



USER INFORMATION

Protective footwear for motorcycle riders

EN 13634:2017 · PPE CATEGORY II



Read before you ride. Keep this booklet for as long as you own the shoes.

YOUR SHOES ARE PROTECTIVE EQUIPMENT

If the label inside your Clan shoes shows the CE mark and the motorcyclist pictogram, they are personal protective equipment (PPE), **Category II**, under **Regulation (EU) 2016/425**. An independent notified body has examined the model against **EN 13634:2017**, the European standard for motorcycle riders' protective footwear.

WHAT THEY ARE FOR

Riding a motorcycle or scooter on the road. In a fall or collision they are designed to reduce injury to the foot and ankle from:

- sliding along the road surface (abrasion)
- sharp edges striking the shoe (cuts)
- the foot being crushed sideways, for example under the motorcycle
- blows to the ankle bone, where your label shows **IPA**

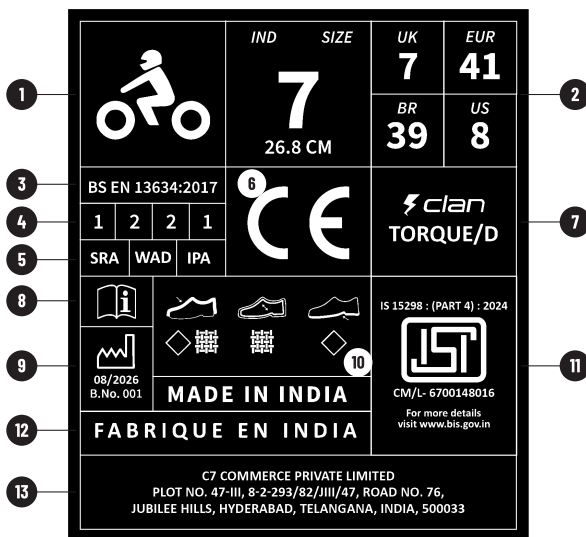
They are built so that you can still work the gear lever and brake, and walk normally.

WHAT THEY CANNOT DO

No footwear protects against every injury. These shoes do not protect the shin or leg. They do not protect against twisting or bending of the ankle, or against severe crushing. They are not designed for racing, track days or off-road competition, or for any use other than motorcycling. Always wear them with a helmet and proper riding gear. Other protective equipment, such as shin protectors, can be worn with them.

READING YOUR LABEL

The label inside each shoe tells you exactly what your pair was tested for. The numbers here match the list on the next page.



Example: Torque/D, size 7. Your label shows your own model, size, numbers and letters.

WHAT EACH MARKING MEANS

- 1 Motorcyclist pictogram.** Footwear tested for motorcycle riding.
- 2 Size.** Indian, UK, European, Brazilian and US size, and foot length in cm.
- 3 Standard.** BS EN 13634:2017 is the British edition of EN 13634:2017.
- 4 Four numbers.** Performance levels. See page 5.
- 5 Letters.** Extra tests the model has passed. See page 6.
- 6 CE mark.** The model meets Regulation (EU) 2016/425.
- 7 Brand and model code.** Quote the model code if you contact us.
- 8 Open book.** Read these instructions.
- 9 Month and year of manufacture,** and batch number.
- 10 Materials** of the upper, lining and sole. Hide = leather, grid = textile, diamond = other materials.
- 11 BIS Standard Mark,** Indian Standard IS 15298 (Part 4) and licence number.
- 12 Country of origin.**
- 13 Manufacturer's name and address.**

THE FOUR NUMBERS

Under the standard are four numbers. Each one is a separate test result, always in the same order. They are not a score and are never added together.



Example: ankle height. Level 2 abrasion. Level 2 cut. Level 1 rigidity.

	TEST	LEVEL 1 NEEDS	LEVEL 2 NEEDS
1	Height of the upper	Ankle-height shoe or short boot	Tall boot that also covers the shin
2	Impact abrasion Time the upper survives sliding	Area A: 1.5 s Area B: 5 s	Area A: 2.5 s Area B: 12 s
3	Impact cut How far a falling blade gets in	Area A: 25 mm max Area B: 25 mm max	Area A: 25 mm max Area B: 15 mm max
4	Transverse rigidity Force to crush the sole sideways	1.0 kN or more	1.5 kN or more

Area B is the toe, sides and heel, the parts most likely to hit the road. Area A is the rest of the upper.

LEVEL 1 OR LEVEL 2

Level 1 is the pass level of the standard. **Level 2** is a higher requirement in that test. A riding shoe made for daily use and walking will usually show a mix of 1s and 2s. A race boot may reach 2 in every test and is heavier and stiffer because of it. Choose footwear that suits the riding you do.

THE LETTERS

Letters show extra tests your model has passed. A code is printed only if the model passed that test. A missing code means that test is not part of your shoe's certification. It does not mean the shoe failed.

IPA	Ankle impact protection. In the test, less than 5 kN of force reaches the ankle bone.
IPS	Shin impact protection.
WR	Resistance of the whole shoe to water getting in.
FO	Outsole resistance to fuel and oil.
SRA	Slip resistance on ceramic tile wet with soapy water. Grip coefficient 0.28 or more on the heel, 0.32 or more flat.
SRB	Slip resistance on steel with glycerine.
SRC	Both SRA and SRB.
B	The upper lets water vapour (sweat) escape.
WAD	The insole and insock absorb at least 70 mg/cm ² of moisture and release at least 80 % of it.

GOOD TO KNOW

WATERPROOF IS NOT THE SAME AS WR

Some Clan models have a waterproof membrane. That is a product feature. Unless **WR** is printed on your label, waterproofing is not part of the CE certification. WAD is about the insole, not about keeping rain out.

ABOUT GRIP

New soles reach full grip after a few days of use. Grip reduces as the sole wears. No sole prevents slipping on every surface. Take care on oil, wet paint, metal covers and loose gravel.

THE INSOCK STAYS IN

The shoes were tested with the insock (the removable insole) in place. Always wear them with it fitted. Replace it only with a comparable insock supplied by Clan. A different insock can change the fit and the protection.

NO CHANGES

Do not alter the shoes or remove any protector. An altered shoe is no longer the certified product.

GET THE FIT RIGHT

Protection depends on fit. A shoe that is too loose or too tight restricts movement and does not protect as it should. A loose shoe can come off in a crash.

- Try both shoes on with your riding socks. Never wear them without socks.
- Your heel should be held firmly. Your toes should be free to move.
- Ankle protectors, where fitted, should sit over your ankle bones.
- Sit on your motorcycle. Check that you can work the gear lever and rear brake freely.
- If the size is wrong, do not ride in them. Exchange them.

PUTTING THEM ON AND TAKING THEM OFF

Always undo the laces fully first. Seat your heel, lace firmly from the bottom up and fasten the strap, where fitted. Tuck the lace ends under the lace keeper and press the heel pull-tab flat, so that nothing can catch on the footpeg, lever or chain.

BEFORE EVERY RIDE

Thirty seconds. Damaged footwear does not give full protection.

- 1 Uppers**
No deep cuts, tears or deformation. Stitching intact.
- 2 Soles**
Bonded to the upper all the way round. Tread not worn smooth.
- 3 Laces and strap**
Intact and fastened.
- 4 Lace ends and pull-tab**
Tucked away, clear of the footpeg and lever.
- 5 Insock**
In place.

Replace the shoes after a crash, or if the upper or sole is damaged, deformed or badly worn. A shoe that has taken a hard impact may not protect you a second time. If in doubt, ask us before you ride in them.

CLEANING AND STORAGE

CLEANING

Clean them regularly. Brush off dry dirt. Wipe with a soft cloth or sponge and clean water, or a mild footwear cleaner. Test any cleaner on a hidden area first. Never use caustic or corrosive cleaners, solvents, petrol or bleach. Do not use a washing machine, a pressure washer or hard brushes. They damage the materials and the bonding.

DRYING

Let wet shoes dry slowly in the air at room temperature, before you store them. If they are soaked, stuff them with paper. Never dry them on a heater, with a hair dryer or in strong direct sun. Heat weakens the adhesive and hardens the upper.

STORAGE AND TRANSPORT

Store them clean, dry and fastened, in a ventilated place away from extremes of temperature and from sunlight. Do not seal them in plastic for long periods. Do not store them under heavy items or against sharp objects. The original box is suitable for storage and transport.

PRODUCT LIFE

HOW LONG THEY LAST

Stored in normal conditions of temperature and humidity, the footwear is obsolete **10 years after the date of manufacture** shown on the label. In use, life depends on how and where you ride and how you care for them. Check them before every ride. Replace them as soon as they are worn, damaged or have been in a crash.

REPAIR AND PARTS

Damaged footwear does not give full protection and should be replaced, not repaired. Replace laces with the same length and type. Protectors cannot be replaced by the user.

DISPOSAL

Dispose of worn-out shoes with dry household waste, following local rules. Do not burn them.

IMPORTANT

Motorcycling carries a risk of serious injury and death. Protective footwear reduces the severity of some injuries. It cannot prevent all of them. Know your motorcycle and its limits, ride within your ability, follow traffic rules, and wear a helmet and proper riding gear on every ride.

CONFORMITY

STANDARD

EN 13634:2017, Protective footwear for motorcycle riders. Requirements and test methods.

REGULATION

Regulation (EU) 2016/425 on personal protective equipment. Category II. EU type-examination, Module B.

NOTIFIED BODY

SGS Fimko Oy, notified body No. 0598
Takomotie 8, FI-00380 Helsinki, Finland

DECLARATION OF CONFORMITY

clanshoes.com/doc

Find your model code on the label, then open the declaration for that model.



MANUFACTURER

C7 Commerce Private Limited
Plot No. 47-III, 8-2-293/82/JIII/47, Road No. 76, Jubilee Hills,
Hyderabad, Telangana 500033, India

CONTACT

hello@clanshoes.com · WhatsApp +91 91609 16045 ·
www.clanshoes.com

Made in India. Where the shoe carries the BIS Standard Mark: IS 15298 (Part 4):2024. For BIS certification details please visit www.bis.gov.in