When we last tested modular helmets (October 2010), we applied a precise testing procedure to the growing class of flip-face helmets. Since then, the modular style has continued to grow in popularity and manufacturers have greatly increased their technology and features. Of course, these improvements come at a cost, so we decided to test the latest modular designs from a variety of new and established brands to help you decide the best helmet for your needs and budget.

Modular helmets are popular thanks to several unique abilities. With the face portion open, the chin straps can be pulled apart to give more clearance for the ears, and it’s usually not necessary to remove your glasses beforehand, eliminating the chance they will be scratched or broken as you gear up. With the chinbar lifted, it’s also easier to communicate, and getting a chance to cool down while fueling up is a blessing. If you already wear a modular, we don’t have to convince you, but if you haven’t tried one, perhaps you’ll consider the possibility after seeing some of the new features the class has to offer.

As scientifically as possible, we aimed to identify characteristics that separate the great helmets from the good and the good from the merely adequate. However, this time we did not directly test wind noise. While our previous testing protocol seemed careful enough, even light winds wildly altered the results, even with the meter set for slow response or with the sound of the ambient engine noise subtracted from the measurements. In every case, we saw over 90 dB even at relatively modest speeds (80 dB is considered the threshold to avoid hearing loss over time), so the only logical conclusion is that no helmet is quiet enough to wear without earplugs. With earplugs, all were adequately quiet, and we’ve now applied a more subjective score for each helmet.

Weight is very important for comfort and safety, and is often a major factor in pricing, as lightweight shell materials aren’t cheap. But a heavy helmet is a constant source of stress on the neck. Modular helmets are already heavier than standard full-face helmets (which tend to average around 3 lbs. 8 oz.). Our previous test of modular helmets revealed an average weight of 4 lbs. 1.6 oz. Fortunately, this group only averages 3 lbs. 15.1 oz. If you suffer occasional neck issues, or are prone to problems, the helmet’s weight is something to seriously consider.

Eyeport viewing angles don’t get sufficient consideration in most helmet reviews, and many helmets seem to be designed for a rider sitting fully upright. A great deal of the pain that comes from assuming a sporty riding position is focused in the neck area. If you can’t simply lift your eyes upward but must bend your neck back in order to see forward, you’re not going to enjoy riding very far. If this describes your situation, pay close attention to these numbers. While this point still escapes some helmet manufacturers, Nolan, for one, obviously listened.

Our aerodynamic ratings are based primarily on frontal area. Aerodynamic drag simply multiplies air resistance by the drag coefficient by the frontal area by the velocity squared. If helmets have roughly the same shape, air resistance should be directly related to helmet size. As our subjective riding impressions of wind resistance mirrored our frontal area measurements, this method appears realistic. Because drag rises with the square of velocity, those of you who enjoy wide open spaces and elevated speeds should pay special attention to these ratings. For instance, the difference between the smallest and largest helmets is over 20%, and that’s a difference your neck will feel.

Water sealing is another overlooked factor in many reviews. With the helmet closed up, we simply sprayed water at the visor’s top seal. If the seal holds over the full length
of the visor, we give it 10 points (a full five dots). If it leaks only at the far sides, where the front and side seals meet, we give it a 6. If it leaked in the middle, where it would badly obscure visibility, we rate it a 2. There were no twos this time.

General fit and finish scores include how robust and well-crafted the helmet feels when using it day to day. Basic functions such as the ease of opening the chinbar or pulling it closed, how easily and securely it locks down, ventilation adjustment or moving the visor through its various positions are all checked so we can call out any functional shortcomings.

Ventilation is a huge factor for most helmet buyers, yet we've been unimpressed by most of the modular offerings thus far. Luckily, several manufacturers have finally managed to incorporate some proper ventilation in their latest modular models. If you've been staying away from modular helmets up to this point because you're worried about the heat, it's time to take another look.

We also carefully reviewed the retention systems. The standard double D-ring system, if it's easy to use, will deliver an average score of 6 (three dots). If the D-rings are sharp-edged or finicky to use, they get a lower score. The ratcheting buckle arrangement on the Nolan and the Schuberth are quick and easy to use, but comfort is sometimes sacrificed by the ratchet mechanism at your throat. The AGV's seatbelt type buckle is also good and not as bulky. Scores may vary.

A helmet is a long-term investment, and if it's easy to clean and maintain, you'll be more likely to keep it in good shape. Most modern helmets allow the liner and cheek pads to be fully removed, making this job easier, but we picked nits here to better differentiate the scores. For example, the Schuberth's clever roll-off protection straps make removing the liner a bit harder, so the C3 Pro got dinged a bit in this score.

Interior comfort is naturally subjective and no two heads are exactly the same, so you really need to try on any helmet you intend to buy. The fit will typically break-in over time, so a helmet that's slightly loose from new will inevitably become too loose over time. You are looking for a firm, even pressure all over your head and jaw in a new helmet, without headache inducing pressure points. To find that elusive ideal fit, be sure to consider the helmet's internal shape. If you have a head that is more oval, a round helmet will never work for you, no matter what size you try on. We call out the more unusual shapes in this test, but only by trying a helmet on can you be sure what will work for you.

Value was determined last, by dividing the price by the total score in the other rating categories. We gave a 10 (five dots) to the best price/score ratio and a 2 to the worst.

Your own needs may put a higher priority on some categories than others, but we hope that you'll be able to narrow your search for the best modular for your purposes, and that you'll have confidence when buying your next helmet.

---

**Contact Information:**

AGV: store.agv.com; 949-645-9500
Bell: www.bellhelmets.com; 800-216-9446
HJC: www.hjchelmets.com; 562-407-2186
LS2: www.ls2helmets.us; 888-968-9888
Nolan: www.nolan-usa.com; 866-2HELMET
Schuberth: www.schuberthnorthamerica.com; 949-215-0893
Shoei: www.shoei-helmets.com; 714-730-0941

---

**AGV MIGLIA 2 $179.95**

---

**SPECSIFICATIONS**

**Construction:** Polycarbonate
**Certification:** DOT
**Strap System:** Seat belt buckle
**Chinbar Retention System:** Steel on brass
**Faceshield:** Half-turn screws
**Sunshade:** External
**Weight:** 3 lbs., 13.9 oz.
**Frontal Area:** 99.49 sq. in.
**Eyeport Viewing Restrictions:**
  - Vertical: 30.0°
  - Peripheral: 199°
**Faceshield Cost:** $32.95 and up
**Made in:** China

---

**NOTES**

An upgrade of the original Miglia tested in 2010, the Miglia II is constructed of thermoplastic resin with the usual polystyrene foam interior. Although its externally-mounted sun shade might appear to be an afterthought, it isn’t a bad solution. It doesn’t increase the size or weight of the helmet significantly and the Miglia II’s resulting light weight and good, quiet aerodynamics are noticeable on the road. And when the shade is up, its extra drag and wind noise are not as bad as we feared. However, we weren’t impressed with the tinted visor’s clarity, which has a dingy quality. The interior is well shaped, the cheek pads are not as confining as some and the seatbelt-type buckle is easy to use once adjusted. Venting is adequate and the face portion uses a metal-on-metal latching mechanism, but no fog-free insert is provided. Overall, a well-made and attractive no-frills helmet at a fantastic price.

---

**RATINGS**

<table>
<thead>
<tr>
<th>Weight</th>
<th>Vertical Field of Vision</th>
<th>Peripheral Vision</th>
<th>Flip Face Mechanism</th>
<th>Visor Adjust Mechanism</th>
<th>Visor(s) Optical Clarity</th>
<th>Visor Rain Sealing</th>
<th>Sun Shade/Mechanism</th>
<th>Retention System Ease</th>
<th>Aerodynamics</th>
<th>Ventilation</th>
<th>Cleanability</th>
<th>Interior Comfort</th>
<th>Value</th>
<th>Overall Score</th>
</tr>
</thead>
<tbody>
<tr>
<td><img src="Rating_Icon.png" alt="Rating Icon" /></td>
<td><img src="Rating_Icon.png" alt="Rating Icon" /></td>
<td><img src="Rating_Icon.png" alt="Rating Icon" /></td>
<td><img src="Rating_Icon.png" alt="Rating Icon" /></td>
<td><img src="Rating_Icon.png" alt="Rating Icon" /></td>
<td><img src="Rating_Icon.png" alt="Rating Icon" /></td>
<td><img src="Rating_Icon.png" alt="Rating Icon" /></td>
<td><img src="Rating_Icon.png" alt="Rating Icon" /></td>
<td><img src="Rating_Icon.png" alt="Rating Icon" /></td>
<td><img src="Rating_Icon.png" alt="Rating Icon" /></td>
<td><img src="Rating_Icon.png" alt="Rating Icon" /></td>
<td><img src="Rating_Icon.png" alt="Rating Icon" /></td>
<td><img src="Rating_Icon.png" alt="Rating Icon" /></td>
<td><img src="Rating_Icon.png" alt="Rating Icon" /></td>
<td><img src="Rating_Icon.png" alt="Rating Icon" /></td>
</tr>
</tbody>
</table>
**Bell Revolver EVO** $199.95

**NOTES**
Adequate ventilation. Helmet chin strap includes padded flaps that protect the wearer’s neck from being chaffed. D-ring retention system uses Bell’s magnetic strap keeper. The interior cheek pads and liner are easily removed for washing. The side pads are thick and don’t have a provision for glasses, restricting its appeal to those with good eyes or contact wearers. Also, it’s somewhat noisier than other helmets in this group. The eye port could be higher, but is adequately wide. The sunshade is easily deployed and convenient. The easily removable face shield has a fog resistant coating. For the price, it’s a good looking and functional helmet, if your head fits comfortably inside the slightly narrow interior shape and you don’t wear glasses. Great value, but nothing exceptional for the price.

**RATINGS**
- **Weight:**
- **Vertical Field of Vision:**
- **Peripheral Vision:**
- **Flip Face Mechanism:**
- **Visor Adjust Mechanism:**
- **Visor(s) Optical Clarity:**
- **Visor Rain Sealing:**
- **Sun Shade/Mechanism:**
- **Retention System Ease:**
- **Aerodynamics:**
- **Ventilation:**
- **Cleanability:**
- **Interior Comfort:**
- **Value:**

**Overall Score:** 78 points

**SPECIFICATIONS**
- **Construction:** Polycarbonate
- **Certification:** DOT
- **Strap System:** Double D-ring
- **Chinbar Retention System:** Metal-to-metal
- **Faceshield:** Tool-less, antifog
- **Sunshade:** Spring-loaded
- **Weight:** 4 lbs., 4.0 oz.
- **Frontal Area:** 108.12 sq. in.
- **Eyeport Viewing Restrictions:** Vertical: 23.5°; Peripheral: 182°
- **Faceshield Cost:** $39.95 and up
- **Made in:** China

**HJC RPHA MAX** $459.99

**NOTES**
Large ventilation ports; flow of air is quite good. Pinlock antifog shield included. Optical clarity of the face shield and sun visor is excellent, but line of sight is greatly limited by the “recessed” position of the head relative to the eyeport. The sun visor uses a spring-loaded slider along the top of the helmet crown that allows only one position and that occasionally fails to catch. Thick neck roll makes this one of the quietest helmets tested. Chin strap uses D-rings and a retention snap. The water seal is only marginally effective across the top edge of the face shield. The fabric used for the interior of the helmet remains comfortable to the wearer’s skin for prolonged periods of time. Although removing the crown pad for washing is relatively easy, getting it back in place is fiddly. The new RPHA branding is a huge upgrade, helping to justify the higher price point. HJC continues to earn their place as one of the largest helmets brands in the world.

**RATINGS**
- **Weight:**
- **Vertical Field of Vision:**
- **Peripheral Vision:**
- **Flip Face Mechanism:**
- **Visor Adjust Mechanism:**
- **Visor(s) Optical Clarity:**
- **Visor Rain Sealing:**
- **Sun Shade/Mechanism:**
- **Retention System Ease:**
- **Aerodynamics:**
- **Ventilation:**
- **Cleanability:**
- **Interior Comfort:**
- **Value:**

**Overall Score:** 91 points

**SPECIFICATIONS**
- **Construction:** CF/aramid/ fiberglass
- **Certification:** DOT
- **Strap system:** Double D-ring
- **Chinbar Retention System:** Metal-to-metal
- **Faceshield:** Tool-less with Pinlock
- **Sunshade:** Spring-loaded
- **Weight:** 3 lbs., 10.5 oz.
- **Frontal Area:** 101.32 sq. in.
- **Eyeport Viewing Restrictions:** Vertical: 15.5°; Peripheral: 182°
- **Faceshield Cost:** $29.99 and up
- **Made in:** Korea
**LS2 FF394 $299.95**

**SPECIFICATIONS**
- **Construction:** Fiberglass
- **Certification:** SNELL 2010
- **Strap system:** Double D-ring
- **Chinbar Retention System:** Metal-to-metal
- **Faceshield retention system:** Tool-less with Pinlock
- **Sunshade:** N/A
- **Weight:** 3 lbs., 10.6 oz.
- **Frontal Area:** 104.06 sq. in.
- **Eyeport Viewing Restrictions:** Vertical: 25.5°; Peripheral: 209°
- **Faceshield Cost:** N/A
- **Made in:** China

**NOTES**
Finally, a SNELL-approved modular! Above average ventilation. The frontal area is narrower than many of the others tested, which makes it one of the quieter helmets tested. Smoothly operating chinbar. Metal-to-metal latch mechanism. The clear face shield is claimed to be scratch- and fog-resistant, and is Pinlock-ready. The FF394 does not use an inner sun visor, as required to meet Snell 2010 specs. The helmet liner pieces are easily removable for hand washing and air drying. The cheek pads fit snugly yet comfortably, contributing to the wind noise reduction. The liner is wicking and antibacterial. Helmet retention is by a sharp-edged double D-ring set with a retention snap. The water seal is quite effective, with only minor leakage at the extreme outer edges of the face shield. An impressive offering from a newer brand to the segment.

**RATINGS**
- **Weight:** ★★★★
- **Vertical Field of Vision:** ★★★★
- **Peripheral Vision:** ★★★★
- **Flip Face Mechanism:** ★★★★
- **Visor Adjust Mechanism:** ★★★★
- **Visor(s) Optical Clarity:** ★★★★
- **Visor Rain Sealing:** ★★★★
- **Sun Shade/Mechanism:** N/A
- **Retention System Ease:** ★★★★
- **Aerodynamics:** ★★★
- **Ventilation:** ★★★★★
- **Cleanability:** ★★★★★
- **Interior Comfort:** ★★★★★
- **Value:** ★★★★
- **Overall Score:** 90 points

**Nolan N104 $449.95**

**SPECIFICATIONS**
- **Construction:** Polycarbonate/Lexan
- **Certification:** DOT
- **Strap System:** Adjustable ratchet
- **Chinbar Retention System:** Steel-to-brass
- **Faceshield Retention System:** Tool-less with Pinlock
- **Sunshade:** Spring-loaded
- **Weight:** 4 lbs., 3.5 oz.
- **Frontal Area:** 120.58 sq. in.
- **Eyeport Viewing Restrictions:** Vertical: 26.5°; Peripheral: 203°
- **Faceshield Cost:** $44.95 and up
- **Made in:** Italy

**NOTES**
The Nolan’s ventilation is adequate, but its vents leak in the rain. Greatly improved since the N103, the N104’s field of view is immense! Shield includes Pinlock insert and a positive locking closed position. Easy and effective spring-loaded sun visor. The helmet is reasonably quiet, and the neck roll can be removed for warm-weather riding. Helmet does feel slightly “plasticky” for the price point. The N104 also includes an unusual lock for the chinbar in the fully open position. Nolan’s Microlock adjustable quick release buckle system is far easier to use than any D-ring, but the strap padding is too short, leaving a metal buckle directly against your skin. Helmet is ready for Nolan’s own N-Com audio system. The latest Nolan does what you would expect from a continually refined model, but isn’t perfect.

**RATINGS**
- **Weight:** ★★★★
- **Vertical Field of Vision:** ★★★★
- **Peripheral Vision:** ★★★★★
- **Flip Face Mechanism:** ★★★★★
- **Visor Adjust Mechanism:** ★★★★★
- **Visor(s) Optical Clarity:** ★★★★★
- **Visor Rain Sealing:** ★★★★★
- **Sun Shade/Mechanism:** ★★★★
- **Retention System Ease:** ★★★★★
- **Aerodynamics:** ★★★★★
- **Ventilation:** ★★★★★
- **Cleanability:** ★★★★★
- **Interior Comfort:** ★★★★★
- **Value:** ★★★★★
- **Overall Score:** 85 points
Schuberth C3 Pro $769.00

NOTES
Amazing fit and finish, with a compact and solidly built shell. Chinbar requires two hands to close for most riders, and the release button could be a bit bigger. Good airflow despite limited ventilation ports. Excellent aerodynamics at any speed, aiding long-term comfort. Quietest helmet tested here. Excellent sight lines ideal for touring or sports riding. Pinlock insert included. Visor seal is all but leakproof. Very luxurious liner but helmet is short front-to-back; not for long-oval head shapes! Liner includes adjustable tabs to block vents for cold weather, but is a bit challenging to remove for cleaning. Updated ratchet chin strap buckle is more compact and comfortable. Prewired internal antenna for Schuberth’s SRC audio system. Clever safety ideas include anti-roll-off straps and reflective panels built into neck roll. Overall, one of the best modular helmets ever made, but at an eyewatering price.

SPECIFICATIONS
Construction: Fiberglass
Certification: DOT and ECE
Strap System: Adjustable ratchet
Chinbar Retention System: Metal-to-metal
Faceshield: Tool-less with Pinlock
Sunshade: Slider
Weight: 3 lbs., 15.1 oz.
Frontal Area: 105.60 sq. in.
Eyeport Viewing Restrictions: Vertical: 28.0°; Peripheral: 222°
Faceshield Cost: $39.00 and up
Made in: Germany

RATINGS
Weight: ★★★★★
Vertical Field of Vision: ★★★★★
Peripheral Vision: ★★★★★
Flip Face Mechanism: ★★★★★
Visor Adjust Mechanism: ★★★★★
Visor(s) Optical Clarity: ★★★★★
Visor Rain Sealing: ★★★★★
Sun Shade/Mechanism: ★★★★★
Retention System Ease: ★★★★★
Aerodynamics: ★★★★★
Ventilation: ★★★★★
Cleanability: ★★★★★
Interior Comfort: ★★★★★
Value: ★★★★★
Overall Score: 103 points

Shoei Neotech $648.99

NOTES
The Neotech is the successor to the Multitec and now, at last, includes a fully removable interior for easy cleaning and an integrated sun visor that has stepless adjustability. Its sightlines are very good, particularly if your bike has a sporty riding position. Both visors have good optical quality, plus a fog-free insert is provided. Although the internal visor mechanism increases size and weight slightly, the Neotech has a very comfortable and plush interior (we opted for cheek pads one size smaller). Airflow through its vents is only adequate but the main visor can be cracked open for ventilation and often needs to be as it can get hot in slow going. D-rings are still used for the retaining strap. Not super quiet, earplugs are required.

Overall, the Neotech is a solidly-built, well-made and comfortable helmet at a premium price.

SPECIFICATIONS
Construction: Fiberglass
Certification: DOT
Strap System: Double D-ring
Chinbar Retention System: Metal-to-metal
Faceshield: Tool-less with Pinlock
Sunshade: Slider
Weight: 4 lbs., 0.2 oz.
Frontal Area: 108.46 sq. in.
Eyeport Viewing Restrictions: Vertical: 23.0°; Peripheral: 204°
Faceshield Cost: $52.99 and up
Made in: Japan

RATINGS
Weight: ★★★★★
Vertical Field of Vision: ★★★★★
Peripheral Vision: ★★★★★
Flip Face Mechanism: ★★★★★
Visor Adjust Mechanism: ★★★★★
Visor(s) Optical Clarity: ★★★★★
Visor Rain Sealing: ★★★★★
Sun Shade/Mechanism: ★★★★★
Retention System Ease: ★★★★★
Aerodynamics: ★★★★★
Ventilation: ★★★★★
Cleanability: ★★★★★
Interior Comfort: ★★★★★
Value: ★★★★★
Overall Score: 96 points