



# Scorpion EXO-R2000 helmet

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**SCORPION'S EXO-R2000 REPRESENTS** a stellar value in a crowded field of midline helmets with some unique features that many higher priced lids don't offer. Chief among them is a set of air inflatable, quick release cheek pads, dubbed "Airfit." The pads can be rapidly inflated via a large red air pump button and instantaneously deflated via a release valve, all located in the chin protector as shown in Figure 1. The end result is a truly individual fit which is extremely easy to adjust, even with gloves on. Also as shown in Figure 1, bright red emergency release straps on the underside of the helmet allow first responders to quickly detach the cheek pads, reducing the chances of neck injury during helmet removal.

The rest of the interior is quite plush for a helmet in this price range. The KwickWick II anti-microbial liner is soft and luxurious, and the crown, cheek pads, and neck roll are all easily removed for washing. A removable "aero skirt" is also included

to effectively block wind from blowing up into the chin area for more comfortable cold weather riding.

The exterior is equally functional. The shell itself is constructed of a five layer fiberglass/aramid/organic poly-resin fiber blend and is aerodynamically styled. The paint on my test model was rich and glossy, complementing the superb overall fit and finish. Two face shields are included (clear and dark tint,) both of which are scratch resistant, 100% UV blocking, and anti-fog coated. Shield replacement is straightforward via Scorpion's "Ellip-Tec" ratcheting setup, which allows quick swaps without tools. The shield's sealing when closed was excellent, with no air or water leakage detected. Upmarket details, like the lightweight titanium D-rings, add to the deluxe feel.

Out on the road, the EXO-R2000 shined in everyday use. Weighing in at only 3.5 pounds, it was well balanced with minimal buffeting, first-rate visibility, and outstanding comfort after many hours in the saddle. The lipped neck roll and removable chin skirt combined to admirably reduce ambient noise levels. Notably, ventilation is among the best I've ever tested, with six glove-actuated intake ports in front and 10 exhaust ports out back. Most of the airflow is channeled over the crown, providing very effective cooling on those scorching summer runs. A three-position face shield lever allows the rider to leave



the shield unlocked, lock the shield completely closed, or lock it in a semi-open position for even more air flow. As the miles piled on, I was completely sold on the Airfit cheek pads, which allow a degree of fitment fine tuning that elevated comfort beyond the norm. Very convenient!

The EXO-R2000 meets both DOT and Snell requirements - 2015 production meets M2015, and all prior production meets M2010. It has indeed proven itself in GP crashes (Alvaro Bautista's brutal highside at the 2014 Moto GP Indianapolis Practice, [www.streetfire.net/video/alvaro-bautista-big-crash-2014-moto-gp-indianapolis-practice\\_2464425.htm](http://www.streetfire.net/video/alvaro-bautista-big-crash-2014-moto-gp-indianapolis-practice_2464425.htm), for example.) At this price point, the Scorpion delivers the features, comfort, and functional performance of far costlier lids, and should definitely be on everyone's short list for consideration.

Scorpion EXO-R2000 Helmet

Price: \$369.95 to \$429.95 (depending on color)

Colors: 4 solid and 6 graphics colors are available

Sizes: XS-XXL

[www.scorpionusa.com](http://www.scorpionusa.com)

