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VAT tax number: GB 357631384

The UK Declaration of Conformity for this  
product be found: [www.oggie76.co.uk](http://www.oggie76.co.uk)



## USER MANUAL INFORMATION



**NOT TO BE REMOVED EXCEPT BY CONSUMER**



Company Name: OGGIE 76 UK LTD  
Address: 91 Court Rd, Balsall Heath, Birmingham B12 9LQ UK

MODEL / CODE: OGGIE JEANS

PERFORMANCE CLASSIFICATION: EN17092-3:2020.  
Models covered by this information: OGGIE JEANS

These product are an item of Motorcyclists' Personal Protective Equipment (PPE). This product conforms to the technical specification "EN 17092-3:2020 – Protective garments for motorcycle riders" which has been deemed to satisfy the Basic Health and Safety requirements of the Personal protective equipment regulation 2016/425 (as retained in UK law and amended). EU type examination has been conducted for UKCA Certification by Approved body SATRA Technology Centre, Wyndham Way, Kettering, Northamptonshire NN16 8SD Approved body number: 0321

PRODUCT REFERENCE	COLOUR	CLASS	DESCRIPTION
OGGIE PLAIN RIDER	BLACK, BLUE, GREY	AA EN 17092-3:2020	MOTORCYCLE MENS AND
OGGIE WRINKLE RIDER	BLACK, BLUE, GREY	AA EN 17092-3:2020	WOMENS JEANS STRETCH
OGGIE JEGGING RIDER	BLACK, BLUE, GREY	AA EN 17092-3:2020	DENIM 12.50 OZ % LINED
OGGIE JOGGERS RIDER	BLACK, BLUE, GREY	AA EN 17092-3:2020	KEVLAR MAIN BODY
OGGIE CARGO RIDER	BLACK, BLUE, GREY	AA EN 17092-3:2020	MATERIAL 65% COTTON
			33% POLYESTER 2% ELASTANE MAIN BODY LINING: 3/4 LINED KEVALR AND MESH 100% POLYESTER PROTECTOR POCKET-1000% FIXTURES, METAL ZIPPER METAL BUTTON TOUCH AND CLOSE TAPE, IMPACT PROTECTOR WINNER PART 791 KNEE WINNER PART 700 HIP

The official pictogram denotes the overall classification achieved by the garment and number and year

OGGIE JEANS	PRODUCT CODE
	MANUFACTURER
	INTENDED FOR MOTORCYCLE USE
AA	CLASSIFICATION ACHIEVED BY THE GARMENTS
AA EN 17092-3:2020	NUMBER AND YEAR OF STANDARD
	UK CONFORMITY MARKING
	READ INSTRUCTION BEFORE USE

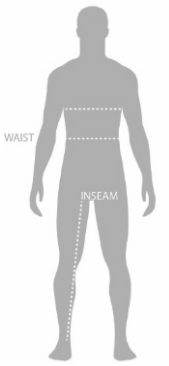
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Performance levels defined in EN 17092-1:2020Provisional European Standard EN 17092-1:2020 defines five classifications of motorcyclists' clothing these are

- EN 17092-2:2020 – Class AAA garments. The highest level of protection, against the highest level of risks. Some common examples are: one-piece or two-piece suits. These garments are likely to have severe and limiting ergonomic, weight and thermal penalties, which some riders will not find acceptable for their specific riding activities.
- EN 17092-3:2020 – Class AA garments. The second highest level of protection, against the risks of the greatest diversity of riding activities. Some common examples are: garments designed to be worn by themselves or to be worn over other clothing. These garments are expected to have lowered ergonomic and weight penalties than Class AAA garments and some riders will not find these penalties acceptable for their specific riding activities.
- EN 17092-4:2020 – Class A garments. The third highest level of protection. Some common examples are: garments, designed to be worn by them self or to be worn over other clothing by riders in extremely hot environments. Class A garments are expected to have the least ergonomic and weight penalties.
- EN 17092-5:2020 – Class B garments. This class is for specialized garments, designed to provide the equivalent abrasion protection of Class A garments but without the inclusion of impact protectors. Class B garments do not offer impact protection and it is recommended that they be worn with, at least, EN 1621-1 shoulder and elbow impact protectors, in the case of a jacket, or EN 1621-1 knee impact protectors, in the case of trousers, in order to offer complete minimum protection. Some common examples are modular garments suitable to be combined with other garments providing impact protection

### OGGIE MENS MOTORBIKE JEANS SIZE CHART

SIZE IN INCH	28	30	32	34	36	38	40	42	44	46
SIZE IN CM	75	77	82	87	92	97	102	107	112	117
INSEAM IN INCH/CM	30/76	30/76	30/76	30/76	30/76	30/76	30/76	30/76	30/76	30/76
INSEAM IN INCH/CM	32/81	32/81	32/81	32/81	32/81	32/81	32/81	32/81	32/81	32/81
INSEAM IN INCH/CM	34/86	34/86	34/86	34/86	34/86	34/86	34/86	34/86	34/86	34/86



#### WAIST

Measure around natural waistline, keeping the tape a bit loose.

#### INSEAM

Measure from top of inside leg at crotch to ankle bone.

List of main components of the garment

Stretch comfort.

- Dynamic level 1UKCA knee protectors (EN 1621-1:2012).
- Dynamic level 1UKCA hip protectors (EN 1621-1:2012).
- Lightweight, single layer.
- Triple needle stitched, fully felled seat.
- Durable twill pocketing.
- Riveted pockets.
- Ultra secure belt loops.
- Reinforced lined yoke.
- Lined back pockets.

#### CLEANING AND MAINTENANCE INFORMATION



Note: Always remove fitted impact protectors before cleaning and refit, following the instructions provided above, after the garment has been allowed to dry.

- We recommend washing on low temperatures (30°C), without a spin cycle – preferably hand wash, using minimal amounts of a neutral soap.
- We recommend caring for each of your favourite garments as indicated.
- While the trousers are still wet following washing, simply stretch them out and hang them up to dry.
- Always remove fitted impact protectors before cleaning and refit, following the instructions provided above, after the garment has been allowed to dry.

#### USE WITH ADDITIONAL PERSONAL PROTECTIVE EQUIPMENT

To achieve the maximum available levels of protection in the event of an accident, this garment should be used in conjunction with compatible, correctly fitting items of PPE which give coverage to areas of the body not protected by this garment alone - i.e.: a total PPE package should be used, comprising helmet, gloves, boots; and jacket & trousers or one-piece/two-piece suit. This garment is designed to be worn with the following, additional PPE:

- Motorcycle safety helmet, with fitted or separate eye protection (relevant standards include: DOT, ECE 22.05 and Snell M2000).
- Jacket or trouser made from leather or other materials with equivalent properties (relevant standards include EN 17092 Parts 1 – 6 :2020, the French Protocol and EN 13595).

- EN 17092-6:2020 – Class C garments. This class is for specialized non-shell garments, designed only to hold one or more impact protectors in place, either as an undergarment or as an over-garment. Class C garments are designed to provide impact protection for areas covered by the impact protector(s) and they do not offer complete minimum impact protection. Class C garments are designed to offer supplemental impact protection only. It is intended that class C garments be worn in combination with Class AAA /AA/A or B to enhance the protection Class AAA /AA/A or B. Some common examples are: modular garments suitable to be combined with other garments providing impact and abrasion protection or only abrasion protection.
- However, always remember that no item of PPE can provide full protection and care must always be taken while carrying out the risk - related activity.

The official pictogram (see examples) denotes the overall classification achieved by the garment and number and year of the standard.

#### Construction of this product

This garment is constructed from materials which are abrasion, tear and burst resistant. No substances known to be harmful to human health have been used in the construction of this garment.

Protection provided by this garment

This clothing is designed to combat the hazards encountered during normal riding on a motorcycle and when the rider is involved in a road traffic accident. The clothing is designed and constructed so that it should remain in place on the wearer, and reasonably intact on impact with the road surface; thus it should usually prevent any skin contact with the road and therefore minimise mechanical impact injuries to the rider. This clothing cannot provide protection from more serious injuries, although it may assist in reducing the severity of some injuries.

Hazards against which some protection is provided

- Reduction in the severity of contusions and fractures, with the prevention of some fractures and joint damage.
- Prevention of most laceration and abrasion injuries that occur when a rider slides on the road surface after falling off.
- Reduction in the severity (or prevention) of muscle stripping and degloving injuries.
- Likely prevention of contamination of open fractures by road dirt.

Hazards against which this garment cannot provide protection

- Massive penetrating injuries on parts of the body.
- High energy impacts on the chest or abdomen, and severe bending forces such as when the torso impacts may be against soft or hard ground, or objects such as trees, vehicles, posts or rails

It is advised that separate jackets and trousers should have sufficient overlap, when the wearer is in the riding position.

- Gloves made of leather or material with equivalent properties, worn inside or outside the cuff of the garment and extending from the wrist joint up the wearer's arms for a distance of not less than 50mm (relevant standard: EN 13594).

- boots: to EN 13634 made of leather or material with equivalent properties, worn inside or outside garment providing protection to the lower limbs and feet.

#### USE IN ADVERSE CLIMATIC CONDITIONS

In conditions of cold and/or wet weather, it's advised that this garment be worn with the following items:

- A thin under garment of insulating material affording protection from cold weather for the wearer;
- For conspicuity in conditions of reduced visibility, where high visibility materials and components are not an integral part of the garment; additional high-visibility clothing or accessories (relevant standards include: EN ISO 20471, EN175353).

#### IMPORTANT NOTICES

- This item of motorcyclists' PPE will only provide the maximum available levels of protection when the recommended standard fitment impact protectors (see "IMPACT PROTECTORS") are fitted and positioned in accordance with the instructions provided. The JEANS must not be worn when riding a motorcycle without the impact protectors fitted. If replacing the impact protectors fitted to your garment, only use the same models of protectors which are fitted as standard.
- The main closures and restraint mechanisms of this garment should always be securely fastened when in use whilst riding a motorcycle or this garment's ability to provide protection in the event of an accident may be severely reduced. Never ride with main closures open during hot weather.
- If the environmental conditions render this garment excessively and distractingly uncomfortable, a more appropriate protective garment should be worn whilst riding, or other methods of reducing the effects of heat stress employed. Further advice can be obtained from the manufacturer or supplier.
- It is advised that solid objects should not be stored in the pockets of this garment whilst the user is riding a motorcycle, as in the event of an accident such objects may cause injury.
- The manufacturer shall be absolved of all liability arising from injury, howsoever caused, where the garment or its components have been modified, replaced or removed.

- Severe bending, crushing and torsional forces which occur if the leg becomes trapped between the motorcycle and another vehicle.
- Strikes against stationary objects.

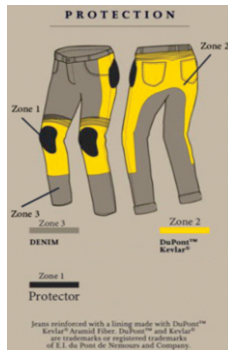
Whilst certain types and levels of accident protection can be provided by clothing, protection against all hazards is impossible.

Note: The degree of risk or hazard that a motorcyclist will face is closely linked to the type of riding and the nature of the accident. Riders are cautioned to carefully choose motorcyclists' protective garments that match their riding activity and risks. Other garments or garment combinations certified according to the series of standards EN17092 Parts 1 – 6:2020 may provide more appropriate protection than this garment but there may be weight or ergonomic (e.g. range of motion restrictions) or heat stress penalties associated with their use, that may be unacceptable for some riders. So far as possible, design and construction to prevent road impact injury takes precedence over other requirements, unless this would, in itself, lead to an increased risk of an accident.

#### GARMENTS RISKS CATEGORY ZONES

The performance requirement, to assign protection class, are base von specific performance requirement for "risk category zones" of the garment, which are define according to the likelihood that the area will be subject to mechanical stress, in the event of an accident. There are three zones as follows:

- Zone 1: high risk of damage e.g. impact abrasion, and tearing
- Zone 2: moderate risk of damage e.g. abrasion and tearing
- Zone 3: low risk of damage e.g. gear tearing



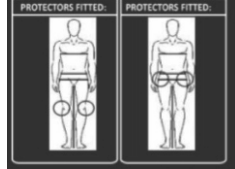
#### Using this garment for the first time

In order to benefit fully from the protection offered by these garments, you should ensure that it fits according to the following criteria:

- That the main closures are securely fastened and garments covers all the required body parts while carrying on normal riding movements. A greater movement may expose skin to abrasion in an accident. If it is not possible to obtain a secure fit, an alternative size of garments may be required.
- That no discomfort is caused by the garments when in the normal, usual riding position adopted by the wearer, and that you are able to easily reach and operate the controls of your motorcycle. (Please note, however, that you should allow at least XX hours of regular wear for the jeans to "break in" and become fully comfortable, and this should be taken into account when first assessing the fit of your motorcyclists' PPE.)
- There should not be additional, excessive surplus of material - the garment fitting snugly yet comfortably over the clothing normally chosen for wear under motorcycling PPE. This would normally be one or two thin, insulating or perspiration-wicking layers as required.

#### IMPACT PROTECTORS

Protector are fitted with WINNER PROCTOR LEVEL 1 including hip and knee EN 1621-1:2012



Protectors	Name /code
Fitted back Protectors	X
Fitted chest protectors	X
Fitted Shoulder Protectors	X
Fitted Elbow protectors	X
Fitted knee protectors	PART 791 EK
Fitted hip protectors	PART 700 HIP

Impact protectors should be sited over the areas they are designed to protect, as follows:

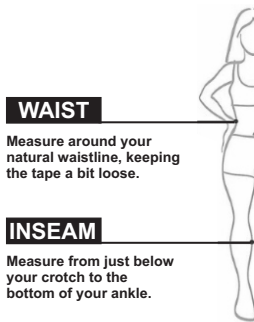
- BACK: Back protectors should be placed symmetrically in the centre of the back when positioned correctly the wider coverage which covers the centre of the back and runs in the direction of the length of the back.
- CHEST: Chest protectors should be placed symmetrically in the centre of the chest. Insert into the lining pocket and secure the fastening.
- SHOULDER: Symmetrically on the shoulder bone. Ensure the pad is high enough to cover the top of the Shoulder bone. Insert into the lining pocket with the convex face outwards and secure the fastening.
- ELBOW: Symmetrically placed on the Elbow to the outside of the arm, Insert into the lining pocket and use the Velcro fastening to secure the protector in the most comfortable position when riding the motorcycle.
- HIP: Symmetrically on the hip bone. Ensure the pad is high enough to cover the top of the hip bone. Insert into the lining pocket with the convex face outwards and secure the fastening.

KNEE & SHIN: symmetrically placed on the knee and the shin bone, or biased slightly to the outside of the leg, from about 10 cm above the knee to as close to the ankle as it is practical to wear the protector with a boot. Insert into the lining pocket and use the Velcro fastening to secure the protector

- Please refer also to the instructions for use supplied by the impact protector manufacturer. Only impact protectors conforming to the requirements of EN 1621-1:2012 or/ and EN 1621-2:2014 should be used. Note: impact protectors must be removed when the garment is cleaned, to prevent damage to the impact foam's structure.

SIZE RANGE  
Marked sizes

#### OGGIE WOMENS MOTORBIKE JEANS SIZE CHART



SIZE IN INCH	26/06	28/08	30/10	32/12	34/14	36/16	38/18	40/20	42/22	44/24
SIZE IN CM	68	72	76	80	84	88	92	96	100	104
INSEAM IN INCH/CM	29/74	29/74	29/74	29/74	29/74	29/74	29/74	29/74	29/74	29/74
INSEAM IN INCH/CM	31/79	31/79	31/79	31/79	31/79	31/79	31/79	31/79	31/79	31/79
INSEAM IN INCH/CM	33/84	33/84	33/84	33/84	33/84	33/84	33/84	33/84	33/84	33/84

### OGGUE Motorbike Jeans



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Birmingham B12 9LQ



SATRA Technology Centre,  
Wyndham Way, Kettering,  
Northamptonshire NN16 8 SD  
Approved body number: 0321  
UK

I can confirm that this information will be used in garments with pictogram



3D Hi-Tech Denim Jeans Stitching



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