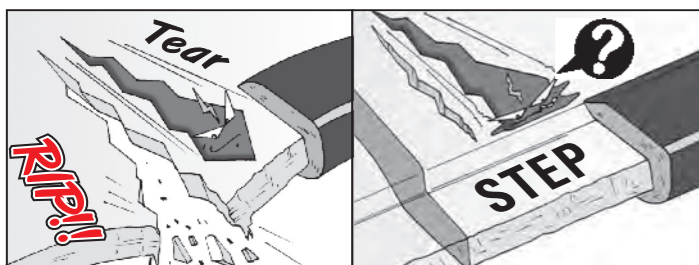
Form

STRENGTH

#2 CONTINUALLY SEEKING THE STRONGEST MATERIALS AND BEST TECHNIQUES AT THE FOREFRONT OF TECHNOLOGY

HYPER RIDGE

At the bottom of the shell there is a three-dimensional 'Hyper-Ridge', a step in the shell designed to stop the migration of cracks that form when the helmet receives an impact.



SPECIALIZED GLASS FIBER

Arai's top models utilize the same material found in a bulletproof vest in the crown part of the shell, which is expensive but strongest in function to maintain strength, reduce weight, and lower the helmet's center of gravity for reduced rider fatigue.



Shell evolution involves more than improvements in construction, material, and manufacturing techniques. Rather, we pursue strength from the shell shape. All elements of shell shape are connected to the function of the helmet.

+ EVOLUTION +
GLANCING
O F F +

Strength

The Never-Ending Evolution of Glancing Off



Shell strength is very important for enhancing 'glancing off'. In a crash, if the shell deforms or is completely destroyed it can no longer slide and will stop and catch on that point. A helmet that can't slide can't maintain its 'glancing off' ability and that impact energy can reach the rider's head.

Since we've decided on being the number one helmet in the world for protection, we've pursued shell strength as well as weight reduction by accumulating improvements that embody the lifeblood of Arai. This evolved into the development of the cLc shell process (complex laminate construction) which encompasses both strength and lightness. Although the cost of the material utilized is 6 times higher than conventional fiberglass, Arai exploits its

use for a stronger and lighter helmet. To prevent cracks from spreading to the helmet's edge, the critical edges of the shell have a Super Fiber Belt which reinforces these areas like the bands of a barrel. The resin blend as well is evolved through our obsession with strength and weight reduction as we continue to accumulate various improvements.



Between the high strength fibers, special lightweight elastic fibers are sandwiched between, which is the Complex Laminate Construction (cLc). It offers a 20% weight reduction compared to making it with just all the same fiber.



The top of the eye port has a Super Fiber Belt which reinforces the helmet like the bands of a barrel for better protection. This special belt suppresses the spreading of cracks that form when the helmet receives a large impact and improves glancing off.

EPS LINER

Even the best 'glancing off' ability alone won't protect the rider's head. 'Impact absorption ability' is necessary to pass even the strictest helmet standard in the world. In the



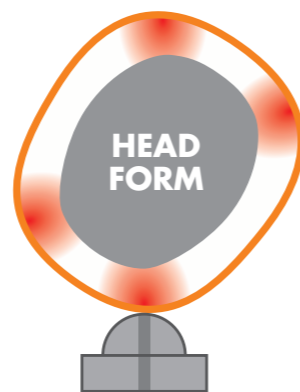
Arai's proprietary 1PMDL (one piece multi-density liner) is the only one of its kind in the world and offers incredible protection by being fine-tuned to each shell size, in each model and in each head size, with varying EPS densities.

impact absorption ability test, the shell surface deforms when it receives an impact with the helmet hitting obstacles of certain angles and shapes.

If the impact surface is narrow, concentrating the impact energy, the EPS liner must naturally be thicker. However, while that makes it easier to pass helmet standards, making the EPS liner thicker only in the necessary places ends up distorting the helmet shape away from 'round and smooth'.

It doesn't maintain a form ideal for making the most of 'glancing off'. Arai's proprietary 1-piece multi-density EPS liner has finely-tuned sections with various densities. It can make the most of its 'glancing off' ability because the

EPS density varies according to the corresponding shell surface, allowing the shell to remain 'round and smooth'. This 1-piece multi-density liner is indispensable for improved results in Arai's strength of the shell shape pursuing 'glancing off' performance.



The head form shape used in helmet testing is somewhat square, so the 'four corners' get tight inside the helmet, and we can see a tendency to make the shell square too.

+ EVOLUTION +
GLANCING
O F F
+ +

#3 FOR MANY YEARS WE'VE SEEN OUR LINER'S PERFORMANCE TESTED

ABSORPTION LINER

The liners used by some other helmet manufacturers may have multiple densities, and have separate pieces with seams where they are assembled, or use a non EPS liner type. All address impact energy in a vertical drop from a set distance in helmet standard tests, where there is no difference in absorption ability. However, it's difficult to manage an impact you cannot foresee on the road or track which could come from any direction.

On the other hand, if the liner is 1 piece multi-density, it has unbroken bonds between all densities and can stop the spread of impact energy more efficiently.

In a crash we can confirm the effective combination of the liner-shell system. Furthermore it exhibits ideal absorption performance

in side impacts as well because it's designed with glancing off. The 1PMD liner is the ideal ingredient in impact energy management where it can manage impact energy from any direction and address impacts unknown to the rider.



EPS Liner

The Never-Ending Evolution of Glancing Off

[SUMMARY]

Glancing Off, together with Energy Absorption, is an Important Aspect of Rider Protection.

THE DUTY TO PROTECT

Without energy absorption ability a helmet can be called meaningless. Though, in a crash any helmet will protect the rider's head by two roles: 'glancing off' and 'impact absorption'. While impact absorption can be measured, the shape that bears 'glancing off' cannot, but because of its relative ease of skipping past obstacles in a crash, the truth is it plays a large role in the helmet.

And as mentioned above, in many cases we're riding above the speeds in a test environment. Crashes can exceed the absorption ability of the helmet and involve immeasurable impact energy, and even the best helmet would not be able to manage it.

In the event of a crash, the number one goal is preventing impact energy from reaching the head. Before absorption, most energy can be avoided. This 'glancing off' shell shape plays the important role in going beyond just 'impact energy absorption'.

Because crashes can exceed expectations.

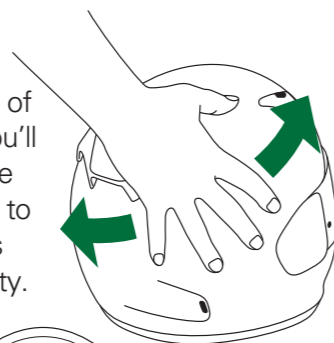
Please see for yourself at your local dealer

Arai continues its pursuit of 'glancing off' performance. However, 'glancing off' ability cannot be confirmed by seeing a certification label.

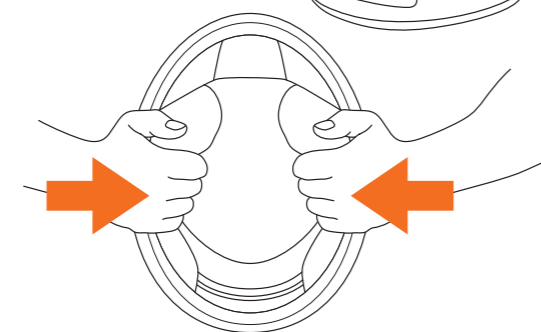
You can probably say the 'glancing off' ability of our helmets is high when you feel the smooth shell with your own hand, improved with breakaway vent covers. We invite you to feel and compare with your own hands.

Confirm Glancing Off

1 Feel the surface of our shell, and you'll understand there are no flat spots to interfere with its glancing off ability.



A form with few changes in its shape, consistently round, is difficult to deform in impacts, and can be said to have high glancing off ability.



2 Feel for yourself the lower part of the shell as well doesn't lose the round smooth shape.

The Consistent Pursuit of Gains in Protection

Pursuing Gains in Protection

Emphasizing the Accumulation of Various Improvements, bearing in mind our mission to protect the Rider.

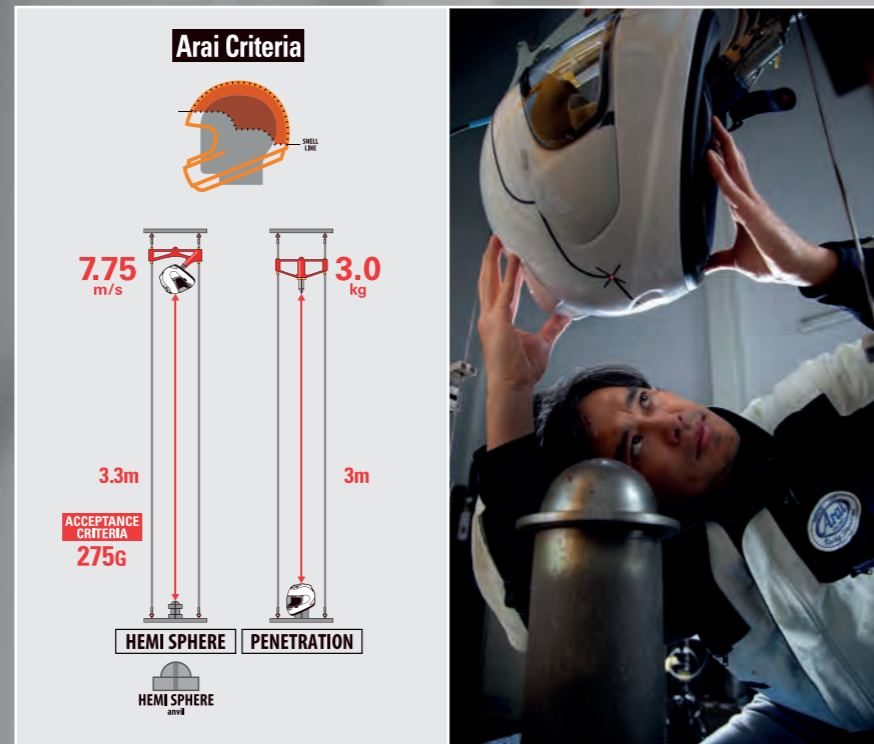
Arai is the collection of people devoting themselves to the path of protecting the rider's head and the thought that the helmet has the noble duty, with the utmost meaning of potentially saving someone's life. To pursue advancing the ability of how a helmet should protect the rider from a crash, while we enjoy motorcycles, and continue to accumulate such gains in protection is our goal.

But the severity of crashes can far exceed our expectations, so even making the helmet with our goal in mind, we bear the regrettable thought of knowing there is a limit to the helmet's protective ability.

We at Arai remain determined to pursue superior protection above all other helmets and to not lose pride in what we're doing.

What should we do to combat crash impacts? There's no simple answer or solution to this question. We've continued on a straightforward path of searching for every factor we can find, one-by-one, accumulating even small improvements since we made our first helmet more than 70 years ago.

So now, Arai believes we have fostered a brand that has received the recognition from many around the world that say 'Arai's protection is different'.



[CRITERIA]

PRIORITY FOR PROTECTION

All helmets that are available in the European market must meet the requirements of the mandatory standard. While it's important to meet these requirements, it is not the only goal for Arai for riders' protections. In addition to meeting these requirements, Arai also has in-house criteria to pursue gains in protection for riders.

From the very beginning of the foundation of the Arai Helmet company, which was founded before the existence of mandatory standard in Japan, we have always focused on riders' protection and seeking improvements, even if small. There is no magic wand, or one solution to gain more protection. The only way to improve is by making small improvements one by one, building on our foundation,

even at higher and higher costs, trusting that over time all these accumulated improvements would work together, reaching a higher level of protection than before, creating a new base level from which we can improve. Only a three-generation family company of motorcycle riders like Arai can foster this company environment to maintain this dedication to rider protection.

EVOLUTION OF THE RX-7V EVO



1968
RX-7



1993
ScLc RX-7RR2



1977
cLc RX-7



1995
ScLc RX-7XX



1981
ScLc RX-7



2000
ScLc RX-7RR4



1988
ScLc RX-7V



2003
SNC RX-7 Corsair



2015
RX-7V



1990
ScLc RX-7R



2008
RX-7GP



1991
ScLc RX-7RR



2010
RX-7RC



2022:
RX-7V EVO
ECE R22-06

RX-7V EVO

RX-7V EVO

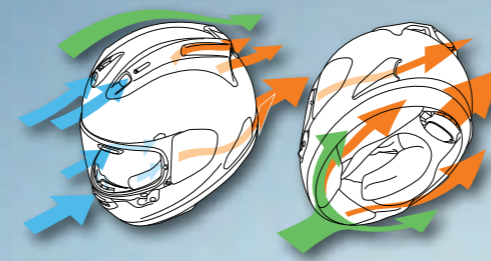


SETTING THE STANDARD.

The RX-7 has always been the benchmark of Arai's motorcycle racing R&D at the very highest level. Handmade in Japan by a three-generation family company of riders, it is Arai's state-of-the-art helmet. The new RX-7V EVO, apart from accumulated improvements under the skin, looks identical. Because it is. The difference? Everything. And most recently ECE R22-06 approval. But, even after meeting the most recent standard, Arai does not rest and continues to look for new ways to improve rider protection, making us better prepared to meet the next standard when it comes. ECE R22-06 requires a much more stringent testing process than the previous ECE R22-05. Arai presented the RX-7V EVO and it gained homologation while maintaining its characteristic round, smooth and strong shell design to 'glance-off' and spread impact forces. Or simply put, by being an Arai RX-7V EVO. There is a difference with Arai. It's the combination of every single piece of design, no matter how large, small or even invisible, working on behalf of the rider. Because what we protect is priceless.



there is a difference



Ventilation

The combined systems offer excellent and efficient ventilation. Utilizing the same proven system as the RX-7V, the centre duct provides 11% more airflow, with bigger switches for effortless operating. The lowered side-air channels guide air from the cheek pad area to the side ducts. The diffuser is 20 mm longer with improved aerodynamics, and 19% larger intake scoops, both work together with the Air Wing to improve stability. The chin cover blocks air intrusion and draws more air from the mouth area.



RX-7V EVO
Black



RX-7V EVO
White



RX-7V EVO
Frost Black (matt)



RX-7V EVO
Diamond White



RX-7V EVO
Diamond Black



NEW 2024

RX-7V EVO
Ogura



NEW 2024

RX-7V EVO
Maverick



NEW 2024

RX-7V EVO
Schwantz 30



NEW 2024

RX-7V EVO
Blade Yellow



PB SNC² Outer Shell



VAS V MV Visor



Chincover
(Removable)



Antimicrobial liner
material



Facial Contour
System

Available sizes: XS-XXXL

RX-7V EVO

RX-7V EVO

NEW 2024



RX-7V EVO
Blade Red

NEW 2024



RX-7V EVO
Pedrosa Shogun



RX-7V EVO
Schwantz Design



there is a difference



Available sizes: XS-XXXL



RX-7V EVO
JR 65 Red



RX-7V EVO
JR 65 Green



RX-7V EVO
Samurai



RX-7V EVO
Pedrosa Spirit Gold



RX-7V EVO
Takumi (matt)



RX-7V EVO
Tatsuki (matt)



RX-7V EVO
Nakagami GP2



RX-7V EVO
Haga GP



RX-7V EVO
Kiyonari Trico (matt)



RX-7V EVO
Nicky Reset



RX-7V EVO
Misano



RX-7V EVO
Maverick Star

QUANTIC

QUANTIC

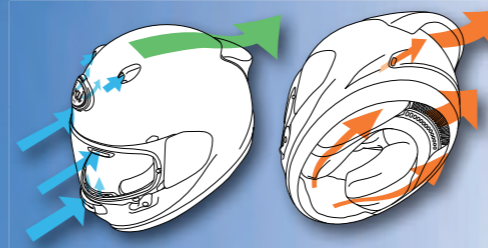


HIGH-SPEED COMFORT FOR THE LONG HAUL.

As with every Arai, the Quantic is formed around protection, first and foremost. Manufactured by hand, the outer shell maintains core strength but with a substantial weight reduction. The smooth, round shape is a key Arai signature and primarily designed to 'glance-off' and spread impact forces. Using the aerodynamic and protective abilities of Arai's full-face helmets and all the experience and know-how earned over millions of road kilometres, the new Quantic slips through the air neatly and efficiently, wrapping its wearer in a cocoon of luxury. It offers a fresh choice for riders that want the very best performance from a helmet – in terms of protection, comfort and ease of wear, day-in-day out – with zero compromise. For easy access on and off the Quantic features a 5mm flare around the base, while the VAS MAX vision visor comes with a Pinlock insert ready to use. The premium brushed nylon interior is removable and features Facial Contour System (FCS) and neck roll wire pocket. It also features Emergency Release System (ERS). The Quantic will be on the market with the official ECE R22-06 homologation.



there is a difference



Ventilation

Comprehensive and controllable ventilation is based around 12 ventilation ports: 6 intake, 6 exhaust. The 3D Arai logo feeds cooling air into two central intake points and works well at low speed, alongside dual F1-derived tear duct top intakes, twin brow vents and 2-position sliding air-scoop, filtered chin vent. Hot air is efficiently extracted via the 3-way one-piece rear exhaust/spoiler, twin flush-fit side exhausts (with foam dams to reduce noise) and neck exhaust.



QUANTIC Diamond Black



QUANTIC Frost Black (matt)



QUANTIC Fluor Yellow



QUANTIC Diamond White



QUANTIC Modern Grey



NEW 2024

QUANTIC Stars&Stripes



NEW 2024

QUANTIC Abstract Blue



NEW 2024

QUANTIC Abstract Red



NEW 2024

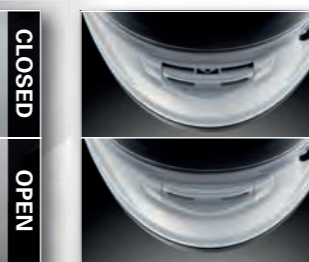
QUANTIC Mark Red



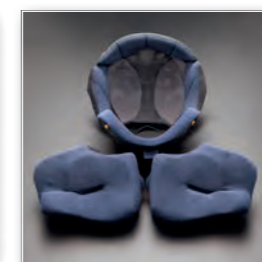
PB e-Lc Outer Shell



3D Arai logo duct



Air-scoop chin vent



Replaceable interior



Rear exhaust/spoiler

PINLOCK 120 MaxVision | Included

PROVEN PROTECTION MEETS ECE R22-06

5 SHAPE

EMERGENCY TAB

FCS Facial Contour System

VAS-V SYSTEM SEE PAGE 33

Available sizes: XS-XL

NEW 2024

NEW 2024



QUANTIC Mark Yellow

NEW 2024



QUANTIC Mosaic Black



QUANTIC Robotik Red



QUANTIC Mosaic Red



QUANTIC Dark Citizen



QUANTIC Robotik Blue



QUANTIC Robotik Black



QUANTIC Face Blue



QUANTIC Face Fluor Yellow



QUANTIC Face Red



QUANTIC Space Blue



QUANTIC Space Red



QUANTIC Face Grey (matt)



QUANTIC Podium



QUANTIC Ray Black



QUANTIC Ray White



QUANTIC Snake Red



QUANTIC Snake White



2024 DESIGNS

QUANTIC



there is a difference

CONCEPT-XE



OLD SCHOOL COOL. MINUS THE COMPROMISES.

The 1980s. Naked motorcycles. An attitude that made you feel different from everybody else. Introducing the Concept-XE. Recalling the simple yet aggressive style of that era, this helmet came from the heart of Arai R&D. They loved the looks, but that was about it. Now, the Arai techs want old-school cool, to fit their style and motorcycle, but they want cool with modern Arai performance. Concept-XE's brute simplicity is the product of imagination, but make no mistake, while the retro style may grab attention it had to pass Arai's stringent in-house testing. So underneath the aggressive look you'll find a strong, lightweight PB e-cLc shell, with a smooth and round shape, reinforced with Arai's proprietary peripheral belt, to slide across surfaces and glance-off obstacles. The VAS-VC shield system, with its retro mechanical look, further enhances glancing off performance by lowering the visor pivot point to maximize a smooth upper shell. Although a nod to the past, the Concept-XE is very much a helmet of the present. Ready for a generation of modern riders that demand a new, old style - but with the performance and comfort only an Arai can provide.

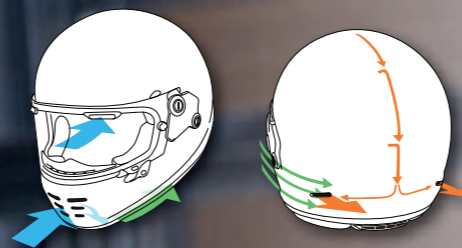


360°

there is a difference



CONCEPT
XE



Ventilation

The Concept-XE's sleek outer shell hides a secret; Arai's internal ventilation system. Cooling air feeds into the visor brow vents and is drawn through the comfort liner and out three upper crown exhaust holes, via a hidden multi-stage air channel within the EPS liner, by the negative pressure created by the combined Venturi effect of the side exhaust ports and neckroll vent. Up front the six meshed slots close to demist and open for airflow.



CONCEPT-XE
White



CONCEPT-XE
Black



CONCEPT-XE
Sports Red



CONCEPT-XE
Frost Black (matt)



CONCEPT-XE
Modern Grey



CONCEPT-XE
Temu Green



CONCEPT-XE
Temu Blue



CONCEPT-XE
Overland Olive

NEW 2024

NEW 2024



PB e-cLc Outer shell



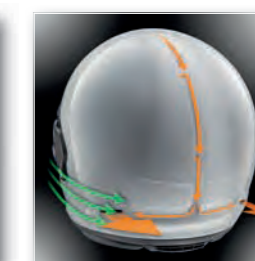
VAS V MV Visor



Replaceable interior



Emergency Release System (ERS)



Hidden multi-stage air channel

PINLOCK 120
MaxVision | Included

PROVEN PROTECTION
MEETS ECE R22-06

75
SHAPE

EMERGENCY
TAB

FCS
Facial Contour System

VAS-V VISOR SYSTEM
SEE PAGE 33

Available sizes: XS-XL

CONCEPT-XE



CONCEPT-XE
Backer Green

CONCEPT-XE
Backer White



CONCEPT-XE
React Blue



CONCEPT-XE
React Brown



there is a difference

Available sizes: XS-XL

VARIABLE AXIS SYSTEM (VAS)

IMPACT ENERGY CAN BE DISCHARGED IF THE HEAD CAN KEEP MOVING.

The basic structure of the human head can be roughly divided into three components; scalp, skull and brain. The role of a motorcycle helmet is to minimize and manage impacts to the brain. Laboratory impact test standards vary somewhat, but generally all define

of a moving object increases in proportion to the square of the speed. Therefore, a street rider, traveling at legal limit, can carry up to more than 10 times the amount of kinetic energy. No helmet, regardless of brand or design, can be expected to manage such energies.



smooth a helmet can be due to the restrictions of a single pivot shield mechanism. The geometry of current shield systems require a high pivot position. This high pivot point falls within the test area of the standard, across the test boundary lines at the left and right temple area.



SAI shield
RX-7 GP



VAS shield
RX-7 V

EVOLUTION OF THE RX-7V: The world's first shield system to get so close to the ideal shell form.

shock absorption levels. Those levels are tested by dropping a helmet, with a steel head form from a predetermined height onto a steel anvil. The G meters within the head form measure the G forces sustained in these drop impacts to verify the impact absorption performance. Standards such as Snell set the test criteria quite high to obtain certification approval.

Under impact the helmet acts as a buffer, the outer shell displaces the energy and the inner liner absorbs the energy as it crushes, slowing the impact speed. The examination of the impact energy management performance of the standard is very different from an accident which occurs in an unpredictable and severe environment. The kinetic energy

Keep smoother and rounder within the test area.

Therefore, Arai believes that "Glancing off" performance would be important to divert energies by keeping the head moving. For potential impacts with energies above those of the standards, and even above what a helmet might be able to deal with directly, Arai has always tried to make helmets rounder, smoother and stronger throughout its long history. However, even at Arai there are limitations to how round and

The shield is attached to the helmet with a mounting/pivot mechanism. To maintain a smooth/flush transition from shield to shell, the shell area where this mechanism attaches must have some depression or recess. The current shield systems, with some portion of the mechanism within the test area, prevent the shield from maintain a smooth and contiguous curved surface.

VAS is a completely new shield system with a mechanism invented with the sole purpose of eliminating this intrusion into the test area, allowing the shell along the test line at the temples to be made smoother. The new smoother shape is the next generation that aims to further improve on the original mission.



Variable Axis System (VAS)

Through decades of experience with real world road and track scenarios, Arai has developed a helmet compiled of detail upon detail that work together and improve the protective capacity of the helmet.

EVOLUTION OF THE SZ-R EVO



1988
SZ



1995
SZ-Alpha



1997
SZ-beta



1997
SZ-XX



2000
SZ-RAM II



2004
SZ-RAM III



2012
SZ-RAM 4



2016
SZ-RAM X



2018
SZ-R VAS



2024:
SZ-R EVO
ECE R22-06

SZ-R EVO

NEW 2024

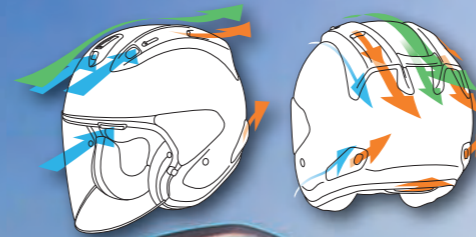


SUPREME COMFORT.

The SZ-R EVO has become the choice of premium open-face helmets for riding professionals, long-range tourers, and urban commuters alike. It's easy to see why. The combination of protection, light weight, comfort and open, all-round visibility make the SZ a unique, and special, proposition.

Comfort in the SZ-R EVO is supreme over long distances, thanks to interior contact points that cradle the rider's head evenly.

SZ-R EVO



Ventilation

The RX-7V EVO-inspired diffusers are designed for excellent aerodynamics, and work together with the Air Wing to improve stability. Efficiency of the intake scoops (compared to previous models) is increased by 19%. The air intake vents are adjustable through three positions: closed, half open and fully open; they also help to improve sealing for decreased wind noise and water intrusion.



NEW 2024



SZ-R EVO
Temu White

NEW 2024



SZ-R EVO
Mimesis Yellow

NEW 2024



SZ-R EVO
Legante

NEW 2024



SZ-R EVO
Mimesis White

NEW 2024



SZ-R EVO
Diamond White

NEW 2024



SZ-R EVO
Frost Black

NEW 2024



SZ-R EVO
Diamond Black

NEW 2024



SZ-R EVO
Frost Gun Metallic

NEW 2024



SZ-R EVO
Matt Blue

NEW 2024



SZ-R EVO
Frost White

NEW 2024

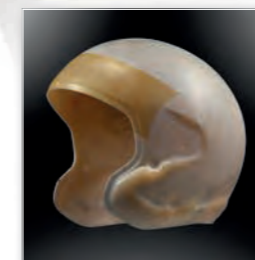


SZ-R EVO
Modern Grey

NEW 2024



SZ-R EVO
Matt Green



PB-cLc² Outer shell



Multiple-density
EPS inner shell



Water repellent
layered ear cups



Chin strap



there is a difference



PINLOCK 120
Included



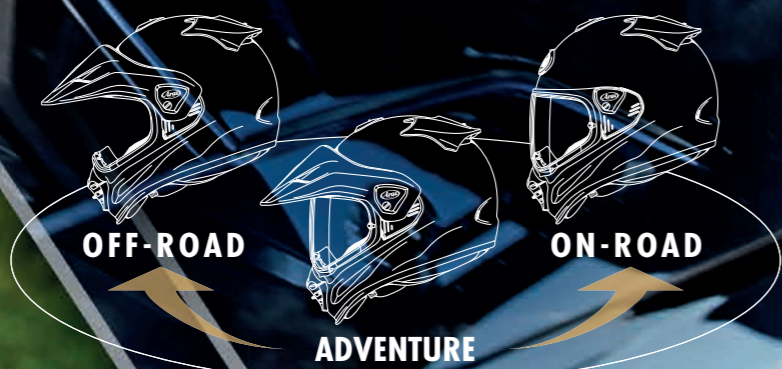
Available sizes: XS-XL

MULTI PURPOSE TOUR-X5

The vast, expansive landscape of the Earth.
The TOUR-X5 was born to ride on any road, or no road if you prefer.
Evolved from the latest advancements in protection and comfort,
along with an easier on/off, this is a true every-ride helmet.

Anywhere we want to ride.

Let's make the lands yet unseen our goal and embark on an adventure.



RIDE ON THE EARTH.

WHETHER IT BE ON-ROAD OR OFF-ROAD, CHOOSE A STYLE THAT MATCHES YOUR RIDING BEST
AND BE READY TO TAKE ON ANY ADVENTURE.

CONFIGURATION
Offroad

CONFIGURATION
Onroad

EVOLUTION OF THE TOUR-X5



1994
DS
(Dual-Sport)



2003
Tour-X
ECE R22-05



2004
Tour-X2
ECE R22-05



2008
Tour-X3
ECE R22-05



2012
Tour-X4
ECE R22-05



2024
Tour-X5
ECE R22-06



The important piece of head protection

Glancing Off

Seeking to improve the 'Glancing Off' ability of our helmets, we have reached our newest benchmark in the evolution of head protection: the TOUR-X5



Stronger

The forehead area of the shell is reinforced by a Super Fiber belt which is similar to the way in which bands strengthen a barrel. Not only that, but the PB-clc2 shell is meticulously assembled using an assortment of materials so that it can be not only strong, but also lightweight. The shells are handmade by our experienced shell experts, carefully arranging each and every piece of material to create an Arai shell.



Rounder

The amount of energy that any helmet can absorb is inherently limited and we believe in a crash the only option is to have the helmet glance in a way that directs the impact energy away from the inside of the helmet. The shell of the TOUR-X5 is designed to be round so that it can more easily 'glance off' impact energy in an actual crash.



Smother

When faced with the rare event of an impact, the VAS-A visor system of the TOUR-X5 has been lowered to further improve 'glancing off' ability. So that our helmet may 'glance off' more impacts, even if it is just a slight improvement, the temporal region of the TOUR-X5 has been smoothed out more than on its predecessor. This change further realizes the ideal form for 'glancing off'.

TOUR-X5

TOUR-X5

NEW 2024



IT'S TIME TO RIDE THE EARTH.

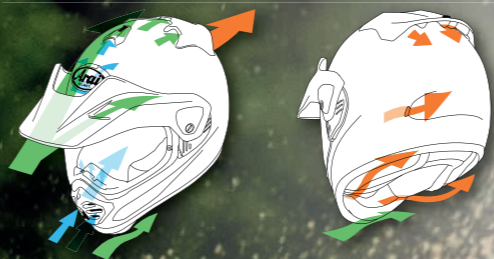
The Tour-X5 is a completely redesigned helmet. As with everything from Arai, every improvement is made with a priority for protection. And this new model brings us ever closer to the ideal Arai shape for protection.

One of the biggest changes is the visor system and its visor. The new VAS-A visor system has been designed to maximize Glancing-Off performance and makes it easier to switch, without tools, to one of the other styles. You can choose between Adventure, Off-road and On-road.

It is time for a new adventure with the all-new Tour-X5.

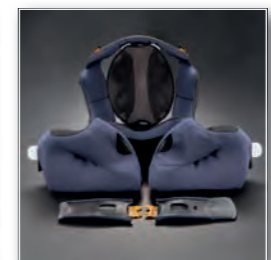
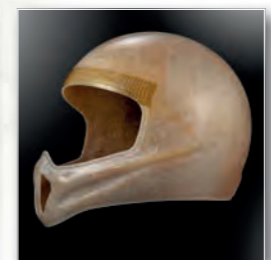
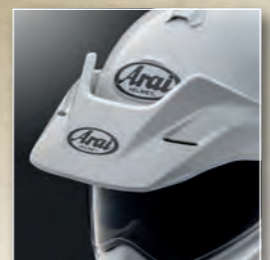


there is a difference



Ventilation

The Tour-X5 has a completely new ventilation system. With a total of three intake vents and five exhaust vents, the ventilation is further improved from the previous generation. Stay cool in any situation.



Available sizes: XS-XL

TOUR-X5

TOUR-X5

NEW 2024



TOUR-X5
Cosmic Red

NEW 2024



TOUR-X5
Cosmic Fluor Yellow

NEW 2024



TOUR-X5
Cosmic Blue



there is a difference



NEW 2024



TOUR-X5
Trail Blue

NEW 2024



TOUR-X5
Trail Yellow

NEW 2024



TOUR-X5
Discovery Blue

NEW 2024



TOUR-X5
Discovery Red

NEW 2024



TOUR-X5
Discovery White

NEW 2024



TOUR-X5
Discovery Orange (matt)

NEW 2024



TOUR-X5
Discovery Black

NEW 2024



TOUR-X5
Honda Africa Twin Blue

NEW 2024



TOUR-X5
Honda Africa Twin Red

Available sizes: XS-XL

EVOLUTION OF THE MX-V EVO



1981
MX



1985
MX Pro



1991
MX-E



1998
MX-3



1995
VX



1994
MX-A



2007
VX-3



2003
VX-Pro 2



2014
MX-V



1999
VX-Pro



2024:
MX-V EVO
ECE R22-06



MX-V EVO

MX-V EVO

NEW 2024



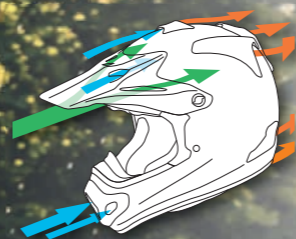
ULTIMATE OFF-ROAD EXPERIENCE.

The MX-V has gained EVO status and is the new benchmark for MX, Enduro, and off-road use. The round and smooth shape of an Arai helmet works to improve protection. For this reason, no exaggerated edges or protrusions will be part of an Arai helmet shell.

Arai's Priority for Protection: the core design philosophy of producing rounder, smoother and stronger outer shells to improve 'Glancing Off' performance, is key in this attainment, as is the rigorous in-house criteria that all Arai helmets must satisfy.



Copyright: "Commitment.OG"



Ventilation

Riding hard in the dirt, ventilation really matters. Easy to clean diffusers create a strong venturi vacuum at the rear with a centre top vent for increased airflow. Under-peak air intakes collect and direct cool air into the helmet. An inner chin vent shutter prevents debris coming into the helmet in dusty riding conditions. Lower side vents also help with hot air extraction for a cooler ride.

NEW 2024



MX-V EVO
Frost Black (matt)

NEW 2024



MX-V EVO
White

NEW 2024



MX-V EVO
Stream Blue

NEW 2024



MX-V EVO
Stream Pink

NEW 2024



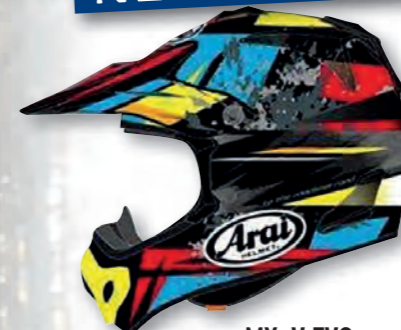
MX-V EVO
Battle Yellow

NEW 2024



MX-V EVO
Battle Purple

NEW 2024



MX-V EVO
Track

NEW 2024



MX-V EVO
Block Pink

NEW 2024



MX-V EVO
Stars&Stripes Fluor Yellow

NEW 2024



MX-V EVO
Stars&Stripes Dark

NEW 2024



MX-V EVO
Block Black (matt)



2024 DESIGNS
MX-V EVO



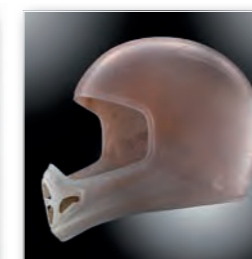
there is a difference



Innovative peak



Mouth vent



ScLc Outer shell



Dry-Cool® liner



Goggle band guidance

Available sizes: XS-XXL

CAR HELMETS



RACE TESTED.

Before we start there is one piece of very important information you must know about Arai's car racing helmets. Whether at the very top in F1 – where we've been since 1984 – or just starting out in karts (and all points in between) we do not make custom 'racing helmets' for drivers. The exact same Arai helmets you see on the track, worn by any driver in any series are available to you directly at your local Arai dealer. All of our car racing helmets, with all of their technical features and detailed functionality are product of a depth of knowledge built on the experience of decades – there are no short cuts. It's as simple as that.

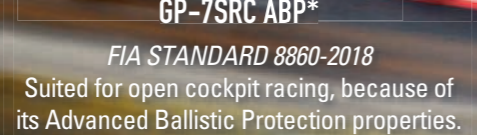
Arai has been at the forefront of car racing for many decades and to date, many of the world's top drivers competing in all 4-wheel racing disciplines from Formula 1 to WTCC wear our helmets.

*Ventilation ducts not mounted, different options available in the box.



GP-7SRC*

FIA STANDARD 8860-2018
Wide eye port for closed cockpit racing.



GP-7SRC ABP*

FIA STANDARD 8860-2018
Suited for open cockpit racing, because of its Advanced Ballistic Protection properties.



GP-7 (FRP)

FIA 8859-2015 & SNELL SA 2020



GP-6S

SNELL SA2020



GP-5W

SNELL SA2020



SK-6

SNELL K2020



GP-J3

SNELL SA2020



SK-6 PED

SNELL K2020

CAR HELMETS FEATURES OVERVIEW

| | GP-7 SRC (ABP) | GP-7 SRC | GP-7 (FRP) | GP-6S | GP-5W | GP-J3 | SK-6 | SK-6 PED | CK-6 |
|--|----------------|----------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|--------|
| Outer Shell | SRC* | SRC* | PB-clc ² ** | PB-clc ² ** | PB-clc ² ** | PB-clc ² ** | PB-clc ² ** | PB-clc ² ** | SFL*** |
| Included parts**** | • | • | | | | | | | |
| Ventilation | | | | | | | | | |
| Ventilation Ducts | • | • | | | | | | | |
| Front Ventilation | | | | | | | | | |
| Front ventilation scoops | • | • | • | • | • | • | • | • | • |
| Mouth Shutter | • | • | | | | | | | |
| Rear Ventilation | | | | | | | | | |
| Rear ventilation scoops | • | • | • | • | • | • | • | • | • |
| Aerodynamics | | | | | | | | | |
| PED set (Performance Enhancement Device) | (option) | (option) | (option) | (option) | (option) | (option) | (option) | • | |
| Visor | | | | | | | | | |
| Visor | • | • | • | • | • | • | • | • | • |
| Visor aperture | 50 mm | 64,4 mm | 64,5 mm | 60 mm | 90mm | - | 90 mm | 90 mm | 90 mm |
| Visor locking lever | • | • | • | • | | | • | • | • |
| F1 visor tear-off's prep | • | • | • | • | | | • | • | • |
| Interior | | | | | | | | | |
| Removable interior | | | | | • | | | | |
| Fire resistant lining | • | • | • | • | • | • | | | |
| Replaceable Center Chin Piece | • | • | • | • | | | | | |
| Removable cheek pads In different sizes | • | • | • | • | • | • | • | • | • |
| Comfort | | | | | | | | | |
| Chin air slots | • | • | • | • | • | • | • | • | • |
| Enhanced hyper ridge | • | • | • | • | | • | • | • | • |
| FHR prepared | • | • | | | | | | | |
| FHR prepared M6 Studs | • | • | • | • | • | • | | | |
| Fire resistant material chin strap | • | • | • | • | • | • | | | |
| Arai Features | | | | | | | | | |
| Glancing Off | • | • | • | • | • | • | • | • | • |
| Five times inspected | • | • | • | • | • | • | • | • | • |
| Washable interior | • | • | • | • | • | • | • | • | • |
| Handmade | • | • | • | • | • | • | • | • | • |
| All-day comfort | • | • | • | • | • | • | • | • | • |
| Penetration tested | • | • | • | • | • | • | • | • | • |
| Double-D ring device | • | • | • | • | • | • | • | • | • |
| Smooth shape, better protection | • | • | • | • | • | • | • | • | • |
| Strong outer shell, soft inner shell | • | • | • | • | • | • | • | • | • |
| Organic shape | • | • | • | • | • | • | • | • | • |
| 5-year limited warranty | • | • | • | • | • | • | • | • | • |
| Different outer shells | • | • | • | • | • | • | • | • | • |
| Arai In-house Test | • | • | • | • | • | • | • | • | • |
| Approval | | | | | | | | | |
| FIA standard 8860-2018 | • | • | | | | | | | |
| FIA 8859-2015 & SNELL SA 2020 | | | • | | | | | | |
| SNELL SA2020 | | | | • | • | • | | | |
| SNELL K2020 | | | | | | | • | • | |
| SNELL CMR2016 | | | | | | | | | • |

* SCR (Super Racing Carbon)

** PB-clc² (Peripherally Belted Complex Laminate Construction)

*** SFL (Special Fibre Laminate)

**** These are the parts included:

- Performance Enhancement Device (PED) kit (spoiler set front and rear)
- Screw Kit (4 x torx, 4 x washer & 1 x pressure plate set)
- Vent kit (7 x Tear Duct, 2 x TDF3, 1 x XDB2)
- Post anchor set
- Torx (T20) screwdriver
- Sticker set (2 x 11cm, 2 x 9cm w/masking film for custom painting, 2 x 5.5cm)

Specifications are subject to change.



there is a difference

ARAI GENERAL FEATURES



Five times inspected

Each Arai helmet goes through five separate quality-control departments: after the shell is made, after painting and graphic completion, after assembly and two in-process inspections.



Washable interior

The premium quality interior of any Arai helmet can be easily cleaned, in place, with mild soap and lukewarm water.



Handmade

It can take up to five years for our experts to earn the right to create an Arai shell. Each shell can take up to 27 steps and to build one Arai helmet will take about 18 man-hours.



All-day comfort

All-day comfort with the Arai interior fit and shape together with the finest liner materials and the extensive ventilation system. And thanks to the perfect balance and weight distribution of the helmet, you hardly notice you are wearing an Arai.



Penetration tested

All Arai helmets are penetration tested, although not required by European helmet standards. The Arai penetration test is performed with a 3kg test cone that strikes from a height of 3m on the helmet.



Double-D ring device

The flat and D-shaped rings fit smooth against the chin. No moving parts, no corrosion problems and just pulling the tab is enough to loosen the fastener.



Smooth shape, better protection

The smooth outer shell of Arai helmets is designed to glide without unnecessary resistance. You don't want to decelerate your helmet more than necessary. That's why all Arai vents and ducts are designed to break off during an impact.



Strong outer shell, soft inner shell

Arai uses a very strong outer shell to spread impact forces and a soft inner shell to absorb remaining energy. The multiple-density EPS inner shell is made using a unique technology of combining three to five densities in various areas as a single component.



Organic shape

The organic shape of an Arai outer shell offers a more natural appearance, seals better and conforms more to the head's natural shape for improved comfort, fit and to help minimize wind turbulence.



5-year limited warranty

All Arai helmets are warranted against defects in materials and workmanship, and are serviceable only for the properly fitted first user for 5 years from date of first use, but no more than 7 years from date of manufacture.



Different outer shells

Unlike many other manufacturers Arai provides one size outer shell for each two-helmet sizes for most models. Together with different shaped outer shells for different models it is almost impossible not to find the fit you are looking for.



Arai In-house test

Arai helmets are designed to meet the stringent Arai In-house criteria, in addition to the mandatory ECE standard.

MOTORCYCLE HELMETS FEATURES OVERVIEW

| | NEW 2024 | NEW 2024 | NEW 2024 | | | |
|--|---------------------|----------|------------|---------------------|---------------------|----------|
| | RX-7V EVO | Quantic | Concept-XE | SZ-R EVO | Tour-X5 | MX-V EVO |
| Outer shell construction | PB-SNC ² | PB e-cLc | PB e-cLc | PB-cLc ² | PB-cLc ² | ScLc |
| Variable Axis System (VAS) | • | • | • | • | | |
| Ventilation | | | | | | |
| Free Flow System (FFS) | • | | • | | | |
| Eyeport air channel | • | | | | | |
| Hidden multi-stage air channel | | | • | | | |
| Front ventilation | | | | | | |
| 3D Arai logo duct | | • | | | | |
| Center top vent - intake | • | | | • | | • |
| Dual intake | | • | | | • | |
| Diffuser system | • | | | • | | |
| Brow vents** | | • | • | • | • | |
| Brow vents extended to temple area** | • | | | | | |
| Three position chin vent | • | • | | | • | |
| Inner chin (bar) vent shutter | | | • | | • | • |
| Rear ventilation | | | | | | |
| Neck exhaust vent | • | • | • | • | • | |
| One-piece rear exhaust | | | | | | |
| One-piece rear exhaust with spoiler function | | • | | | | |
| Removable three-piece rear exhaust | | | | | | • |
| Removable diffusers | | | | | | |
| Side exhausts | • | • | • | • | • | • |
| Aerodynamics | | | | | | |
| Pull Down Chin Spoiler | • | | | | • | |
| Fixed Chin Spoiler | | • | • | | | |
| Air Wing [®] adjustable** | • | | | | | |
| Air Wing [®] non-adjustable** | | | | • | | |
| Diffuser Extension-2 (DF-X2) - Rear spoiler | Option | | | | | |
| Visor | | | | | | |
| VAS Max Vision Visor with De-Mist option | • | • | • | | | |
| New shield latch lever | • | • | • | | | |
| PRO Shade System** | Option | Option | Option | | | |
| Pinlock insert lens | • | • | • | • | • | |
| Interior | | | | | | |
| Antimicrobial Liner material | • | | • | • | | |
| Dry-Cool [®] Liner** | | | | | • | • |
| Brushed nylon Liner material | | • | | | | |
| Replaceable Cheek Pads/Ear cups | • | • | • | • | • | • |
| Replaceable Interior | • | • | • | • | • | • |
| Replaceable Chinstrap covers | • | • | • | • | • | • |
| Replaceable Neckroll | | | | | | • |
| Speaker pockets | • | • | • | • | | |
| Facial Contour System (FCS) | • | • | • | • | • | • |
| 5mm "Peel Away" Ear cups/Cheek pads | • | • | • | • | • | • |
| 5mm "Peel Away" Temple pad | • | • | • | • | | |
| Thin centre pad for more room in front area | • | | • | | | |
| Water resistant layered cheek pads | | | | • | | |
| Removable slit for glasses | | | | • | | |
| Comfort | | | | | | |
| Emergency Release System (ERS) | • | • | • | | • | • |
| Breath guard | • | • | • | | | • |
| Chin Cover (fixed) | | | • | | | |
| Chin Cover (removable) | • | • | | | | |
| Dirt removal | | | | | • | |
| 5mm wider Base | | • | | | | |
| Intercom accommodation | | • | | | | |
| Neckroll wire pocket | | • | | | | |
| Approval | | | | | | |
| ECE R22-06 | • | • | • | • | • | • |
| Sizing | | | | | | |
| XS-XXL | XS-XXXL | • | XS-XL | XS-XL | XS-XL | • |

** Innovated and exclusively offered by Arai

Specifications are subject to change.

ARAI COLLECTION 2024



Model Shown: Tour-X5

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No helmet can protect the wearer against all foreseeable impacts. Nothing is a substitute for safe riding practices.

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araihelmet.eu