

HELMETS ARE TOO HARD

At Kali Protectives, we believe all helmets (including our own) are overbuilt. They are designed to meet regulations written to protect a rider from a worst-case scenario crash, such as a skull fracture. In the case of CPSC, that means a helmet must transfer less than 300g's to the head. That doesn't take into account for mild traumatic brain injuries (mTBI), such as concussions.

However, studies show we can experience a concussion at much lower g-forces (less than 100g), or even lower if rotational torque forces are involved. In fact, 80% of bicycle crashes occur at or below 100g's.

So, why aren't helmets softer? That's due to the testing regulations and materials. Although EPS foam can be made to be very soft, in order to pass these regulations, the helmet foam density and shell rigidity have to be increased (made harder) to withstand those really big hits. The trade-off is that the helmet is then too hard to address the small hits.



LOW DENSITY LAYER
SOFTER FOR SAFETY



SOFTER FOR SAFETY

At Kali Protectives, we design our helmets to use the softest EPS foam possible and still pass the testing standards. But even then, our helmets are still too hard and do nothing to address rotational impact forces.

Our **Low Density Layer (LDL)** padding system addresses both low-g and rotational impact forces by placing soft gel pads throughout the interior of the helmet. These specially designed viscoelastic gel pads are softer than EPS and can compress and shear in all directions. As a result, they **reduce rotational impact forces by 25% and low-g linear impact forces by 30%**.

By combining our Composite Fusion in-molded shells with our soft LDL gel padding, our helmets are designed to address a wider range of impacts.



LDL - LOW DENSITY LAYER
Rotational and low-g impact protection



MAYA 2.0



ALPINE



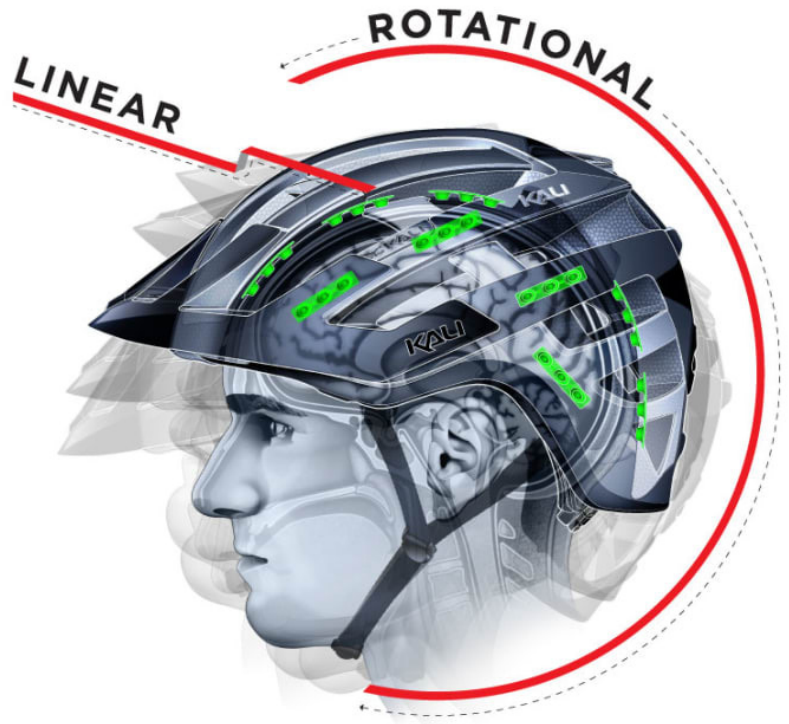
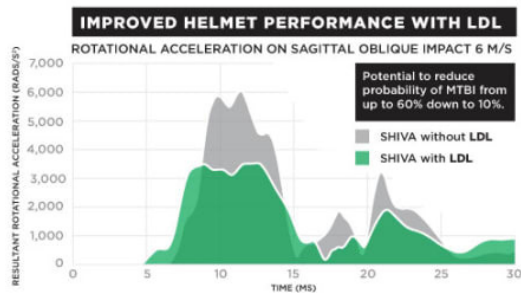
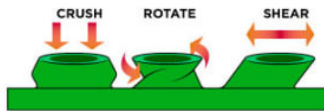
LDL - LOW DENSITY LAYER

Rotational and low-g impact protection

HOW IT WORKS

The soft LDL gel pads compress and shear in all directions to reduce rotational and low-g linear impact forces transferred to the brain.

25% less ROTATIONAL impact forces
30% less LOW-G LINEAR impact forces



LDL EQUIPPED HELMETS

Full Face

- Shiva 2.0 Carbon
- Shiva 2.0
- Alpine

Mountain

- Interceptor
- Maya 2.0
- Alchemy

Road

- Tava
- Therapy

OUT IN FRONT. ALWAYS EVOLVING.

Our strength as a company is safety innovation. That means trying new materials and processes whenever possible to deliver the best protection to our riders.

Nano Fusion is an advanced material and in-molding process that allows us to make a thinner and lighter helmet.



NANO FUSION
THE NEXT GENERATION



WHAT IS IT?

Nano Fusion is an advanced material and in-molding process that allows us to make a thinner and lighter helmet.

It consists of in-molded multi-density EPS with carbon nanotube infused acrylic self-healing foam.

This allows us to make a smaller and lighter helmet that can manage a wider range of impacts.

TODAY...

Nano Fusion is a material and manufacturing process we are still learning about and developing. But it shows great performance numbers in the lab, so we will continue our testing and integrate it into more helmets in the future.



NANO FUSION
The Next Generation



INTERCEPTOR



SHIVA 2.0

For now, Nano Fusion is used in the Shiva 2.0 as well as the Interceptor and Tava helmets pictured here. Without Nano Fusion, these helmets would not be possible to make and be certified as safe for use.



TOMORROW...

Will a Nano helmet be your last? EPS foam is a common material used to make helmets, but it makes them one-and-done helmets that need to be replaced after an impact.

With further development, we believe Nano Fusion will make it possible to make a truly multi-impact helmet that can be used and crashed again and again without any loss of performance or protection.

Discover other motorcycle helmets on our website.