

TRIED & TESTED

MCN STAFF RATE THEIR RIDING KIT

★★★★★

Sena's first lid offers top sound but has its flaws



Rear spoiler is nod to aero



1000 miles
ON TEST

Sena Phantom Bluetooth Helmet £439

'Top for tech, but heavy'



Tested by Ben Clarke for one month

The Sena Phantom is the first helmet produced in-house by Sena, replacing the Stryker and arriving with a feature-rich spec sheet. It's ECE 22.06 certified and comes with a five-year warranty, which is reassuring for a new player in the helmet market. The included comms system is a real highlight, using flagship 60S tech and delivering superb Harman Kardon sound quality with clear audio, thumping bass and plenty of volume, even at motorway speeds on a naked bike. The helmet is also exceptionally quiet, which helps with audio clarity and makes longer rides less fatiguing than otherwise.

Comfort is generally good, with no pressure points or liner irritation, and I was able to use it for extended

periods straight away. The lining is a modern, sleek material that feels fine against the skin, though it lacks the plushness of more premium brands.

The main downside is the weight: at 1755g (size L with Pinlock), it's noticeably heavier than other helmets I've worn recently, and it took some time for my neck and upper back to adjust to the extra mass. After 1000 miles, I've got used to the heft, but it's still a factor to consider.

Ventilation is a real weak point. Even in cold weather, I found myself overheating with all the vents open and had to crack the visor to cool down. The vents appear too small to provide enough airflow, and I expect it will be even more uncomfortable in hot weather. The internal sun visor is a welcome addition, but it drops at too steep an angle and lands on the bridge of my nose. It's often steamed

up when deployed, so I tend to put it straight back up. The top-of-the-head slider mechanism isn't ideal either, as it's tricky to operate with the visor open and requires raising your hand above your head at speed.

The visor itself is another letdown, with issues around misting and leaks. The helmet's looks are fairly uninspired, and the brake-sensitive LED rear lights feel a bit gimmicky to me, though some may appreciate the added visibility. Build quality is hard to judge given Sena's lack of helmet pedigree, but the five-year warranty is a positive sign. The battery life is impressive: after over 1000 miles, I'm still on the first charge from new.

Value is a mixed bag. £439 is a lot for a helmet that feels average in some respects, but when you factor in the integrated comms (a Sena 60S intercom alone is £339), the Phantom

starts to make financial sense. The integration is much neater than fitting a separate unit to another helmet, and if you're not wedded to a premium brand, it's a compelling package.

However, if you're after a top-tier sports-touring lid, the Phantom's ventilation, visor and weight may leave you wanting more. For those prioritising tech and audio, it's hard to fault, but it's not a straight replacement for a premium helmet.

MCN rating ★★★★★
www.sena.com

PROS & CONS

- +** Superb Harman Kardon sound quality, comms tech
- Heavier than many rivals and the vents are lacking



Sound from the industry experts



Rear running lights feel gimmicky