TECH AIR MX

Please read the following important WARNING and LIMITATION of use notice carefully:

Motorcycling is an inherently dangerous activity and an ultra-hazardous sport, which may result in serious personal injury, including death. Each individual motorcycle rider must be familiar with motorcycling, recognize the wide range of foreseeable hazards and decide whether to assume the risks inherent in such an activity with the knowledge of the dangers involved and accept any and all risks of injury, including death. While all motorcycle riders should utilize appropriate protective equipment, each rider should exercise extreme care for safety while riding and understand that no product can offer complete protection from injury including death or damage to individuals and property in case of fall, collision, impact, loss of control or otherwise. Riders should ensure that safety products are correctly fitted and used. DO NOT use any product that is worn out, modified or damaged.

Alpinestars makes no guarantees or representations, express or implied, regarding the fitness of its products for any particular purpose.

Alpinestars makes no guarantees or representations, express or implied, regarding the extent to which its products protect individuals or property from injury, death or damage.

ALPINESTARS DISCLAIMS ANY RESPONSIBILITY FOR INJURIES INCURRED WHILE WEARING ANY OF ITS PRODUCTS.

Table of Contents

Legend for the Tech-Air® System Manual

The following four words and icons are used in this User Manual to provide various warnings, important information and tips about the Airbag System:

WARNING! Provides critical information which, if not followed, may cause injury, death, System malfunction or non-function, and/or an exaggerated expectation of the Tech-Air® System's abilities.

IMPORTANT! Provides important information regarding the limitations of the System.

Tip: Provides useful advice regarding the Tech-Air® System.

Provides information related to the Tech-Air® App optional functionalities.

IMPORTANT!
PLEASE READ BEFORE FIRST USE

The Tech-Air® MX System (hereinafter referred to as the "System") is shipped with its Shipping Mode activated (with the Shipping Mode Switch (8) in the OFF position, indicated by "O" symbol). Before using the System for the first time, please ensure the battery is connected to the Electronic Control Unit by following these instructions (depicted in Figure 1):

a) Start with the System laid flat, open the two internal zippers, and lift the fabric central section to access the underlying Airbag (11);

b) Detach the Airbag (11) by releasing the two fastening buttons, lift the Airbag (11), and use the flap to access the Airbag Control Unit (6).

c) Locate the Shipping Mode Switch (8) and set it to the ON position, indicated by the "I" symbol.

d) Next, close the Airbag Control Unit (6) and follow the instructions reported in Section 6, "System Operation."

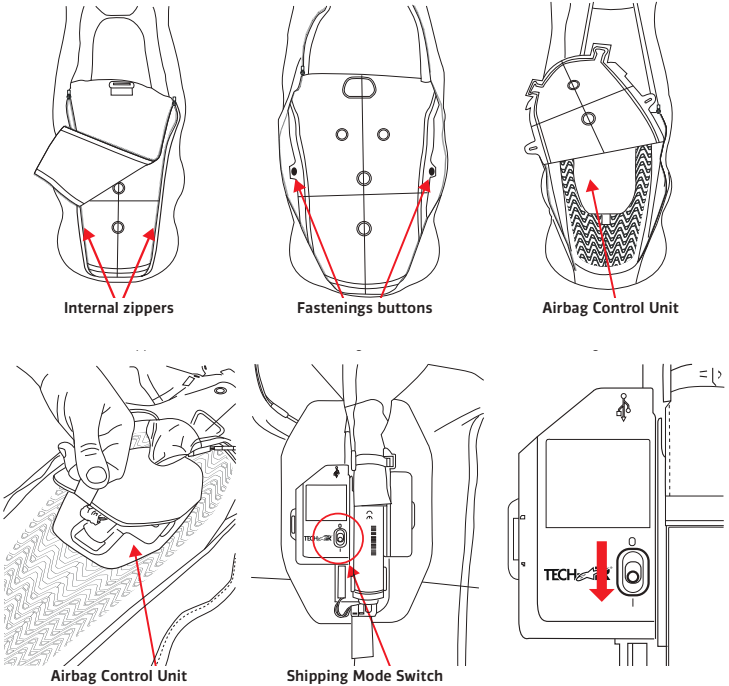


Figure 1 – Deactivate the Shipping Mode

1. Introduction

Dear User, thank you for choosing an Alpinestars Tech-Air® Product.

The Tech-Air® MX System (hereinafter referred to as "System" and/or "Tech-Air® MX System") is an active safety system for sport and recreational motorcycling, which offers protection to a motorcycle User. The System is equipped with passive protections certified in accordance with CE standards for the chest and back regions. In the event of a collision or other activation scenario, the integrated airbag system is automatically deployed to provide additional impact protection to the User's upper body, specifically covering the chest, back, and shoulder areas. The System is designed to function in off-road riding situations, with particular focus on Motocross use.

The System comes equipped with an MX Riding Mode. For the specific riding conditions supported by this Riding Mode please refer to Section 3, "Tech-Air® Envelope of Protection."

The System consists of a standalone protector which is designed to protect the motorcycle User from impacts occurring during an accident. It does not provide any protection against possible abrasion during an accident;

WARNING! The System does NOT offer the Dual Charge Concept. Once the Airbag (11) has deployed, there is no additional Gas Inflator (9) available for inflation and the User of the System will be without any further Airbag (11) protection until the System is serviced, and the Gas Inflator (9) is replaced. For further instructions, see Section 17, "Actions in the Event of an Accident."

WARNING! The System, including its components, are technologically advanced pieces of motorcycling safety equipment and should not be treated like a normal motorcycle garment. Similar to one's motorcycle, the System and its components must be cared for, serviced, and maintained, so that they may function correctly.

WARNING! It is essential to read this User Guide carefully, to understand it completely, and to follow the advice and warnings. If you have any questions regarding the equipment, contact Tech-Air® Support (Section 20, "Tech-Air® Support").

IMPORTANT! Without any additional notice, Alpinestars reserves all rights to, from time to time, update the software and/or the electronic components of the System. Accordingly, it is important that Users register on the Tech-Air® App to ensure that they will receive all the instant notifications and updates, including important software releases so that they can update their System with the latest version of the System software.

2. Principles of Operation

The System consists of an Airbag Control Unit (6) with built-in sensors (Figure 2). The cluster of sensors of the Airbag Control Unit (6) consists of 1 tri-axial accelerometer and 1 tri-axial gyroscope positioned inside the Back Protector (4). These sensors monitor the User's body for shocks or unexpected movements. In the event the User's body is subject to a high and/or sudden amount of energy, the System will deploy. This may occur when the motorcycle is involved in an accident, such as when the motorcycle collides with an obstacle, when the rider loses control or when the rider falls off the motorcycle.

The System is equipped with a Bluetooth Low Energy (BLE) device located in the Electronic Control Unit (ECU). The BLE allows the System to connect directly to a mobile phone in order to receive important information from the System, while also permitting the Users to access a number of other functions (for further information, see Section 10 "Tech-Air® App"). The System does NOT need to be connected to the Tech-Air® App to work, it functions independently of the Tech-Air® App.

To connect the System to the mobile phone via Bluetooth, remember to activate the Bluetooth functionality within your phone Settings and to download the Tech-Air® App available at the Android Play Store or at the Apple App Store.

Users must always check the App to ensure that the System is running the most up-to-date software release on their Airbag System. When a new software update is released, the User will receive a Tech-Air® App notification.

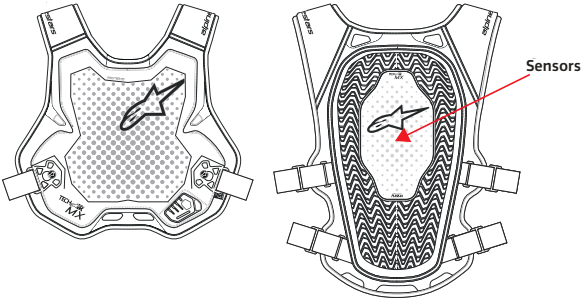


Figure 2 – Sensors Location

The Tech-Air® MX System comes with the default MX Mode that permits the use of the System on off-road tracks, specifically for Motocross riding. The System also features two additional Riding Modes ("MY RIDE 1" and "MY RIDE 2"), which can be customized by the User via the Tech-Air® App selecting from those currently available:

- MX RACE Mode
- ENDURO Mode
- RALLY Mode

For more information on the available Riding Modes and their conditions of use, refer to Section 3, "Envelope of Protection". Once the Riding Modes are set, Users can easily switch between them by pressing the Display Button (3) or directly using the Tech-Air® App.

3. Tech-Air® Envelope of Protection

The "Envelope of Protection" is a term used to generally describe situations and/or circumstances where the System may provide protection, denoted as "inside the Envelope", and those where it will not provide protection, denoted as "outside the Envelope".

WARNING! No product can provide complete protection from injury (or death), or damage to persons or property in the event of a fall, accident, collision, impact, loss of control, or other event.

The System is equipped with an Airbag (11) that covers the areas shown in Figure 3, protecting the motorcycle User who's wearing the System in the event of an accident or other triggering events. There are limitations to the protection that the System can provide as explained later in this User Manual (Section 4, "Limitations of Use").

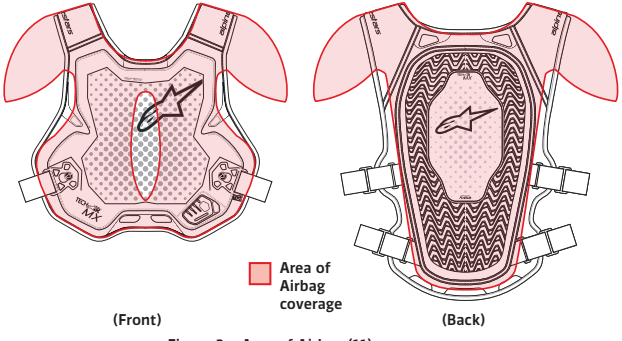


Figure 3 – Area of Airbag (11) coverage

The Envelope of Protection for MX Mode and for the other available Riding Modes (which can be set as "MY RIDE 1" and "MY RIDE 2") includes crashes against obstacles, and loss of control falls (commonly referred to as 'low-side' and 'high-side' falls).

Table 1 summarizes the Envelope of Protection for MX Mode and the other available Riding Modes.

IMPORTANT! Unless explicitly stated in this User Manual, the terms "contact" and/or "impact" with other objects must always be referred to as the area of Airbag (11) coverage.

Type of Accident			MX	MX RACE	ENDURO	RALLY
Crashes	Crashes against Obstacles		✓	✓	✓	✓
	Stationary Crashes		X	X	X	X
Loss Of Control Falls	Low-Side Falls		✓	✓	✓	✓
	High-Side Falls		✓	✓	✓	✓

Table 1: Envelope of Protection for MX, MX RACE, ENDURO and RALLY Riding Modes.

3.1 Crashes against Obstacles

- Collisions with obstacles are a common hazard in off-road riding, including Motocross, Supercross, Enduro and Rally. Riders may encounter both natural and artificial obstacles that can lead to sudden crashes. In Motocross and Supercross, potential hazards could include track barriers, jump faces, and fallen bikes, particularly in high-speed or crowded race conditions. Misjudging a rhythm section, landing short on a jump, or improperly navigating a whoop section can result in direct impacts. In Enduro and Rally, the terrain presents additional challenges, with rocks, tree roots, logs, and deep ruts creating unpredictable riding conditions..

In these conditions, the System is expected to inflate and protect:

- within 200 milliseconds from the moment of first contact with the obstacle when the User is riding in a seated position;

- within 300 milliseconds from the moment of first contact with the obstacle when the User is riding in a standing position.

The impact angle is limited to a frontal 90° impact.

3.2 Low-Side Falls

Low-side falls in off-road riding occur when the rider loses traction while cornering, causing the bike to slide out from under them and fall to the same side as the lean. This typically happens when the front or rear tire loses grip due to excessive leaning, over braking, or riding on slippery surfaces such as loose dirt, mud, or sand. Other similar crashes, occurring in Motocross, include front-end washouts, where the front wheel unexpectedly slides out during a turn, and rear-wheel slides, where excessive throttle causes the rear tire to spin out, leading to a fall. In these conditions, the System is expected to inflate and protect within 200 milliseconds from the moment of first contact with the ground.

3.3 High-Side Falls

High-side falls are the most intense types of crashes in off-road riding, occurring when the rear wheel loses traction and then suddenly regains it, causing the rider to be thrown over the bike. This typically happens when a rider exits a turn too aggressively, causing the rear tire to spin out and then unexpectedly hook up, launching the rider forward or sideways. Other similar crashes, occurring in Motocross, include loop-outs, where excessive throttle causes the bike to flip backward, and over the bars crashes (OTB), where improper landing on a jump causes the rider to be thrown forward. In these conditions, the System is expected to inflate and protect within 400 milliseconds from the moment in which the loss of control of the bike is irreversible.

WARNING! Due to shocks, movement and/or other input detected and/or received by the System while in use, although unlikely, the System may deploy even though there is no dangerous situation or crash event. Please be advised that the following actions, not limited to but including for example a pat on the back, a tight hug, abrupt movements, not switching off the System before dismounting the motorcycle, leaving the System on the bike where it can slide off and falls to the ground, are all actions that may trigger the deployment of the System.

3.4 Envelope of Protection: MX Mode

MX Mode is recommended for Motocross use, i.e. on outdoor tracks with natural, uneven terrain, such as dirt, sand, mud, and rocks. Typically, these riding scenarios include obstacles like jumps, berms, and ruts and features long straights, sharp corners, and uphill or downhill sections. MX Mode can also be used for Supercross riding, that typically consists in riding on indoor or stadium-based tracks that include tight corners, large and sharp jumps, and man-made obstacles like whoops and rhythm sections.

The System function for MX Mode is accurately optimized based on riding, falls, and crash data coming from the use of the System in this context.

In MX Mode, the System becomes active after approximately 1 second of continuous riding. The System automatically deactivates when no more active riding is detected for about 20-30 seconds.

As summarized in Table 1, in MX Mode, the Envelope of Protection includes:

- Crashes against Obstacles (Section 3.1)
- Low-Side Falls (Section 3.2)
- High-Side Falls (Section 3.3)

In MX Mode, the Envelope of Protection does NOT include situations in which the rider's motorcycle is hit by another vehicle while stationary.

3.5 Envelope of Protection: MX RACE Mode

The MX RACE Mode should be used under the same conditions outlined in the previous section ("Envelope of Protection: MX MODE"). **Unlike MX Mode, MX RACE Mode is designed for a more selective activation in the event of high-severity accidents while preventing the activation for minor accidents, such as tip-overs, i.e. low-speed accidents where the bike falls over, typically without significant impact or damage for the rider.** This Mode is intended exclusively for use in competitive sports events where the rider cannot immediately recharge the System after deployment during the race. In such cases,

unnecessary deployments could leave the rider unprotected in the event of a more severe accident.

In MX RACE Mode, the System becomes active after approximately 1 seconds of continuous riding. The System automatically deactivates when no more active riding is detected for about 20-30 seconds.

As summarized in Table 1, in MX RACE Mode, the Envelope of Protection includes:

- Crashes against Obstacles (Section 3.1)
- Low-Side Falls (Section 3.2) - **with limited activation in case of tip over events**
- High-Side Falls (Section 3.3)

In MX Mode, the Envelope of Protection does NOT include situations in which the rider's motorcycle is hit by another vehicle while stationary.

3.6 Envelope of Protection: ENDURO and RALLY Modes

ENDURO Mode, is recommended for when the User is riding on unpaved surfaces like gravel, riverbeds, mud, and other natural terrain. Typically, these riding scenarios include several changes in riding directions, tackling obstacles, and hills at lower speeds or when pushing the motorcycle.

RALLY Mode is recommended for scenarios that are characterized by longer straight sections with multiple bumps and different types of terrain crossed at higher speeds, unlikely encountered in typical Enduro competitions. Typical environments where these riding scenarios occur are mainly characterized by desert terrains (with dunes and sandy ground), gravel and open countryside settings.

The System function for ENDURO and RALLY Modes is accurately optimized based on riding, falls, and crash data coming from the use of the System in this context.

In ENDURO and RALLY Modes, the System becomes active after approximately 10 seconds of continuous riding. The System automatically deactivates when no more active riding is detected for about 20-30 seconds.

As summarized in Table 1, in ENDURO and RALLY Modes, the Envelope of Protection includes:

- Crashes against Obstacles (Section 3.1)
- Low-Side Falls (Section 3.2)
- High-Side Falls (Section 3.3)

In ENDURO and RALLY Modes, the Envelope of Protection does NOT include situations in which the rider's motorcycle is hit by another vehicle while stationary.

3.7 Additional Notes about the Envelope of Protection

The System is designed and tested to recognize typical off-road situations that, in the context of public streets or closed race track riding would be considered unusual, but that

during off-road sessions are often frequent, not dangerous, and not categorized as "loss of controls." These situations may include:

- Jumps;
- Obstacles (tree trunks, roots, gravel);
- Sudden turns or direction changes;
- Pushing the motorbike;
- Doing a wheelie;
- Frequent and rapid jumps;
- Multiple bumps;
- Riding the motorcycle while standing up;

3.8 Envelopes of Protection: Limitation of Use

WARNING! Even if inside the Envelope of Protection described above, the System may not deploy if acceleration and forces detected by the System are not sufficiently high to activate it.

WARNING! The User does not need to be involved in a crash for the System to deploy. For example, the System will deploy if the User falls while wearing the System, such as when dismounting from the motorcycle. These types of "non-riding" deployments are not failures of the System.

WARNING! The System provides only limited impact protection against forces in the Airbag (11) coverage areas or outside the areas covered by passive protectors as depicted in Figure 3. No guarantee is given that the System will prevent injuries (including severe or fatal injuries) inside and/or outside the areas of Airbag (11) coverage or the Envelope of Protection.

WARNING! The System cannot prevent accidents or injuries to the User.

WARNING! No protective device, including the System, can provide protection against all possible sources of injury, and therefore cannot provide complete protection against injuries.

WARNING! Wearing the System is not a substitute for wearing other protective motorcycling clothing and gear. To provide full potential protection, the System must always be worn in conjunction with suitable motorcycling gear (such as helmet, gloves, elbow protections, knee braces, boots and trousers).

4. Limitations of Use

WARNING! Since the System is sensitive to sudden body movements and shocks, the System is to be used ONLY for motorcycling within the conditions and limitations delineated above. The System is NOT intended for:

a. Street Riding, Road Race Track, Flat-Track, Drag Racing, Speedway, Supermoto, and Sidecarcross;

b. motorcycle stunts;

c. skidding, wheelies, etc.;

d. ANY non-motorcycling activities.

WARNING! Due to shocks, movement and/or other input detected and/or received by the System while in use, although unlikely, the System may deploy even though there is no crash event.

WARNING! Wearing the System is not a substitute for wearing other protective motorcycling clothing and gear. To offer maximum protection the System must always be worn in conjunction with suitable motorcycling gear and apparel that covers the rider from head to toe, including a helmet, protectors, boots, gloves, and other appropriate protective equipment.

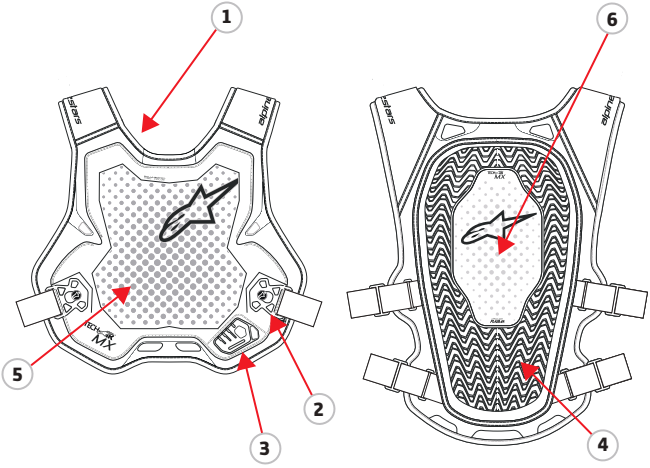
WARNING! The System's working temperature is between -20°C and +50°C (-4°F to 122°F).

WARNING! Do not use the System 4,000 meters above sea level, as low pressure may not guarantee a correct level of protection for the System.

5. System Overview

The diagrams below illustrate the different parts of the System. The numbered parts are used to guide you through this User Manual.

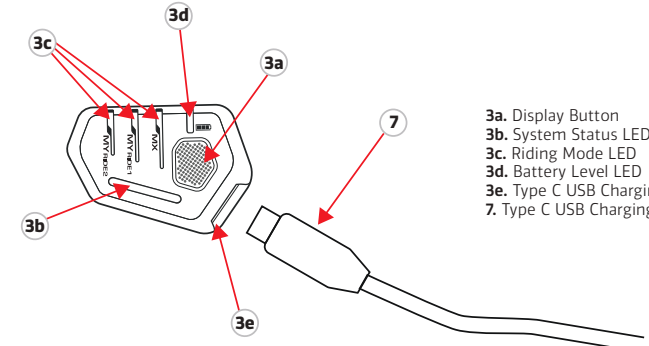
TECH-AIR® MX SYSTEM



1. System Chassis
2. Activation Buckle
3. LED Display
4. Back Protector
5. Chest Protector
6. Airbag Control Unit

Figure 4: System Components

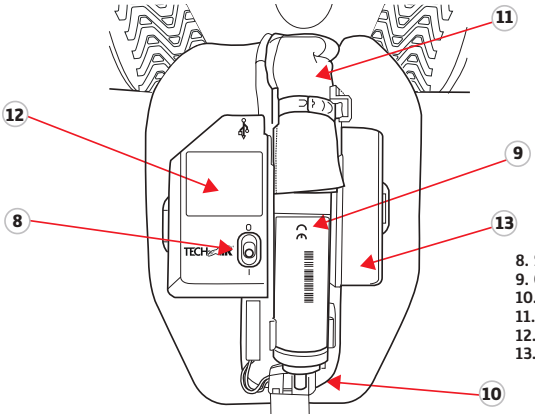
TECH-AIR® MX LED DISPLAY (3) AND CHARGING SYSTEM



3a. Display Button
3b. System Status LED
3c. Riding Mode LED
3d. Battery Level LED
3e. Type C USB Charging Port
7. Type C USB Charging Cable

Figure 5: LED Display (3) and Charging System Components

TECH-AIR® MX AIRBAG CONTROL UNIT (6)



8. Shipping Mode Switch
9. Gas Inflator
10. Squib Connector
11. Airbag
12. Electronic Control Unit
13. Battery

Figure 6: Airbag Control Unit (6) Components

6. System Operation

This Section describes in greater detail the main procedures required to use the System.

6.1 Turning On the System

To activate the System, the User simply needs to wear it and securely fasten the Activation Buckle (2), as illustrated in Figure 7. An internal sensor will automatically detect when the Activation Buckle (2) is closed, triggering the System to turn on.

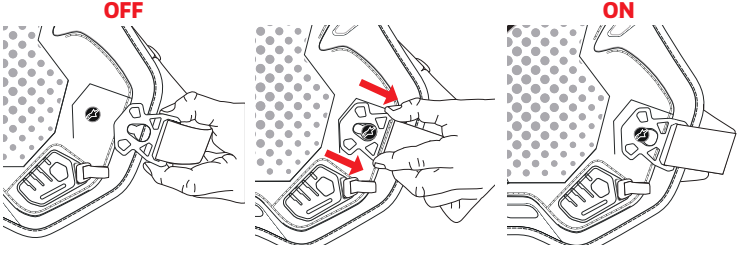


Figure 7: System Turns On When the Activation Buckle (2) is Fastened

WARNING! To activate the System, the Activation Buckle (2) MUST be properly secured. Ensure that the System is correctly positioned over the shoulders, chest, and back.

WARNING! It is imperative that the System is fitted correctly, in order to provide the maximum potential protection in the event of an accident.

WARNING! Always ensure that the Activation Buckle (2) remains open when the System is not worn by the User; check the LED Display (3) to verify that the System is not turned on or manually turn off the System using the Display Button (3a) (see Section 6.3 "Turning Off the System.")

Once the Activation Buckle (2) has been correctly closed, the System automatically turns on and the User MUST first check to make sure that the System is functioning correctly by verifying that the following steps are performed:

1) LEDs Check: during this phase, the System will check if all the LEDs present on the LED Display (3) are correctly functioning. The User will see that all the available LEDs (3b, 3c,

3d) will turn on SOLID GREEN for approximately 1 second and then will turn off as shown in Figure 8.

2) System Status Check: after the LEDs Check phase, the System Status LED (3b) will turn SOLID BLUE indicating that the System is active (Figure 8) and therefore is ready to protect the User in the event of an accident. A short vibration of approximately 1 second will also be felt in near the Activation Buckle (2). In this condition, the User can also check the Riding Mode (Riding Mode LED [3c]) that is currently running, and the battery level of the System (Battery Level LED [3d]) (see Section 8, "LED Display (3) Indications Summary.")

WARNING! If the System Status LED (3b) turns SOLID RED, a System Fault is present (Figure 8). A long vibration of approximately 3 second will also be felt near the Activation Buckle (2). This condition indicates that the System is NOT correctly functioning and, therefore, will NOT protect the User in the event of an accident (see Section 19, "Troubleshooting.")

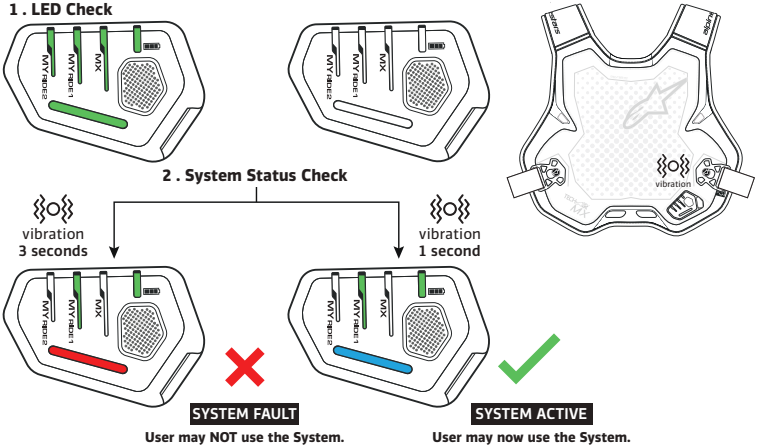


Figure 8: System is Performing both the LEDs Check and the Status Check

WARNING! The User MUST ALWAYS check the LED Display (3) after the LEDs Check to confirm that the System Status LED (3b) is SOLID BLUE before starting to ride/use the System. The System will NOT deploy if the System Status LED (3b) is NOT solid blue.

IMPORTANT! For any other LED indications, refer to Section 8, "LED Display (3) Indications Summary."

Tip: If the System does not switch on (i.e. if there are no LEDs showing on the LED Display [3]), check that the Activation Buckle (2) has been correctly fastened. In addition, check that the System has a sufficient charge. If the problem persists, contact Tech-Air® Support (see Section 20, "Tech-Air® Support").

The battery level and the status of the System can also be checked by connecting the System to the Tech-Air® App.

6.2 Riding Mode Selection

As previously stated, the System offers up to three different Riding Modes: MX Mode, MY RIDE 1 Mode and MY RIDE 2 Mode (both customizable via Tech-Air® App). After the System has been correctly switched on, the User can easily switch between the three different Riding Modes by pressing the Display Button (3a) for 2 seconds (Figure 9). A SOLID GREEN LED will appear on the Riding Mode LED (3c) indicating the Riding Mode that is currently running on the System. A short vibration of approximately 1 second will also be felt near the Activation Buckle (2) indicating the change of the Riding Mode.

WARNING! The MX MODE is the DEFAULT Riding Mode. Therefore, upon first activation or after any System Software update, the MX Mode will be the Riding Mode in use on the System. In all other cases, when the System turns on, the System will run the LAST SELECTED Riding Mode.

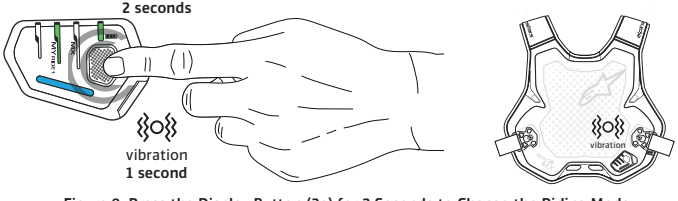


Figure 9: Press the Display Button (3a) for 2 Seconds to Change the Riding Mode.

6.3 Turning Off the System

The User can easily turn the System off by unfastening the Activation Buckle (2). The System will automatically shut down approximately 1 second after opening the Activation Buckle (2) (Figure 10).

Alternatively, the User can manually turn off the System by pressing the Display Button (3a) for approximately 5 seconds (Figure 10). A long vibration, lasting approximately 3 seconds will also be felt in the vicinity of the Activation Buckle (2) confirming that the System is no longer activate.

The User can check that the System is switched off by checking that all available lights on the LED Display (3) are turned off.

To keep the System turned off, make sure the Activation Buckle (2) remains unfastened as shown in Figure 11.

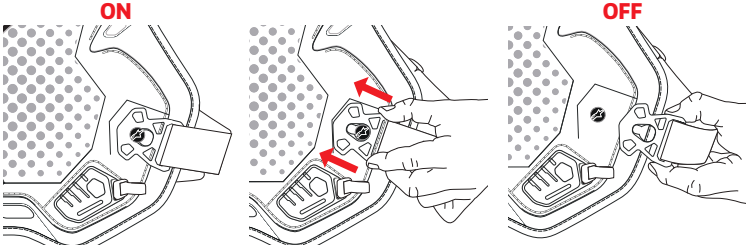


Figure 10: System Turns Off When the Activation Buckle (2) is Unfastened

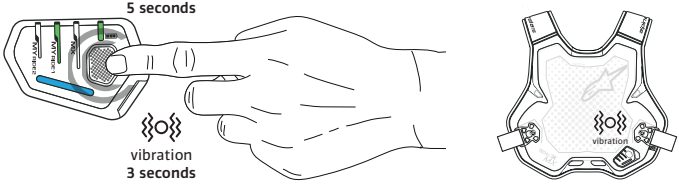


Figure 11: Press the Display Button (3a) for 5 seconds to Switch Off the System (this is an alternative method for turning off the System)

WARNING! ALWAYS be sure to turn the System off by unfastening (opening) the Activation Buckle (2) or by pressing the Display Button (3a) for 5 seconds when the User is not riding a motorcycle, and even if the User continues to wear the System. Although the System has been evaluated for a variety of non-riding activities, keeping the System turned on and/or active increases the possibility of an unwanted deployment and drains the battery. As a rule, when not riding, be sure to always open the Activation Buckle (2).

WARNING! When the System is being stored, transported, or shipped, the User MUST follow the instructions reported in Section 15, "Cleaning, Storage and Transportation."

IMPORTANT!

Even when turned on, the System will automatically shut off if:
- It is used in a position that is not suitable for normal operation
- It detects a lack of activity

for more than 15 minutes.

However, this will not occur if the User is wearing the System, as it detects normal movement during use.

However, automatic shutdown of the System occurs if the System is not worn by the User but the User has not turned off the System and/or the System is stored, or if the System is positioned inappropriately, for example placed horizontally, hanging or upside down.

If this occurs, the System must be restarted by the User by unfastening and refastening the Activation Buckle (2).

7. Battery Charging

The System is supplied with a Type C USB Charging Cable (7). To charge the System, the User must connect the standard Type C USB Charging Cable (7) supplied with the System to the Type C USB Charging Port (3e) present on the LED Display (3). Once on charge, the LED Display (3) will show different blinking colors in the Battery Level LED (3d) as shown in Figure 13, according to the description provided in Section 8, "LED Display (3) Indications Summary." Fully charge the System before its first use.

IMPORTANT! While charging, always be sure that the USB Charger is connected to a power source sufficiently close to the System, and make sure that the power source is always easily accessible.

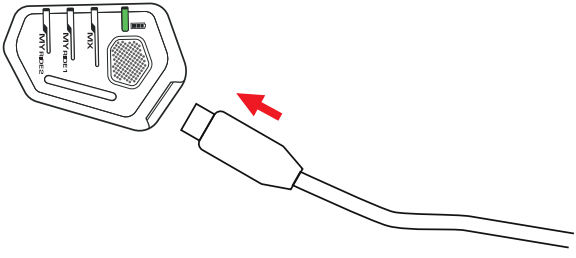


Figure 12: Battery Level LED (3d) Blinking during System Recharge

IMPORTANT! The battery will only recharge when the ambient temperature is between 0°C and 40°C (32°F – 104°F).

IMPORTANT! If the battery is not periodically charged, it may take longer to fully charge it. As a best practice, please be sure to fully charge the System every 3 to 4 months to prolong the battery life of your System.

WARNING! Do not leave the System unattended while charging the battery. Charge the Tech-Air® System only in a dry location with a temperature range of 0°C to 40°C (32°F – 104°F).

7.1 Charging and Use Times

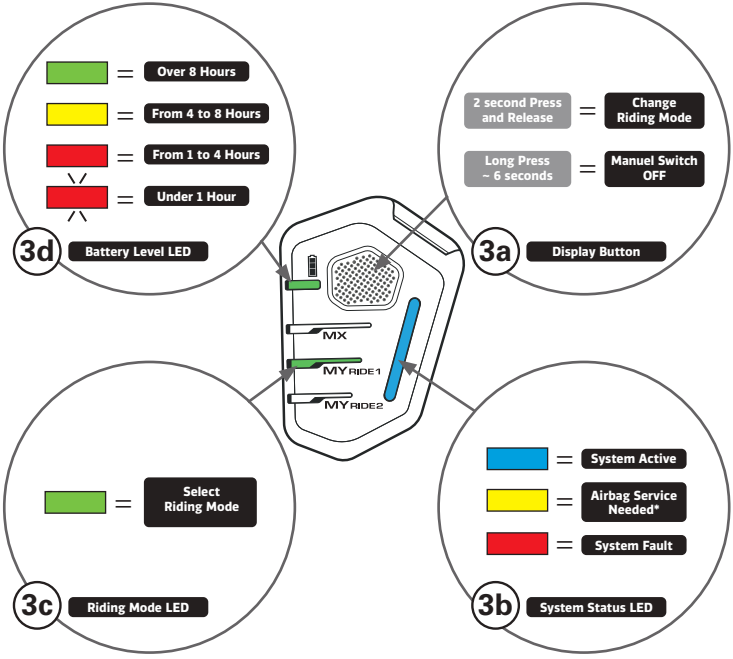
Approximately 4 hours are required to recharge a discharged battery, depending on the USB Charger used, with the exception of the first battery charge which may require a longer time of approximately 12 hours. A fully charged battery will provide approximately 30 hours of use. If limited time is available, charging the battery for approximately 1 hour will provide approximately 8 hours of use.

Tip: The System may be charged by connecting it to a computer, or to an alternative USB Charger. However, if the current output is under 1 Ampere, the charging times will be longer than those stated above.

8. LED Display Indications Summary

8.1 LED Indications During Normal Use

When the System is in normal use, the LED Display (3) will show LED lights as indicated in the diagram below.



***The System has reached the maximum number of inflations guaranteed for the System.**

Figure 13: LED Display (3) Indications during Normal Use

IMPORTANT! The SOLID BLUE light on the System Status LED (3b) indicates that the System is ON and is working properly.

WARNING! The SOLID YELLOW light on the System Status LED (3b) indicates that the System has reached the maximum number of inflations guaranteed for the Airbag (11) in use and that the System should mandatorily undergo a full service by an authorized Alpinestars Service Center as soon as possible. In this condition, the System is active and will accordingly deploy in a crash. However, Alpinestars reserves the right not to guarantee either the total or partial performances of the System reported in the User Manual and therefore, the use of the System in this condition is at the User's own risk and responsibility.

WARNING! The solid RED LED light on the System Status LED (3b) indicates that the System is NOT active and accordingly will NOT deploy in a crash. DO NOT USE THE AIRBAG SYSTEM with a SOLID RED light on the System Status LED (3b), as it will not be able to function or protect the User in a crash situation.

8.2 LED Indications During Battery Recharge

When the System is charging, the Battery Level LED (3d) will show continuous blinking as indicated in the diagram below. When the battery is fully charged, the Battery Level LED (3d) will remain illuminated.

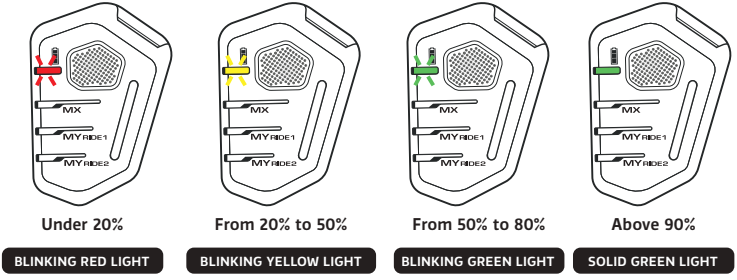


Figure 14: LED Display (3) Indications During Battery Recharge

9. Airbag Deflation

The System is equipped with an integrated deflation system that allows the Airbag (11) to deflate automatically after the System has deployed.

IMPORTANT! Do NOT remove, alter, or put tape or any materials on the deflation system, as it could inhibit the proper functioning of System.

10. Tech-Air® App

The System is equipped with a Bluetooth Low Energy (BLE) device which allows users to directly connect their mobile phone to the System, in order to obtain important information from the System and have access to several functions, such as:

- monitoring the status of the System;

- verifying the installed software version and, eventually, performing the latest software updates;

- sending feedback related to the System and its performance to Alpinestars;

WARNING! Alpinestars is not responsible for reporting possible accidents or for providing any assistance to those involved. The User agrees that Alpinestars has no duty or responsibility to report any accidents or the possibility of any accidents based on the data transmitted to Alpinestars. The User assumes the risk of any accidents or injuries whether or not data is being transmitted to Alpinestars.

The Tech-Air® App is available for download in the Android Play Store and in the Apple App Store.

IMPORTANT! The System will protect the User as described within this User manual, even if Tech-Air® App is not installed and even if the Tech- Air® App is not running on the user's mobile phone. The System does NOT need to be connected to the Tech-Air® App to work.

10.1 User Registration

To have access to the Tech-Air® App, the User must for the first time sign up, complete the user registration module, and subsequently log in to the App. In order to configure the Tech-Air® App, the User must first turn on Bluetooth by accessing the mobile phone settings.

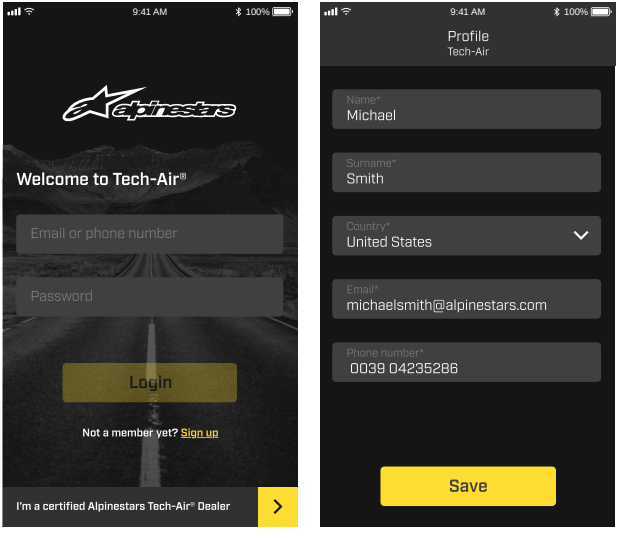


Figure 15: User Login View (Left) and User Registration View (Right)

10.2 Pairing the System

When Bluetooth is enabled on the user's mobile phone, the App will automatically attempt to connect to an available Tech-Air® System if it has been previously paired. If no System has been paired yet, users can easily do so by scanning the QR code on the System. Once successfully paired, the App will display key system information, such as battery level and software version, and allow users to switch between different riding modes.

When the System is turned off, the Bluetooth® connection will remain active to maintain communication between the System and the mobile phone, as long as the System is in close proximity to the phone. The System will fully power down once it no longer detects a connection with the App.

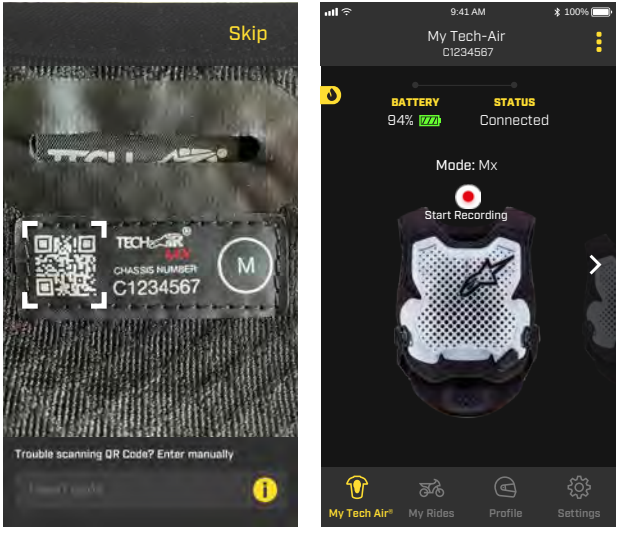


Figure 16: QR Code Scanning View (Left) and Paired Tech-Air® System View (Right)

10.3 Monitoring the System's Status

The App provides important information about the System, including the battery level and the current riding mode.

If the system is deployed and no Gas Inflator (9) is available, the App will notify the user by displaying the message "SYSTEM DEPLOYED," as shown in Figure 18.

WARNING! Each time a "SYSTEM DEPLOYED" notification appears, the System must be serviced by taking it or shipping it to an authorized Alpinestars Tech-Air® Service Center, as outlined in Section 17, "Actions in the Event of an Accident."

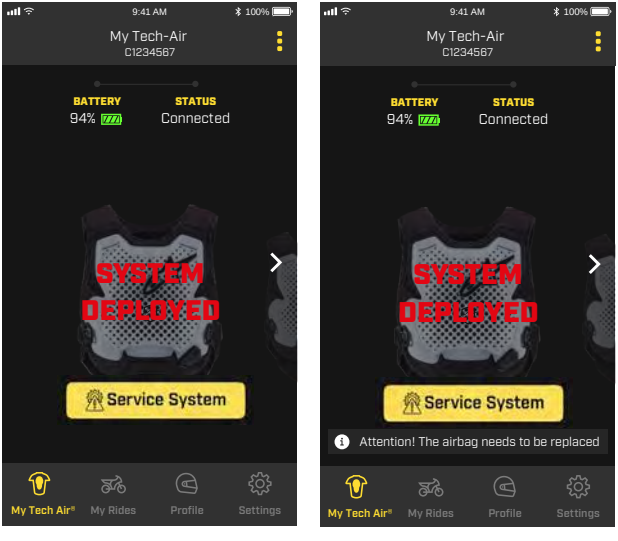


Figure 17: Deployed Tech-Air® System View (Left) and Airbag (11) Replacement Notification View (Right).

As indicated in Section 17, the System Airbag (11) is certified for a limited number of deployments, after which the Airbag (11) must be replaced. The App will notify this status to the User by displaying the warning message when the Airbag (11) is able to withstand one more deployment and also when the Airbag (11) will need to be replaced.

10.4 Enjoy the Ride with MyRide

The Tech-Air® App contains the MyRide functionality which displays information about the ride, such as duration, distance, and route related to the ride. MyRide can also be used to send feedback regarding any events that happened while using the System.

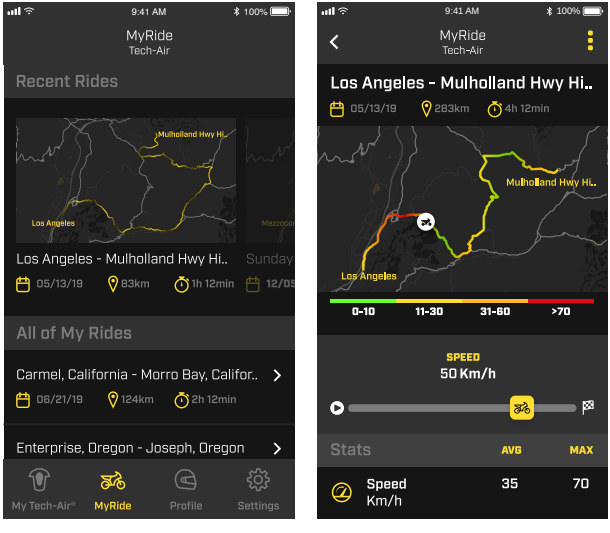


Figure 18: MyRide Function View

11. Sizing

The System is available in sizes ranging from S to 2XL. Each size is characterized by a specific waist-to-shoulder length of the User as shown in Figure 19. Waist to Shoulder Length (WSL) is an important parameter for the choice of the right size of Back Protector (4). The User should always be sure to use a protector with a WSL that matches his/her measurements.

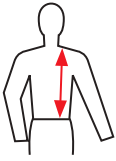


Figure 19: The Waist to Shoulder (WSL) Measurement

Refer to Section 21, "Certification Information" for the details on the WSL for each size of the Tech-Air® MX System.

It is imperative that the System is fitted correctly, in order to provide the maximum potential protection to the User, in the event of an accident. To help in selecting the correct size of the System, the User may refer to the Tech-Air® System Size Guide provided in Table 2 below, which provides the reference measurements of the body for each System's size, as well as Figure 20, "Body Measurement Locations." Note that these measurements are provided as general suggestions, and are references based on Men's general sizes (without any discriminatory intention), and should be properly adapted to the individual User's specific measurements.

SIZE	S		M		L		XL		XXL	
A. CHEST (CM)	89	94.5	94.5	100	100	105.5	105.5	111	111	116.5
C. WAIST (CM)	75	81	81	87	87	92	92	97	97	102
D. HIP (CM)	90	95.5	95.5	101	101	106.5	106.5	112	112	117.5
E. THIGH (CM)	53	55.5	55.5	58	58	60.5	60.5	63	63	65.5
F. INNER LEG (CM)	77	79	80	82	83	85	86	88	89	91
G. OUTER ARM (CM)	54.5	56.5	57.5	59	60	62	63	65	66	68
H. HEIGHT (CM)	169	174	175	179	180	184	185	189	190	194
A. CHEST (IN)	35	37 1/4	37 1/4	39 3/8	39 3/8	41 1/2	41 1/2	43 3/4	43 3/4	45 7/8
C. WAIST (IN)	29 1/2	31 7/8	31 7/8	34 1/4	34 1/4	36 1/4	36 1/4	38 1/4	38 1/4	40 1/8
D. HIP (IN)	35 3/8	37 5/8	37 5/8	39 3/4	39 3/4	41 7/8	41 7/8	44 1/8	44 1/8	46 1/4
E. THIGH (IN)	20 3/4	21 7/8	21 7/8	22 7/8	22 7/8	23 7/8	23 7/8	24 3/4	24 3/4	25 3/4
F. INNER LEG (IN)	30 1/4	31 1/8	31 1/2	32 5/8	32 5/8	33 2/4	33 7/8	34 5/8	35	35 7/8
G. OUTER ARM (IN)	21 1/2	22 1/4	22 5/8	23 5/8	23 5/8	24 3/8	24 3/4	25 5/8	26	26 3/4
H. HEIGHT (IN)	66 1/2	68 1/2	68 7/8	70 1/2	70 7/8	72 1/2	72 7/8	74 3/8	74 3/4	76 3/8

Table 2: Tech-Air® System Size Guide – Body Measurements

BODY MEASUREMENT LOCATIONS

A. Chest
Measure around the fullest part, under the armpits, keeping the tape horizontal.

C. Waist
Measure around the natural waistline, inline with the navel, keeping the tape horizontal.

D. Hip
Measure around the fullest part of your hips, about 20cm below waistline, keeping the tape horizontal.

E. Thigh
Measure around the thigh just below the crotch, keeping the tape horizontal.

F. Inner Leg
Stand against a wall, ask someone else to measure from the crotch to the bottom of your leg.

G. Outer Arm
Measure from shoulder (Humerus) to wrist.

H. Height
Stand against a wall, ask someone else to measure from the floor to the top of your head, keeping the tape vertical.

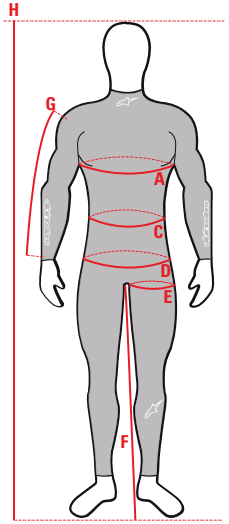


Figure 20: Body Measurement Locations

12. Shoulder Airbag Coverage

The System features active shoulder coverage through an Airbag (11) integrated within the shoulder straps. Upon activation, the Airbag (11) deploys to provide comprehensive coverage of the shoulder region. After each deployment, effective coverage of the Airbag (11) in this area depends on its correct folding by the User, who must follow the instructions provided in the Section below.

12.1 Airbag Folding Instructions

After each deployment of the System, the User must correctly position the Airbag (11) in the shoulder area by following the instructions printed directly on the Airbag (11). The process consists of the following steps (depicted in Figure 21):

1) Following the dashed lines, fold the Airbag (11) twice downward ("FOLD UNDER") and once upward ("FOLD OVER"). At this stage, the Tech-Air® logo should be clearly visible on the upper part of the Airbag (11);

2) Neatly insert the folded Airbag (11) into the opening present in the System's shoulder straps.

3) Secure the fastening buttons on the opening and ensure the Airbag (11) is free of wrinkles or creases.

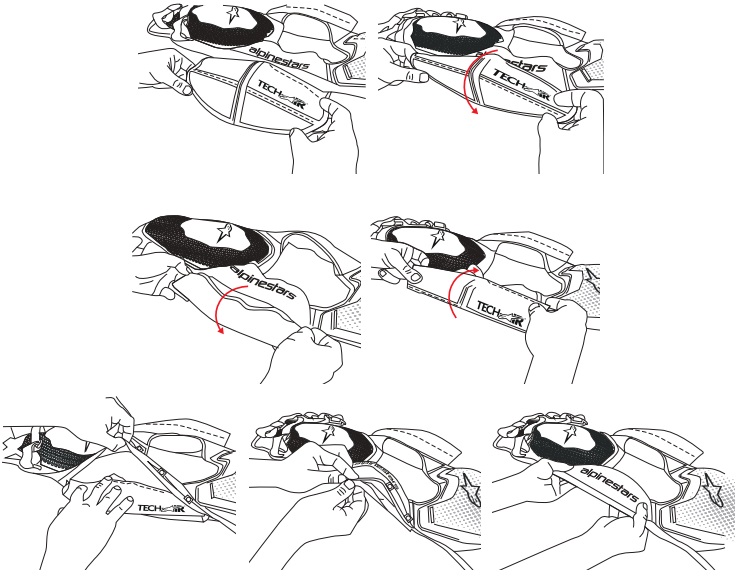


Figure 21: How to fold the airbag of the shoulder area

12.2 Deployment Conditions and Limitations

In general, the following factors may affect the correct deployment of the Airbag (11) in the shoulder area:

1. Airbag not properly folded (refer to the instructions reported in Section 12.1);
2. Position of the arms;
3. Coverage of the shoulder area due to items sitting on top of the shoulder section; that means any garment other than a jersey (i.e. bodywarmer, tight fitting hoody, jacket or backpack);
4. Coverage of the shoulder area due to other external constraints (e.g. contact with an obstacle or with the ground).

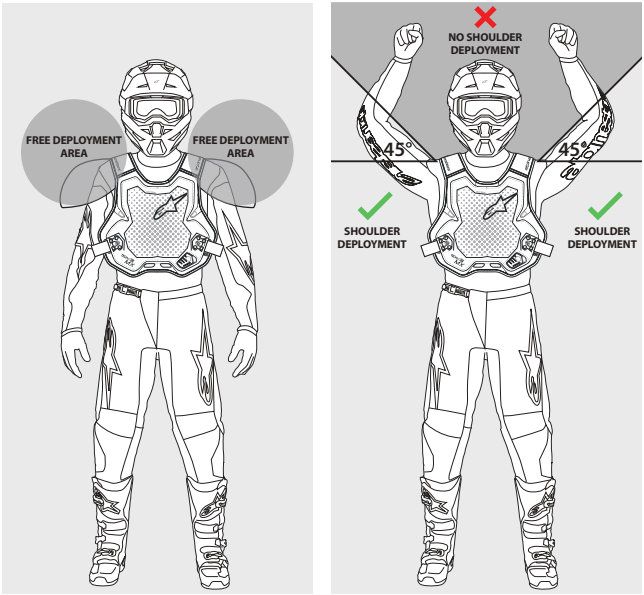


Figure 22: Factors that might influence the airbag deployment on the shoulder area: arms position (left), presence of external constraints (right)

13. Incompatibility with Neck Protectors

IMPORTANT! Neck protectors are not compatible with Airbag Systems, accordingly the Tech-Air® MX System is NOT compatible with the use of Alpinestars' Bionic Neck Support (BNS) nor any other Alpinestars' and/or third party neck protections.

14. Health and Age Restrictions

IMPORTANT! In Europe the Pyrotechnic Directive EU 2013/29 prohibits the sale of pyrotechnic articles to anyone under the age of 18.

WARNING! The System must not be handled by children at any time.

WARNING! In the event of a crash, the inflation of the System will cause sudden pressure across the back and torso. This can cause discomfort and/or pain and/or complications to users in poor health.

WARNING! The System must not be used by persons with a history of heart problems, or other diseases, conditions, afflictions, or illnesses which may weaken the heart.

WARNING! The System must not be used by persons fitted with a pacemaker or other implanted electronic medical devices.

WARNING! The System must not be used by persons with neck or back problems.

WARNING! The System must not be used by women during pregnancy.

WARNING! The System must not be used by women with artificial breast implants.

WARNING! Any body piercings which coincide with the Airbag (11) coverage area should be removed before electing to use the System, as inflation of the Airbag (11) into and against the body piercings may cause discomfort and/or injury.

Allergy Advice

Persons with certain skin allergies to synthetic, rubber or plastic materials, should carefully monitor their skin each time the System is worn. If any irritation of the skin occurs, immediately stop wearing the System and seek medical advice and/or attention.

15. Cleaning, Storage and Transportation

15.1 System Cleaning

SYSTEM (FULLY ASSEMBLED)

After each use, it is recommended that any dirt and flies that may have accumulated on the outer part of the System are removed by wiping down the System Chassis (1) with a damp cloth and drying it afterwards using a towel. Do not use hot water or any other types of cleaners or solvents on the System.

In the event the garment does get wet, allow it to dry naturally, do NOT attempt to wring it out or place it in direct sunlight or next to any direct heat source with a temperature of over 40°C.

SYSTEM CHASSIS (1)

The System Chassis (1) is defined as the Tech-Air® System WITHOUT the Electronic Components (such as Wiring, Sensors, LED Display, Electronic Control Unit etc...), Gas Inflators, Airbag (11).

For proper care of the System Chassis (1), follow the care and washing instructions provided below:

Hand wash 30°C/Do not bleach/Do not tumble dry/Do not iron/Do not dry clean

WARNING! Under NO circumstances should the System (BOTH fully assembled and disassembled) be washed in a washing machine, tumble dried, or ironed. This may cause permanent damage to the System and cause malfunctioning of the System.

Before washing the System Chassis (1), it is necessary to remove the components of the System, including the System's Airbag, Electronic Components and/or other non-washable components of the System.

In order to clean the System, the User MUST follow the steps as described in the Section below.

REMOVAL OF NON-WASHABLE COMPONENTS

Before washing, the User MUST first remove all of the non-washable components, which include: the Airbag (11) and ALL Electronic Components, including the LED Display (3) wiring. This operation can be performed following the steps below:

1. Detach the Airbag (11) - Place the System open on a flat surface with its inner side facing up. Fully unzip the two zippers present in the inner part of the System Chassis (1) to obtain complete access to the underlying Airbag (11). Begin detaching the Airbag (11) from the System Chassis (1) by releasing the four fastening buttons (two on the back area and two on the chest area). Additionally, open the two connection loops located in the collarbone area.

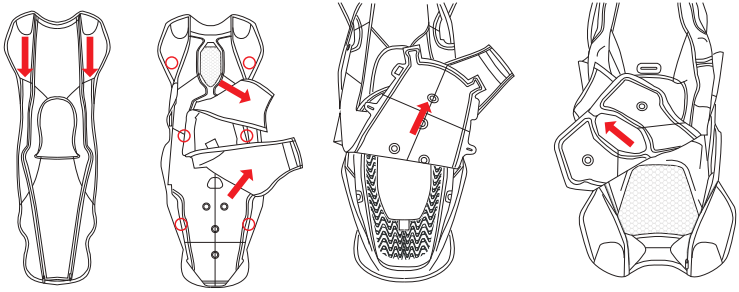


Figure 23: Airbag (11) Detachment

2. Detach the LED Display (3) - Access the compartment on the front of the System Chassis (1), where the LED Display (3) and Activation Sensor are located, by lifting the flap. Remove these components from their housing and pass the entire wiring through the two elastic loops located in the right collarbone area.

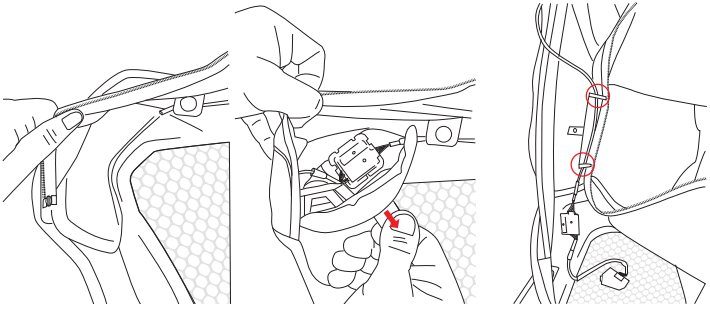


Figure 24: LED Display (3) Detachment

3. Detach the Airbag Control Unit (6) - Finally, access the Airbag Control Unit (6) located on the back of the System Chassis (1) by lifting the flap. Remove the carrier along with all its components, including the Airbag (11) and LED Display (3) wiring.

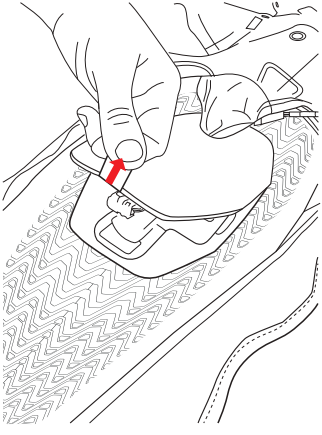


Figure 25: Airbag Control Unit (6) Detachment

Now the System Chassis (1) is independent from all the non-washable components and can be hand washed at 30°C with gentle soap. The System Chassis (1) should NOT be washed with bleach, cleaners, or chemical solvents, and it should NOT be dried in the dryer, nor ironed, nor dry cleaned as reported in the instructions of the User Manual. To dry the System Chassis (1), ONLY use a towel to pat down the protector or allow it to air dry naturally by hanging it up on a hangar or placing it horizontally on a drying rack.

CLEAN THE NON-WASHABLE COMPONENTS

The User can now clean the remaining non-washable components ONLY by HAND-WIPING them with a damp cloth and using water at a temperature of no higher than 30°C – DO NOT submerge the non-washable parts in water. Under NO circumstances should the User put the remaining non-washable components into a washing machine or a dryer. Under NO circumstances should the User completely submerge all the remaining parts in water. The User can ONLY submerge the textile parts and protectors (i.e. System Chassis (1)) in water and soap and cannot use any chemical solvents or cleaners to clean the System. ONLY use

a damp cloth with a small amount of gentle soap applied to the cloth to clean the non-washable components and then dry the non-washable components afterwards using a towel or allow them to air dry naturally.

WARNING! Detach the Airbag (11) ONLY to wash the System Chassis (1). The Airbag (11) is a very critical safety part of the System. Always use extreme caution when handling the Airbag (11). Any scratches, holes, or damage to the Airbag (11) will lead to the System's malfunction, accordingly, if you see any such damage to the Airbag (11) do NOT use the System and send the System to Alpinestars or to an authorized Alpinestars' Tech-Air® Service Center for service.

REASSEMBLY OF THE SYSTEM

After cleaning the washable and non-washable components, the User MUST proceed with the correct reassembly of the System following the instructions below:

1. **Reassemble the Airbag Control Unit (6)** - Reassemble the Airbag Control Unit (6) by repositioning the carrier along with all its components, ensuring the Velcro is securely attached.

2. **Reposition the LED Display (3) Wiring** - Pass the LED Display (3) wiring through the two elastic loops located in the right collarbone area. Reinstall the LED Display (3) and Activation Sensor into their respective housing and close the compartment, ensuring the Velcro is securely closed.

3. **Attach the Airbag (11)** - Proceed by attaching the Airbag (11) to the System Chassis (1) using the four fastening buttons and closing the two connection loops present on the collarbone area. Concerning the section of the Airbag (11) that provides shoulder coverage, fully pass the Airbag (11) through the opening present on the shoulder straps, ensuring the Airbag (11) is completely unfolded outside the System Chassis (1). Make sure that the Airbag (11) is well positioned within the System Chassis (1) and ensure that there are no folds or twisting of the Airbag (11). Close the two zippers present in the inner part of the System Chassis (1).

4. **Fold the Shoulder Airbag (3)** - Fold the Airbag (11) covering the shoulder section according to the instructions printed on the Airbag (11) or by referring to Section 12.1, "Airbag Folding Instructions."

5. **Perform the System Check** - Close the Activation Buckle (2) and make sure that the System turns on correctly, as detailed in Section 6, "System Operation."

15.2 Storage

When not in use, it is highly recommended that the System be stored in its original packaging. They System may be stored flat provided that no heavy or sharp objects are placed on top of it. The System can be easily stored by hanging it up on a hanger. The System should always be stored in a cool, dry place, out of direct sunlight.

The battery of the System slowly self-discharges, even if the System is not turned on, especially if the System is stored in a cold environment. It is thus recommended that even while in storage, the System be periodically recharged. If the System is stored with 50% battery charge, it should be recharged every 3 months. If the System is stored with a full battery charge it can be charged once every 6 months to a charge of 50% or more. It is very important that the System be recharged when in storage to prevent battery drainage and shortening of the battery life.

IMPORTANT! If the battery becomes fully drained, the System may require a longer time to recharge. It is thus recommended that the System be periodically recharged as indicated.

WARNING! Do NOT leave the System in direct sunlight inside a closed car, or otherwise exposed to high temperatures. High temperatures will damage the battery as well as possibly damage the electronic components of the Electronic Control Unit.

WARNING! When storing the System, remember that fastening the Activation Buckle (2) will cause the System to turn on. To prevent this from happening while storing the System, it is essential that the Activation Buckle (2) remains unfastened, in order to prevent accidental activations of the System. Alternatively, the System can be turned off with a long press (~ 5 seconds) of the Display Button (3a). Failure to do so will cause the System to turn on, which will cause the battery to drain. When storing the System remember to check that there are no indicator lights illuminated on the LED Display (3).

WARNING! The System's storage temperature must be between -20°C and +60°C (-4°F to 140°F). Exposure to a temperature lower than -20°C (-4°F) may cause permanent damage to the battery.

15.3 Transportation

When not in use, it is recommended that Users store the System in its original packaging. Users should be aware that the System is classified as a Life-Saving, Self-Inflating Jacket, UN Class 2990; under the European Pyrotechnic Directive (2013/29/EC) the System is certified safe for transportation, including by air. Detailed instructions for its transportation can be found in the Tech-Air® MX System Safety Data Sheet (SDS) available in the Documentation Section of the Tech-Air® App.

The Safety Data Sheet (SDS) can be downloaded using the Tech-Air® App from the App Documents Section.

If the User needs to carry or transport the System personally, they must ensure it is turned off. The System can be turned off by opening the Activation Buckle (2). Alternatively, it can be turned off by keeping the Activation Buckle (2) closed and holding the Display Button (3a) for at least 5 seconds. This will force the System to shut down, and it will remain off until the Activation Buckle (2) is unfastened and then fastened again.

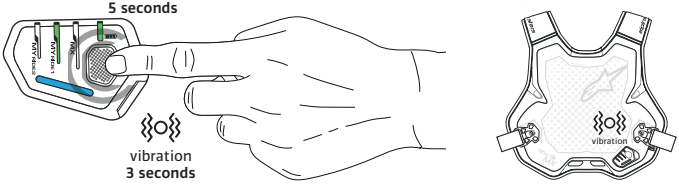


Figure 26: Press the Display Button (3a) for 5 Seconds to Switch off the System (alternative shutdown method)

Tip: The User can also utilize the System shutdown function via the Display Button (3a) in other situations where it may be beneficial, such as during a quick stop or break from riding.

16. Shipping

In the event the System needs to be shipped, the User must ALWAYS put the System into Shipping Mode. To do this, the user must access the Airbag Control Unit (6) by opening the two zippers present inside the System Chassis (1), detaching the Airbag (11) by releasing the two fastening buttons, and lifting the Airbag (11) to access the rear of the Back Protector (4). Using the flap, detach the carrier along with all its components, locate the Shipping Mode Switch (8), and switch it to the OFF position (indicated with the "O" symbol). Shipping Mode will allow the User to ship the System safely and in compliance with applicable transportation regulations. To be able to use the System again you will need to turn the System on to restore the System to normal operation. Simply switch the Shipping Mode Switch (8) back to the ON position.

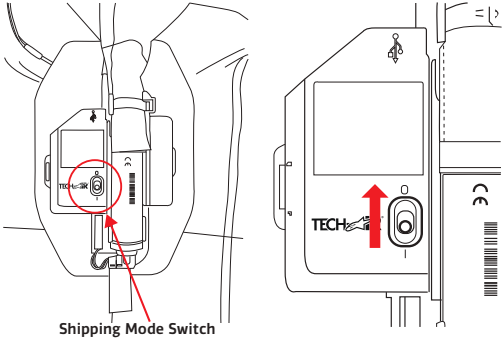


Figure 27: Location of the Shipping Mode Switch (8)

WARNING! Whenever the System experiences a severe impact that could have potentially damaged the internal battery, the battery must be removed from the System before shipment. Therefore, the User must return the System to the nearest authorized Alpinestars Dealer who will proceed to remove the battery from the System before shipping.

Moreover, the User is strongly recommended to download and print a copy of the Safety Data Sheet (SDS) in case they are questioned about the Airbag System by airport staff.

Note: Not all countries permit the import of pyrotechnic devices. Prior to traveling, Users should check with the appropriate authorities of countries through which and to which they will be traveling to determine if the System will be permitted entry or not.

The Safety Data Sheet (SDS) can be downloaded using the Tech-Air® App from the App Documents Section.

17. Actions in the Event of an Accident

17.1 Accident WITH Deployment

Gas Inflator (9) Replacement

Whenever the System deploys, the internal high pressure Gas Inflator (9) must be substituted to allow for the next inflation. This Gas Inflator (9) replacement must be undertaken by an authorized Alpinestars' Dealer and/or Service Center that will check the status of the System and consequently verify if further services are needed.

IMPORTANT! The System does offer the autonomous Gas Inflator (9) replacement ONLY for those Users that are located in the countries authorized for Gas Inflators handling and replacement. For the complete list of the authorized countries, see the Documents Section in the Tech-Air® App. For the complete instructions of the Gas Inflator (9) replacement, refer to the booklet provided with the Gas Inflator Replacement Kit.

Airbag (11) Replacement

The System features an Airbag (11) that, if intact and undamaged, is certified for up to six inflations. After six deployments, the System will need to mandatorily undergo a full service, where besides the Gas Inflator (9), the Airbag (11) will also be replaced. This type of service must be performed by an Authorized Alpinestars' Tech-Air® Service Center.

IMPORTANT! The System records the number of deployments. After six deployments, the System will permanently indicate that the Airbag (11) has reached the maximum number of inflations guaranteed for the Airbag (11) in use, by displaying a yellow light on the LED Display (3). The System will remain in this condition until a full service is performed by an authorized Alpinestars' Tech-Air® Service Center. Continuing to use the System in this condition, without performing any servicing operation, is at the user's own risk and responsibility.

The Tech-Air® App displays a warning indicating that the Airbag (11) needs to be replaced upon the next deployment. In addition, the App displays the warning when, after the System deployment, it is necessary to replace the Airbag (11).

WARNING! Alpinestars STRONGLY RECOMMENDS to perform a System check by an authorized Alpinestars' Service Center after EACH inflation and/or after any events that could have potentially damaged the Airbag (11).

In case of deployment, in a situation where the User believes the System should not have deployed, the System should also be returned to an Alpinestars' Tech-Air® Dealer along with a detailed report of the event (including photos, if possible).

17.2 Accident WITHOUT Deployment

In the case of minor, low energy and/or low speed accidents, such as those involving speeds below those described in Section 3, "Tech-Air® Envelope of Protection," it is likely that the System will not deploy. Nonetheless, a thorough inspection of the System should be made to ensure that there is no significant damage (tears, holes, etc.) which could compromise the functioning of the System.

In case of situations where the User believes that the System should have deployed, feedback can be sent to Alpinestars through the Tech-Air® App and/or given to Alpinestars directly by contacting Tech-Air® Support. If the System is returned to an authorized Alpinestars' Tech-Air® Service Center for an inspection, a detailed description of the event (including photos where possible) must be included.

The User can provide any feedback related to deployment events to Alpinestars through the Tech-Air® App and/or by contacting Tech-Air® Support (see Section 20).

18. Maintenance, Servicing, Lifespan and Disposal

Garments with electronically activated Airbags are critical safety systems which must be maintained in good working order to ensure their correct function. If not, they may not function properly or at all.

18.1 Maintenance

Prior to each use, the User should conduct a check of the System, looking for any signs of wear (loose threads, holes, marks) or damage to the System in all its parts (Airbag included). If any signs of wear are found, the System should be further inspected by an authorized Alpinestars' Tech-Air® Service Center.

18.2 Servicing

Alpinestars recommends that the System be routinely inspected at least every 2 years or after 500 hours of functioning, whichever comes first, by Alpinestars or an authorized Alpinestars' Tech-Air® Service Center. During the inspection service, the Airbag (11) and the unit's components will be examined. Inspection can be requested directly at an Alpinestars' Tech-Air® Dealer. The following work is undertaken as part of the routine service:

• All components are removed from the System and the System Chassis (1) is washed.
• The diagnostics of the Electronic Control Unit are checked (and firmware upgraded, if applicable).
• The expiration date of the high pressure Gas Inflator (9) is checked, and if needed the Gas Inflator (9) is/are replaced.
• The Airbag (11) is inspected for any signs of wear and/or damage.
• The System is reassembled into the System Chassis (1) and checked for proper functionality.

Tip: Two years or 500 hours of functioning is the maximum recommended period between inspections.

WARNING! If no service or recharge operation has been conducted after two years or 500 hours of functioning from the purchase date, there is the possibility that the System will not function inside the Envelope of Protection.

WARNING! There are NO User serviceable parts inside the System. Under no circumstances should users attempt to open, service, disassemble or modify the System. Do not remove or change the internal battery. Any and all work performed on the System must be done by Alpinestars or an authorized Alpinestars' Tech-Air® Service Center. Severe injury or damage may result otherwise.

18.3 Lifespan and Disposal

The materials and components used by Alpinestars in the System are selected to maximize durability.

Properly caring for, including regularly servicing and updating of your System, will help ensure the longest possible lifespan.

Over time, similar to any product, the System has a limited lifespan as it is subjected to natural degradation and the breakdown of materials and components. Factors such as usage, wear and tear, improper care, incorrect storage and environmental conditions can all affect the System's longevity.

To ensure safety and maintain product integrity and performance, Alpinestars strongly recommends replacing your System 10 years after its first use.

As written in this manual, before each use, ALWAYS check the System for any damage to any part of the product. Regardless of the age of the product, do not use any product if you notice any damage.

18.4 Disposal of the System at the End of Its Life Span

18.4.1 Deployed System

IMPORTANT! The System contains electronic components, accordingly, at the end of its working life, the System must be disposed of following the European Directive 2012/19/EU requirements. The symbol of the crossed bin displayed on the System indicates the electronic parts of the System which, at the end of its life span, must be separately disposed of from other waste, for appropriate waste processing and recycling. The User must therefore take the Electronic Control Unit, Charging Cable (7) and all other electronic parts marked with the crossed bin, to those sites designated for the disposal of electrical and electronic waste or return the System to an Alpinestars' Tech-Air® Dealer for disposal in accordance with the local waste requirements.

Disposing of the System in accordance with local waste regulations ensures proper and environmentally-friendly recycling, processing, and disposal of the System. This helps prevent the release of harmful substances and minimizes any negative effects on the environment and health, while promoting the reuse and recycling of the materials used in the System.

Unauthorized disposal of the System by the user may result in fines, as per current law. We encourage you to check the relevant legislation and the guidelines provided by public services in your area.

Tip: To check if your System has deployed, turn on the System and look at the indications on the LED Display (3) of the System (see Section 8) or check the System status using the Tech- Air® App (see Section 10).

18.4.2 Undeployed System

WARNING! An undeployed System still contains live pyrotechnic charges and thus, must NOT be disposed of in household waste or incinerated.

An undeployed System must be returned to an Alpinestars' Tech-Air® Dealer for subsequent return to Alpinestars who will handle the disposal. This service is free of charge.

19. Troubleshooting

Problem	Possible Cause	Possible Solutions
LED Display (3) does not switch on when Activation Buckle (2) is fastened	System battery fully discharged	Recharge battery (see Section 7) and check the light indication on the LED Display (3) during the recharge. If the battery is very low, the System may not activate the LED Display (3), until a proper charge level has been reached.
	Activation Buckle (2) not correctly fastened	Check the correct positioning of the Activation Buckle (2).
SOLID YELLOW LED on the LED Display (3)	Airbag (11) must be replaced	If the same Airbag (11) has reached the maximum number of inflations guaranteed for the System, the solid yellow LED will appear on the LED Display (3) even after the replacement of the Gas Inflator (9). In this case, the Airbag (11) itself must be replaced and the System reactivated by an Authorized Tech-Air® Service Center.
SOLID RED LED on the LED Display (3)	Gas Inflator (9) empty	After the deployment, the Gas Inflator (9) must be replaced. Until such replacing, the System will not work even though the battery is charged and the LED Display (3) will show the red light until the Gas Inflator (9) is replaced.
	System Error	If Gas Inflator (9) is not empty (double check this using the Tech-Air® App), The System may have an internal error. Contact an Authorized Alpinestars' Tech-Air® Service Center to check the System.
Blinking RED Battery Level LED (3d)	Battery Low	Remaining battery level is lower than 4 hours. Recharge the battery as soon as possible as reported in Section 7.

20. Tech-Air® Support

If users have any questions or require further information, they can contact the Tech-Air® Dealer where the System was purchased or reach out to Alpinestars directly:

E-mail: techairsupport@alpinestars.com

Tel: +39 0423 5286 (ask for Tech-Air® Support)

21. Certification Information

The Tech-Air® 5 PLASMA System is manufactured by:

Alpinestars S.p.A

5, Viale E. Fermi

Asolo (TV) 31011 Italy

And it is covered by a number of certifications.

Personal Protective Equipment

The Tech-Air® MX System and all the included protective parts are classified as Category II certified PPE (Personal Protective Equipment) under European Regulation (UE) 2016/425. This product is in compliance with the corresponding UK legislation (Regulation 2016/425).

The EU examination was conducted by:

Notified Body #2008 CERTOTTICA S.C.R.L. Z.I. Villanova 32013 - Longarone (BL) Italy

For each PPE included in the Tech-Air® MX System and itself, the notified bodies and certifications information contained in the product markings are reported in Annex I of this manual.

EU Declaration of Conformity & UKCA Declaration of Conformity

The EU Declaration of Conformity of this PPE can be downloaded at:

eudeclaration.alpinestars.com

The UK Declaration of Conformity of this PPE can be downloaded at:

ukdeclaration.alpinestars.com

Inflatable Impact Protector with Electronic Activation

Certification of the Tech-Air® MX System as a motorcyclist inflatable protector has been achieved considering the following standard:

"EN 1621-4:2013 Motorcyclists' protective clothing against mechanical impact – Part 4: Motorcyclists' inflatable protectors – Requirements and test methods."

Any characteristics of the Device that could not be evaluated through the standard mentioned above were analyzed in consultation with the Notified Body.

All requirements and test methods used for device verification can be found in the document:

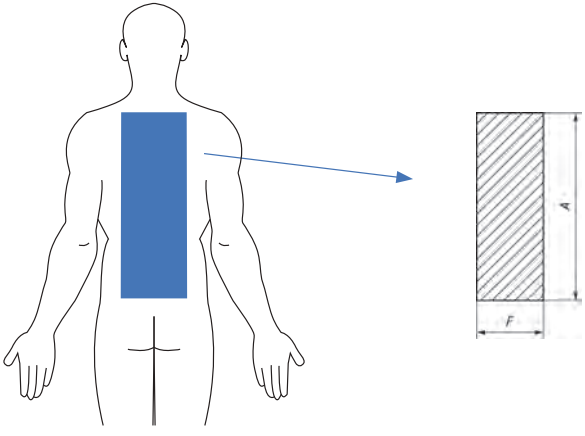
"Certottica's technical disciplinary for inflatable protectors with electronic activation" (according to the Revision number reported on the declaration of conformity).

The following table summarizes and explains the performance level reported on the product marking as an inflatable impact protector:

Tested Area	Standard Used for tests method applied in tests	Temperature	Force Transmitted with Impact Energy of 50 Joule Value Average/ Maximum	Level Level 1 requirements: average value ≤ 4.5kN; No impact above 6kN Level 2 requirements: average value ≤ 2.5kN; No impacts above 3kN
Central Back	EN 1621-4:2018	23°C	Average ≤ 4.5kN Peak ≤ 6kN	Level 1

Please note that the Level 1 requirement for each tested area is only guaranteed in combination with the passive Back Protector included in the Tech-Air® MX System.

Description of Full Back Protected Area:



Dimensions					
A	B	C	D	E	F
72 %	29 %	44 %	29 %	32 %	25 %

NOTE: All dimensions refer to the waist to shoulder length (100%) of the biggest user

Sizing & Fitting Information Related to the Inflatable Protector Integrated in the System

The table below lists the sizes of the System, the chest, waist and outer arm lengths, and a suggested person height to assist with the selection.

SIZE	S		M		L		XL		XXL	
A. CHEST (CM)	89	94.5	94.5	100	100	105.5	105.5	111	111	116.5
C. WAIST (CM)	75	81	81	87	87	92	92	97	97	102
D. HIP (CM)	90	95.5	95.5	101	101	106.5	106.5	112	112	117.5
E. THIGH (CM)	53	55.5	55.5	58	58	60.5	60.5	63	63	65.5
F. INNER LEG (CM)	77	79	80	82	83	85	86	88	89	91
G. OUTER ARM (CM)	54.5	56.5	57.5	59	60	62	63	65	66	68
H. HEIGHT (CM)	169	174	175	179	180	184	185	189	190	194
A. CHEST (IN)	35	37 1/4	37 1/4	39 3/8	39 3/8	41 1/2	41 1/2	43 3/4	43 3/4	45 7/8
C. WAIST (IN)	29 1/2	31 7/8	31 7/8	34 1/4	34 1/4	36 1/4	36 1/4	38 1/4	38 1/4	40 1/8
D. HIP (IN)	35 3/8	37 5/8	37 5/8	39 3/4	39 3/4	41 7/8	41 7/8	44 1/8	44 1/8	46 1/4
E. THIGH (IN)	20 3/4	21 7/8	21 7/8	22 7/8	22 7/8	23 7/8	23 7/8	24 3/4	24 3/4	25 3/4
F. INNER LEG (IN)	30 1/4	31 1/8	31 1/2	32 5/8	32 5/8	33 2/4	33 7/8	34 5/8	35	35 7/8
G. OUTER ARM (IN)	21 1/2	22 1/4	22 5/8	23 5/8	23 5/8	24 3/8	24 3/4	25 5/8	26	26 3/4
H. HEIGHT (IN)	66 1/2	68 1/2	68 7/8	70 1/2	70 7/8	72 1/2	72 7/8	74 3/8	74 3/4	76 3/8

BODY MEASUREMENT LOCATIONS

A. Chest
Measure around the fullest part, under the armpits, keeping the tape horizontal.

C. Waist
Measure around the natural waistline, inline with the navel, keeping the tape horizontal.

D. Hip
Measure around the fullest part of your hips, about 20cm below waistline, keeping the tape horizontal.

E. Thigh
Measure around the thigh just below the crotch, keeping the tape horizontal.

F. Inner Leg
Stand against a wall, ask someone else to measure from the crotch to the bottom of your leg.

G. Outer Arm
Measure from shoulder (Humerus) to wrist.

H. Height
Stand against a wall, ask someone else to measure from the floor to the top of your head, keeping the tape vertical.

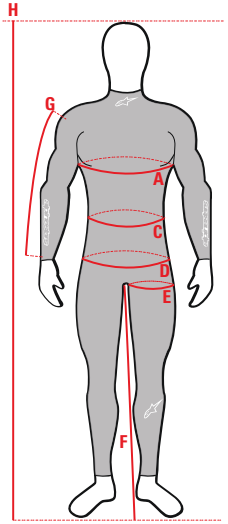


Figure: Body Measurement Locations

Motorcyclists' Protective Clothing against Mechanical Impact

Part 2: Motorcyclists' Back Protectors

The Tech-Air® MX System, is equipped with a non-removable passive Back Protector that provides protection to the back area even if the System should not deploy. This Back Protector is certified as a Personal Protective Equipment (PPE) Category II, under the Regulation EU 2016/425, according to the EN 1621-2:2014 Standard. This product is in compliance with the corresponding UK legislation (Regulation 2016/425 on personal protective equipment as it applies in Great Britain).

The following information will help you to understand which type of passive Back Protector (among different types of Back Protectors) is installed inside your Tech-Air® MX System.

Figure below illustrates the three different types of Back Protectors contained in this new standard. These are:

a) Full Back Protector, which provides protection to the central back and scapulae

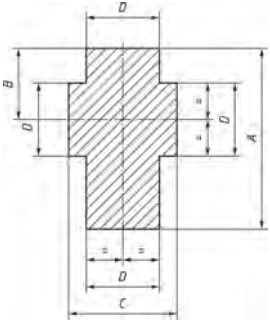
b) Central Back Protector, which provides protection to the central back

c) Lower Back Protector, which provides protection to the lumbar area only

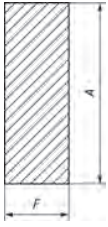
EN 1621-2:2014 provides two performance levels of protection: Level 1 and Level 2.

Level 1 protectors have a lower performance protection level, however, they are more lightweight. Level 2 protectors have superior performance protection level; however, they may be thicker and heavier.

You should choose protectors which provide the best performance level of protection suitable for the type of riding you will do.



a) Full back protector



b) Central back protector

c) Lower back protector

Dimensions in Figure					
A	B	C	D	E	F
72 %	29 %	44 %	29 %	32 %	25 %
NOTE All dimensions refer to the waist to shoulder length (100 %) of the biggest user.					

Figure: Protector Types and their Respective Certified Protective Areas (Zones of Protection).

WARNING! Central Back Protector does not provide scapulae protection.

WARNING! Lumbar protector does not provide protection to the upper back.

WARNING! Users should be aware that no Back Protector will provide complete protection against spinal injury and no guarantees, warranties (express or implied) are made regarding the protector's ability to avoid risk of spinal injury.

The protector integrated into the System is a Level 1 passive Central Back Protector.

The following Table summarizes and explains the performance level reported on the product marking as a passive impact protector:

Tested Area	Standard Used for Tests method applied in tests	Temperature	Force Transmitted with Impact Energy of 50 Joule Value Average/ Maximum	**Level** Level 1 requirements: average value ≤ 18kN; No impact above 24kN Level 2 requirements: average value ≤ 9kN; No impacts above 12kN
Central Back	EN 1621-2:2014	23°	Average ≤ 18kN Peak ≤ 24kN	Level 1

WARNING! Always before any use, check the Back Protector for any damage to any part of it. Regardless of the age, do not use the System if you notice any damage and/or degradation of the Back Protector.

WARNING! Any contamination, alteration of the Back Protector or improper use can dangerously reduce the performance of the Back Protector.

Sizing & Fitting Information Related to the Back Protector Integrated onto the System

Back protectors certified to EN 1621-2:2014 are sized by 'Waist to Shoulder length,' as this gives the best representation of back length. Waist-to-shoulder length is the length measured on the back from the waistline to the junction of the shoulder to the neck at the highest point, as shown in the protective equipment pictogram.

The System is equipped with an integrated Back Protector that should not be removed from the Airbag Vest and should not be modified.

The size of the Back Protector has been selected by Alpinestars based on the sizing and function of the System. Notwithstanding, one single size Back Protector cannot fit all body dimensions (height and shape). Accordingly, when selecting the System, check that the System's integrated Back Protector is correctly fitting. A correctly fitting Back Protector must not be touching your neck when you tilt your head backwards. If the Back Protector of the System touches your neck when you tilt your head backwards, this is a sign that the Back Protector of the System is too big and may interfere with the helmet, resulting in a dangerous riding condition. If this is the case, the System is unsuitable for you and must not be used by you.

The following Table explains and summarizes the passive Back Protectors' sizes already installed in your vest:

System Size	International Size MAN	User's Waist to Shoulder length
S	42-44	43cm (16.9") to 48cm (18.9")
M	46-48	43cm (16.9") to 48cm (18.9")
L	50-52	43cm (16.9") to 48cm (18.9")
XL	54-56	48cm (18.9") to 51cm (20.1")
2XL	58-60	48cm (18.9") to 51cm (20.1")

Part 3: Motorcyclists' chest protectors

The Tech-Air® MX System is equipped with a non-removable passive chest protector that provides protection to the upper chest including the sternum even if the System should not deploy. This chest protector is certified as Personal Protective Equipment Category II, under the Regulation EU 2016/425, according to the EN 1621-3:2018 standard. This product is in compliance also under the corresponding UK legislation (Regulation 2016/425 on personal protective equipment as it applies in GB).

The following information will help you to understand which type of passive chest protector (among different types of chest protectors) is installed inside your Tech-Air® MX System.

This standard permits two different kinds of Chest Protectors:

a) Full Chest (C) Protector, which is a single piece chest protector. This provides protection to the upper chest including the sternum.

b) Divided Chest (DC) Protector, which is a two-piece chest protector. This provides protection to the upper chest only.

The increased coverage of a Full Chest Protector may provide greater protection compared to a Divided Chest Protector.

Research published by the European funded APROSYS study has shown that the distribution of an impact load over the chest is of greater importance than the amount of energy absorbed by a chest protector. As such EN 1621-3:2018 provides for two levels of protection, Level 1 and Level 2. Level 2 protectors have been subjected to a force distribution test, as a result these protectors will be more rigid than Level 1 protectors.

The protector integrated into the System is a Level 1 passive full chest protector.

The following Table summarizes and explains the performance level reported on the product marking as a passive impact protector:

Tested Area	Standard Used for Tests method applied in tests	Temperature	Force Transmitted (impact test)	**Level** Impact force Level 1 and 2 Average value ≤ 18kN Peak value ≤ 24kN Distribution force only Level 2 Average value ≤ 15kN Peak value ≤ 20kN
Full Chest	EN 1621-3:2018	23°	Average ≤ 18kN Peak ≤ 24kN	Level 1

WARNING! The divided chest protector should not be used in a garment which allows a gap greater than 40 mm between the two halves.

WARNING! Always before any use, check the chest protector for any damage to any part of it. Regardless of the age, do not use the System if you notice any damage and/or degradation of the chest protector.

WARNING! Users should be aware that no chest protector will provide complete protection against injury and no guarantees, warranties (express or implied) are made regarding this chest protector's ability to avoid risk injury.

Sizing & fitting information regarding the chest protector integrated onto the System

Chest Protectors are available in two different sizes, Type A or Type B. Type B Chest Protectors are larger than Type A Chest Protectors. In the case of the Tech-Air® MX System the chest protector type that better fits with the chosen size is selected by Alpinestars, and in no way removable from the airbag garment. A properly fitted Chest Protector should not inhibit your mobility and allow your body to follow the movement of your specific riding style. If the Chest Protector is too large, it will move away from your

body providing discomfort whilst riding and limiting the effectiveness of wearing a Chest Protector. If the Chest Protector is too small, it will move inside the protector pocket(s) not ensuring a sufficient protection of your chest area. Check that the Tech-Air® MX System and its integrated chest protector is positioned correctly on the upper portion of your chest and not stomach. The chest protector should not be so wide so as to affect your arm movements when in your normal riding posture.

The following table explains and summarize passive chest protector sizes already installed in your System:

System Size	International Size MAN	Chest protector size
S	42-44	Type A
M	46-48	Type A
L	50-52	Type A
XL	54-56	Type B
2XL	58-60	Type B

Motorcyclists' Protective Clothing against Mechanical Impact General Information

CARE & STORAGE

The protectors can be cleaned with a damp cloth and soapy water. Do not submerge the protectors in water. Never clean the protectors with strong cleaning agents or solvents, as these could weaken the materials or damage the integrity of the protectors. Care must be taken to avoid bending the protectors, particularly during storage. Store the protectors in a dry, ventilated area away from direct heat sources, including direct sunlight. Do not place heavy objects on top of the protectors. Extract the protectors from the garment to facilitate cleaning. Make sure that all of the removable protectors have been reinserted into the garment before riding with the garment again. DO NOT USE the garment if the removable protectors have not been reinserted into the garment or are missing. Using the garment without the removable protectors will render the CE and UKCA certification invalid and moreover provide no protection against impacts.

WARNING! Remember that for sensible motorcycling the full body must be protected and as such the protector should be worn with correctly CE and UKCA certified and fitting motorcycle clothing, boots, gloves, and a homologated helmet.

MAINTENANCE

The protectors should be periodically inspected for wear and tear. Depending on the location of the protectors in the garment, this may require that the protectors be removed from the garment first. If the protectors are degraded, cracked, chipped, or delaminated then the protector must be replaced. The protectors should also be replaced if they have been subject to a severe impact, particularly if the plastic has lightened in color at the impact point. In lesser impacts the protectors should be checked by an authorized Alpinestars' Dealer before further use. A protector should only be used if it is in perfect condition with no visible damage. Under no circumstances attempt to repair, alter, or modify the protector, this includes the application of paints, stickers or dyes which will compromise the material integrity of the protector.

LIFESPAN

The materials used by Alpinestars in its products are selected to maximize durability. Properly caring for your Alpinestars products will also help ensure the longest possible lifespan. Notwithstanding, all products have a limited lifespan and are subject to degradation and natural breakdown of materials in the long term, through factors such as use, wear and tear caused by your riding style, accidents, abrasions, how well you care for your product, and storage and/or common environmental conditions - all of which effects the practical lifespan of products.

Protectors having plastic parts have a limited lifespan due to stresses of riding and/or the elements such as heat or sun light exposures.

For safety issues and to ensure that the above factors have not reduced the integrity or product performance levels, Alpinestars strongly recommends to refer to the System's regular maintenance recommendations.
As written in this User Manual, always before any use, check the product for any damage to any parts of the product. Regardless of the age of the product, do not use any product if you notice any damage, cracking, deformity and/or the inside padding is deteriorating or if the product no longer fits correctly or is lacking its structural integrity.

DISPOSAL
At the end of its life the product must be disposed of in accordance with local refuse regulations. There are no hazardous materials used in the manufacture of the product.

ALLERGY ADVICE
Persons who have skin allergies to synthetic, rubber or plastic materials, should carefully monitor their skin each time the product is used. In the event any irritation of the skin occurs, immediately stop using the product, and seek medical advice.

LIMITATIONS ON USE
This product is for use ONLY while motorcycling and will ONLY provide limited protection against impacts in the event of an accident or fall.

WARNING! Users should be aware that no product (including protector/s) will provide complete protection against injury and no guarantees, warranties (express or implied) are made regarding the product's (including protector/s) ability to avoid risk injury.

WARNING! Users should be aware that different environmental conditions including high or low temperatures can influence the characteristics of the protector and may reduce the performance of the protector, even if the T+ and/or T- are present in the pictogram.

Pyrotechnic Articles

The Tech-Air® MX System contains one pyrotechnically activated cold Gas Inflator and the whole item is considered as an "AIRBAG MODULE" Category P1 under EU Directive 2013/29. As such, a EU Type Examination (Module B) has been conducted on the design of the System. An EU Type Examination and Audit (Module E) has been conducted on the Manufacturing Site of the System.

The EU Type Examination and Audit have been conducted by Notified Body #0080, Ineris, Parc Technologique ALATA BP2, Verneuil-en-Halatte, 60550, France.

The CE label on Tech-Air® MX System reports the relevant information regarding the pyrotechnic certification:

Code of INERIS, the Notified Body that provides pyrotechnic certification

Certification Code:
- 0080: Code of the Notified Body (INERIS)
- P1: Category of the Pyrotechnic article contained in the System
- 15.0023: Unique code of the certification

Electromagnetic Stability

The Electronic Unit of the System has been tested according to different regulations for electronic and radio devices.

FCC compliance Statement:

The System has been tested and found to comply with the limits for a Class B digital device, pursuant to Part 15 of the FCC Rules. These limits are designed to provide reasonable protection against harmful interference in a residential installation. This equipment generates, uses, and can radiate radio frequency energy and, if not installed and used in accordance with the instructions, may cause harmful interference to radio communications. However, there is no guarantee that interference will not occur in a particular installation. If this equipment does cause harmful interference to radio or television reception, which can be determined by turning the equipment off and on, the User is encouraged to try to correct the interference by one or more of the following measures:

• Reorient or relocate the receiving antenna.

• Increase the separation between the equipment and receiver.

• Connect the equipment to an outlet on a circuit different from that to which the receiver is connected.

• Consult the dealer or an experienced radio/TV technician for help.

WARNING! Changes or modifications not expressly approved by Alpinestars could void the User's authority to operate the equipment. (Part. 15.21).

FCC ID: YCP – STM32WB5M001

Canadian Compliance Statement:

This equipment has been tested and found to comply with the limits for a Class B digital device, pursuant to RSS-210 of the IC Rules. These limits are designed to provide reasonable protection against harmful interference in a residential installation. This equipment generates, uses and can radiate radio frequency energy and, if not installed and used in accordance with the instructions, may cause harmful interference to radio communications. However, there is no guarantee that interference will not occur in a particular installation. If this equipment does cause harmful interference to radio or television reception, which can be determined by turning the equipment off and on, the User is encouraged to try to correct the interference by one or more of the following measures:

• Reorient or relocate the receiving antenna.

• Increase the separation between the equipment and receiver.

• Connect the equipment to an outlet on a circuit different from that to which the receiver is connected.

• Consult the dealer or an experienced radio/TV technician for help.

WARNING! Changes or modifications not expressly approved by the party responsible for compliance could void the User's authority to operate the equipment. (RSS-210)

IC: 8976A-STM32WB5M01

EU compliance Statement:

The System contains a Bluetooth Low Energy Radio Module, with the following characteristics:

Frequency Band	2402÷2480 Mhz
Rated Output Power	0.00313 Watts

Alpinestars S.p.A. hereby declares that this wireless device is in compliance with the Directive 2014/53/EU. A copy of the EU Declaration of Conformity is available at: **eudeclaration.alpinestars.com**

22. WARNING - Important Information for Users!

The System is an active safety protection system that is different from normal motorcycle clothing and as a result requires additional care and precautions. You must read and understand this User Manual fully before using the System, as well as pay close attention to the following warnings:

• The System can only provide a limited amount of protection in an accident or event. As such, there always remains a possibility that a serious or fatal injury could occur even when using the System.

• Certain types of movement could be interpreted as a crash by the System and cause a deployment though no crash has occurred.

• The System has been designed to deploy in crashes above a minimum energy threshold. This is to prevent wasteful use of the charges in situations where protection typically would not be needed. Thus, in low speed/low energy crashes it is likely and reasonable that the System will not deploy.

• The System must only be used for motorcycle off-road riding. This System is NOT to be used for any other purpose, motorcycle-related or otherwise. This includes: Street Riding, Road Race Track, Flat-Track, Drag Racing, Speedway, Supermoto, and Sidecarcross, performing stunts and any type of no motorcycling activity. Wearing the System during any non-intended activity (with the unit switched on) may cause the System to deploy and cause injury or death to you or others and may cause damage to property. Alpinestars does not accept any claims for malfunctions of the System used outside the environments for which its use is intended.

• There are NO User serviceable parts inside the System, except for the Gas Inflator (9) that can be replaced ONLY by Users that are located in the countries authorized for Gas Inflator (9) handling and replacement. For the complete list of the authorized countries, see the Documents Section in the Tech-Air® App. Under no circumstances should Users attempt to open, service, disassemble or modify the System. Any and all work performed on the System must be done by an authorized Alpinestars' Tech-Air® Dealer or Service Center. Severe injury or damage may result otherwise.

• When not in use and being stored or transported the System must be turned off by keeping the Activation Buckle (2) unfastened.

• When shipped by air or by road, the System must be turned off and put into Shipping Mode, as reported in Section 16.

• Prior to each use, the System should be inspected for any signs of wear or damage. Additionally, when turned on, the LED Display (3) must be checked. In the event of a System Fault (denoted by the System Status LED (3b) showing a red LED or the absence of any indicators), Users should stop using the System immediately and refer to the User manual.

• Prior to each use, the Activation Buckle (2) has to be properly fastened when the System is worn and the System Status LED (3b) light has to be blue.

• Whenever the LED Display (3) gives a low battery indication, the System MUST be recharged as soon as possible.

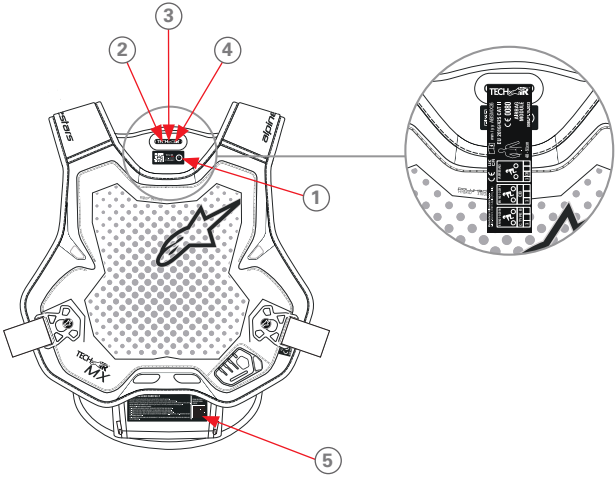
• The System must never be machine washed, submerged in water, tumble dried or ironed, or dry cleaned, except for the sole washable components as described in Section 15.

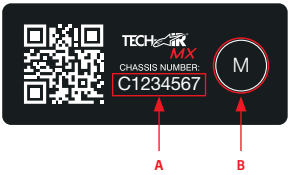
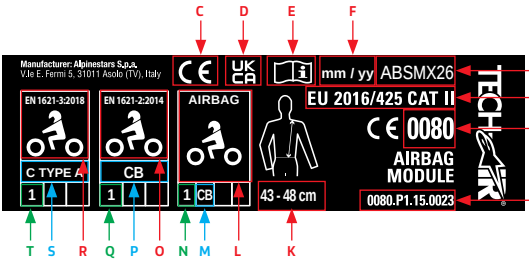
• After the deployment, the System must be returned to the Alpinestars' Tech-Air® Dealer or Service Center which can arrange for the System to be recharged. Gas Inflators (9) can be replaced ONLY by Users that are located in the countries authorized for Gas Inflators (9) handling and replacement. For the complete list of the authorized countries, see the Documents Section in the Tech-Air® App.

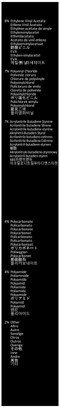
• Even if the System has not been used, or the Airbag (11) has never fired, it is important that the System be serviced at least once every two years or 500 hours of functioning, whichever comes first. This can be arranged through an Alpinestars' Tech-Air® Dealer or directly by an Alpinestars' Tech-Air® Service Center.

• Without any additional notice, Alpinestars reserves all rights to, from time to time, update the software and/or the electronic components of the System. Accordingly, it is important that Users register their System and pair it within the Tech-Air® App to be able to receive important software updates, and to receive instant notifications/push messages about the availability and releases of new software updates. Users must always ensure via the App that the System is running the most up-to-date software available. On first purchase of the System, check that your System has the latest software installed. Simply access the Tech-Air® App, go to Settings/Software, and ensure the System is running the latest version of the software. For more information and User Instructions, see the Settings/Documents areas in the App.

ANNEX Examples of markings in accordance with the various standards and the EU regulations



1	 TECH-AIR MX CHASSIS NUMBER: C1234567 M A B
2	 C D E F Manufacturer: Alpinestars S.p.a. V.le E. Fermi 5, 31011 Asolo (TV), Italy UK CA mm / yy ABSMX26 EN 1621-3:2018 EN 1621-2:2014 AIRBAG EU 2016/425 CAT II 0080 C TYPE A CB AIRBAG MODULE 43 - 48 cm 0080.P1.15.0023 G H I J T S R Q P O N M L K
3	 OA 0000000 DATE: DD/MM/YYYY alpinestars 5, Viale Fermi, Asolo (TV) 31011, Italy Phone: +39 0423 5286 alpinestars@alpinestars.com Designed and Developed in Italy Manufactured in Italy Fatto in Italia Fabriqué en Italie Hergestellt in Italien Hecho en Italia Feito na Itália Gemaakt in Italië イタリア製 Wyprodukowano we Włoszech Framställ i Italien 意大利制造 이탈리아 제조 WARNING To maintain the System Chassis, refer to the instruction located in the User Manual

4	 
5	**WARNING READ CAREFULLY** User must read and understand the users manual before using this garment. Warning on airbag gas inflator! Handle with care as gas inflator contain compressed gas. Before handling or replacing the gas inflator read user manual and gas inflator instruction leaflet for safety advice. DO NOT SWITCH ON AIRBAG VEST unless the gas inflator is correctly connected to the airbag vest. IMPORTANT - USER SHOULD BE AWARE: 01. GARMENT AND AIRBAG CAN NOT GUARANTEE PROTECTION FROM INJURY. 02. AIRBAG VEST MAY REDUCE INJURIES TO SHOULDERS, BACK AND CHEST. 03. AIRBAG VEST MUST ONLY BE INSPECTED/SERVICED BY TRAINED PERSONNEL. 04. AIRBAG VEST MUST ALWAYS BE CHECKED AFTER ANY INCIDENT (I.E. CRASH, FAIL, ETC.) WHETHER OR NOT THE AIRBAG DEPLOYED. 05. ALPINESTARS DISCLAIMS ANY RESPONSIBILITY FOR INJURIES INCURRED WHILE WEARING OR USING ANY OF ITS PRODUCTS. SCAN QR CODE FOR INSTRUCTIONAL VIDEOS

1	QR Code, Chassis Number and Size Label
2	CE Marking Label
3	OA Name, Production Date and Made In Label
4	Composition and Care Label
5	Generic Warning Label
A	Chassis Number
B	System Size
C	CE Marking
D	UKCA Marking
E	Refers to User Manual
F	Month (mm) and Year (yy) of Production
G	Airbag Module Identification Code
H	This product is certified as a Category II Personal Protective Equipment under European Regulation 2016/425
I	Notified Body #0080, Ineris, Parc Technologique ALATA BP2, Verneuil-en-Halatte, 60550, France
J	Pyrotechnic Certification code
K	Waist to Shoulder Measurement
L	Indicates that an Inflatable Protector is installed
M	Area of the body the protector is designed to protect
N	Indicated the overall level of protection achieved
O	Indicates that a Back Protector is installed
P	Area of the body the protector is designed to protect
Q	Indicated the overall level of protection achieved
R	Indicates that a Chest Protector is installed
S	Area of the body the protector is designed to protect
T	Indicated the overall level of protection achieved