

ICARO

MANUAL

Version 1/2022



Xenuq
light 2



TABLE OF CONTENTS

TABLE OF CONTENTS	1
<u>TO GET TO KNOW YOUR YOUR XEMA LIGHT 2</u>	<u>4</u>
TECHNICAL DATA	5
SPEED SYSTEM	6
RELAX - BAR	7
QUICK-OUT SNAP-HOOKS	7
CAMEL BAG.....	7
<u>ADJUSTMENT OF XEMA LIGHT 2.....</u>	<u>7</u>
Adjustment of the back position	7
Adjustment of shoulder straps.....	8
Adjustment of chest straps.....	8
Seat position adjustment.....	8
<u>FITTING THE RESCUE SYSTEM</u>	<u>8</u>
ATTACHMENT OF THE CONNECTION BELT WITH THE HARNESS	9
INSERT THE PARACHUTE IN THE HARNESS CONTAINER.....	10
COMPATIBILITY- CHECK	11
<u>FLYING WITH THE XEMA LIGHT 2.....</u>	<u>11</u>
CORRECT HANDLING OF THE RESCUE SYSTEM.....	12
Folding the harness, inserting the paraglider and using the rucksack	13
<u>CARE AND REPAIR INSTRUCTIONS</u>	<u>13</u>
CARE INSTRUCTIONS	13
REPAIRS.....	13
INSPECTION	14
<u>TERMS OF WARRANTY</u>	<u>14</u>
<u>ANNEX</u>	<u>15</u>
CHECK SHEET	17

Congratulations on buying your

XEMA LIGHT 2

and welcome to the family of ICARO - pilots!

Before you get to know your system please read the manual, there is important information inside.

Your harness is made with great care and state of the art.

Before delivery to our dealers and flight schools, every single harness is piece checked by ICARO paragliders.

Our team also carries out check flights with individual devices, but only on a random basis. For this reason, each new ICARO harness must be checked again by the dealer or the flight school before delivery and this date must be entered on the nameplate. From this point in time, both the deadline for the first 2-year check and the term of the warranty begins. This manual gives you information on the entire specific and general characteristics of the harness.

It is tested according to European Standards EN 1651: in the currently valid version, and Notification of the Federal Aviation Administration of Germany.

It may only be used for the purposes described in this manual.

The use of this harness is at your own risk and must not be flown:

- ***outside the specified weight range***
- ***with damaged carabines, belts, buckles, or protector***
- ***with motor and in aerobatics.***

Before starting for the first time, you should set up your harness with the help of a simulator, then not only put on your paraglider to check compatibility with your harness, but also carry out the first start and handling exercises.

Ground handling trains and refines the start-up technique. You can consciously and stress-free get to know the reactions of your paraglider in combination with your harness, and then deal with it in the air better, more effectively and safely. During the first flights you should do the last fine adjustments to your harness because only with optimal seating comfort you can not only fly stress-free but also optimize the flight characteristics of your paraglider.

All technical data and instructions in this manual were drawn up with great care. ICARO Paragliders cannot be made responsible for any possible errors in this manual.

Should you decide to sell this harness later, please pass on this manual to the new owner.

All technical data and instructions in this manual were drawn up with great care. ICARO Paragliders cannot be made responsible for any possible errors in this manual.

Important information in this manual is written in ***fat cursive writing***. Any important changes to this manual will be published in our homepage (www.icaro-paragliders.de).

Every pilot bears the responsibility of his/her own safety. The manufacturer or distributor assumes no responsibility for accidents occurring while using it.

No warranty of any kind can be made against accidents, injury, equipment failure, and/or death. It is assumed that the pilot is in possession of the necessary qualifications and provisions of any relevant laws are observed.

Any changes to the harness (e.g., straps, shackles, protector) are dangerous and can lead to unwanted reactions of the paraglider. When our harnesses leave production, they are within the permissible tolerance range. This is very narrow and must not be changed under any circumstances, as this no longer warrants the optimum balance between performance, handling and safety, no longer conforming to the sample-tested harness and thus no longer being type-tested.

Environmental aspects:

After we are concerned not only with quality but also with environmental protection, we also want to provide our active contribution here.

The materials of which a harness is made require a special waste disposal. So please send disused ICARO - harnesses back to us. We will care about a professional waste disposal without costing for you.

Please do our nature-near sport in a way which does not stress nature and environment!

Please do not walk beside the marked ways, do not leave your litter, do not make unnecessary loud noises and respect the sensitive balance in the mountains.

Especially at the launch site consideration is needed!

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To get to know your Your XEMA LIGHT 2

Allowed for training	yes
Allowed /certified for flying with passengers	yes/ not tested
Allowed /certified for aerobatics	no/ no
Allowed /certified for flying with motor drive	no / no

Technical data				
Designated use	GH			
Safety- system	Get - Up			
Size	S, M, L, XL			
Distance between karabiners	36-47 (S); 36-48 (M), 36-49 (L); 36-50 (XL)			
Distance karabiner and seat (cm)	43 (S), 45 (M), 47 (L), 49 (XL)			
Pilot size (cm)	S:150-165; M:165-180, L:180-195, XL:190-205 This information is for reference only. The right size depends on leg and back length as well as buttocks width. It is possible that due to these three factors a different size of harness will fit you here.			
Total weight without rescue system with protector and karabiners (kg)	2,6 (S), 2,8 (M), 3,0 (L), 3,2 (XL)			
Maximum load (kg)	120			
Rescue system- container	Integrated container under the seat, handle right			
Volume of the rescue container (ccm)	4750			
Protector- system	Airbag			
Check interval	24 month / 150 operating hours			
Seat (cm)	Size	Width front	Width rear	Depth
	S	30	33	35
	M	32	35	37
	L	34	37	39
	XL	36	39	41

With our new XEMA LIGHT 2, we have succeeded in realizing a harness that has been optimized once again in tried and tested cooperation with Woody Valley. There have contributed

- new materials and construction systems,
- the high-performance airbag as well
- the newly designed geometry of the belt system

The result is even more precise and fluid control compared to our XEMA light, with further improved passive safety.

Its high seating comfort also tempts you to take longer flights without your legs or other body parts are falling asleep. Not only students and beginners, but also

experienced pilots who prefer a seated flight position will be enthusiastic when they have made their first flights.

The XEMA LIGHT 2 harness is available only with Get-Up straps which is the lightest forget-proof safety system for closing a harness.

The red SOS- label with white lettering is readily visible in a pocket on the right shoulder -strap padding. It is easy to pull out, and it is fastened to the harness to prevent it from being lost.

On the back of this label, you can write the information that you think should be given to rescue personnel in case of accident.

The XEMA LIGHT 2 has a spacious dorsal pocket and two side pockets, positioned respectively on the sides of the harness with zips to close them.

The right and left side of the main suspension are marked by eyelets in different colors. The carabiners are made of aluminum and loadable up to 2.4 tons.

Speed system

After having adjusted the sitting position to the optimum configuration, the accelerator must be adjusted. This harness is compatible with all normal types of speed-system accelerators.

The elastic in front of the board that retains the speed-bar keeps the handle of your reserve parachute from becoming tangled in the event it is deployed. The speed bar cords should be passed first through the rings fixed to the elastic in front of the board, then in the harness through the eyelets near the front corners of the seat, then through the pulleys located near the rear corners of the seat.



To adjust the system correctly, the pilot must adopt a flying position in the harness, suspended from a flight simulator, and hook into the risers of the paraglider.

Another person then helps by supporting the risers, so the pilot can adjust the length of the speed-system cords. When no pressure is exerted on the speed bar, the bar must be at a distance no greater than 10 cm below the front of the harness.

If the speed-bar cord is too short, it could cause a constant force on the bar during flight, so that the accelerator is unintentionally engaged at all times in flight.

It is safest to take off with the speed-bar a little too long, progressively shortening it during the next flights.

To retain the speed-bar during the take-off run use the straps located in front of the seat that close with magnets. This system also allows you to use the speed-bar straps with adjustment of the central ropes.



Remember that all adjustments have to be performed symmetrically, on both sides.

Relax - bar

The relax-bar is used to keep the legs stretched out and the feet resting on a support. Some pilots consider this flying position more comfortable than the classic seated position with legs hanging. To attach the optional relax bar to the harness, follow the instructions provided in the relax-bar instruction manual.

Quick-out snap-hooks

The XEMA LIGHT 2 provides the possibility of using “quick-out” snap-hooks. For correct installation see the use booklet provided with the snap-hooks themselves.

Camel bag

A container for a camel -bag is fitted in the rear pocket. Position your camel-bag in the container pocket located in the rear pocket.

Pass the hose through the hole which is already predisposed at the top left of the rear pocket, pass it under the Lycra cover of the left shoulder-pad and bring it out the front from the specific hole (signed with H₂O).

Adjustment of XEMA LIGHT 2

Before making any adjustments to the harness, the reserve parachute must be deployed. To find the optimal position, we advise you to clip in the harness and simulate the flight position and conditions as realistically as possible, including stuffing the rear pocket with everything you would normally take with you on the flight.

The XEMA LIGHT 2 can be adjusted in many ways to the individual needs and likings of each pilot. We advise each pilot to take time to get acquainted to the harness.

This will reward the pilot with an excellent sitting comfort. To carry out the adjustments we advise to hang the harness in a simulator.

Upon delivery, the XEMA LIGHT 2 is already set to a standard ergonomics (except for the size of the pilot). Therefore, we recommend only adapting the harness in size to the pilot and leaving the other settings as they have been made in the factory.

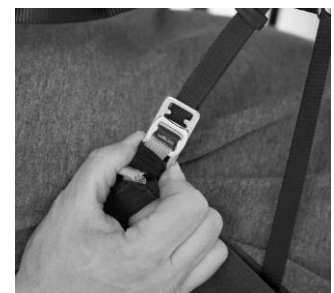
If you adjust belt, then you can always put it back to the red factory settings.

Conduct the adjustments with the rescue system installed.

Adjustment of the back position

This adjustment allows you to select the inclination of the torso with respect to the vertical flight axis.

To change the setting, you must first remove the strap from the lock (see photos below), then you can adjust the inclination of the torso to make it more vertical by pulling the strap forward, or more reclined by pulling the light grey strap in the opposite direction.



A sitting position ensures a low inertia and thus prevents twisting. The horizontal position reduces aerodynamic drag and allows best glide in accelerated flight.

Adjustment of shoulder straps

Shoulder-strap adjustment enables the harness to be adjusted to the pilot's height. The adjustment buckle is situated low down, near the rear edge of the seat.

The shoulder-straps also support part of the torso weight to improve comfort. After that you have determined the correct position for the seat and back, adjust the shoulder straps so that they are in contact with your shoulders, neither too loose nor too tight.

The adjustment of the shoulder straps is done while standing. They are dressed so far that you can just stand upright.

The shoulder straps must be tightened in a relaxed position so that a light pull is felt on the shoulders. Fine adjustments should be made during the first 2-3 flights.

Adjustment of chest straps

The chest strap controls the distance between the two karabiners. In flight, this setting can be gradually opened/closed to your optimal setting and is adjustable between 36 and 48 cm.

When the chest strap is shorter and tighter, stability is greater. An excessive distance between karabiners does not improve glider performance and tightening the chest strap excessively may exacerbate the "twist" effect that may follow an asymmetric collapse of the glider.

There is also a small elastic clip at the extremity of the padded shoulder-straps.

This prevents the shoulders from slipping out of the straps during the launch run. The plastic clip also includes a useful whistle that can be used in emergency situations.

Seat position adjustment

This adjustment changes the angle between the thighs and the back (seat depth). In this way, the loads are distributed between the seat and the lower back and the pilot sits more comfortably.

Any adjustment to the harness must be done with the rescue parachute installed and symmetrically on both sides!

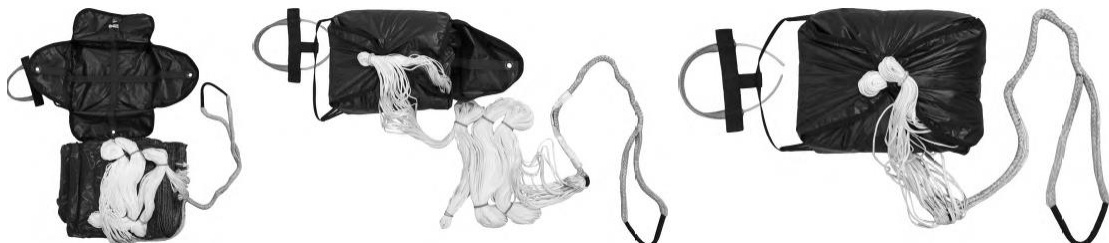
Fitting the rescue system

The reserve container has a maximum capacity of 4750cc and is designed for the latest generation of light reserve parachutes.

The parachute container has been revised so that larger reserve parachutes can now be carried. The container is under the seat.

You must use its specific inner bag with the deployment handle that came with the harness. No other type of inner bag and/or deployment handle can be used.

Fold the emergency parachute to fit the dimensions of the inner bag. Refold the emergency parachute cords on the side opposite the deployment handle. Close the inner bag flaps.



Attachment of the connection belt with the harness

There are three different methods of attaching the reserve parachute belt to the harness belt.

First fixing method

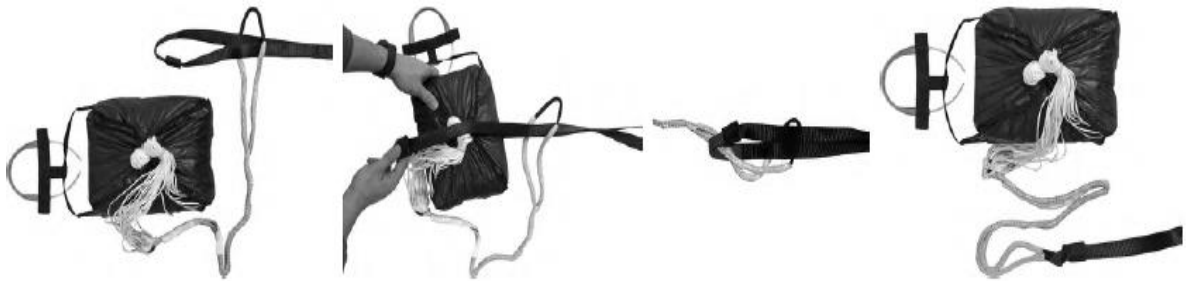
For connecting the two belts use a fixable 24 KN- snap hook with a diameter of 8 mm. It is very important that the snap hook cannot twist to prevent traverse stress of the snap hook. Therefore, use cable fixer, adhesive tape or strong rubber bands and pull it **above and below the snap hook** around the belts.



Second fixing method is to put the belt of the rescue system through the connection belt of the harness and then the rescue system through the harness belt as shown in the photo.

It is just as very important that the knot is very tight fastened. Therefore, use cable fixer, adhesive tape or strong rubber bands and pull it **above and below the knot** around the belts.

Please pay attention to the symmetry of both lines. Neither side of the loop must be longer than the other.



Third method (suitable for steerable or non-steerable parachutes with double connection point) as follows:

If you are using a reserve parachute with directional control and dual bridle, or if your reserve parachute has a double -riser bridle, it can be connected to the harness using the two loops positioned at the base of the harness bridle near the padded shoulder straps.

In this case, the harness's reserve parachute bridle will not be used, and so it should be folded, fastened using two elastic bands, and positioned under the cover behind the pilot's neck.



The two connections should be made using screw -lock karabiners with a breaking strength of at least 1,400 kg.

In any case, it is important to verify that the length of the bridle is sufficient to position the reserve parachute inside the harness pocket, and that there is sufficient play to enable the parachute to be taken out of the pocket without causing the reserve parachute deployment bag itself to open during extraction.

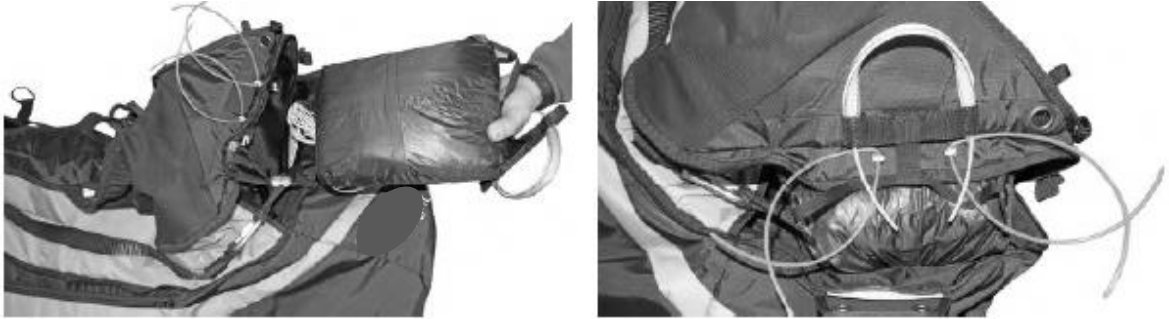
To prevent anomalous lateral loads, the bridle should be attached to both the loops on the shoulder straps. Not to just one of them.

Insert the parachute in the harness container

Insert the parachute in the harness container with the handle visible toward the outside and with the ropes facing downward.

Position the handle in its specific lodging and ensure that the Velcro sewn on the handle attaches to the Velcro on the harness.

Introduce a thin rope (paragliding line or plastic strimmer cord type) into each elastic loop which you will use to help close the container. Introduce the elastic loops into the smallest of the eyelets under the handle.



Take the bridle cover zip and the second zip that closes the other end of the container to their start point under the emergency parachute handle.

Close the zip on both sides about 20 cm.

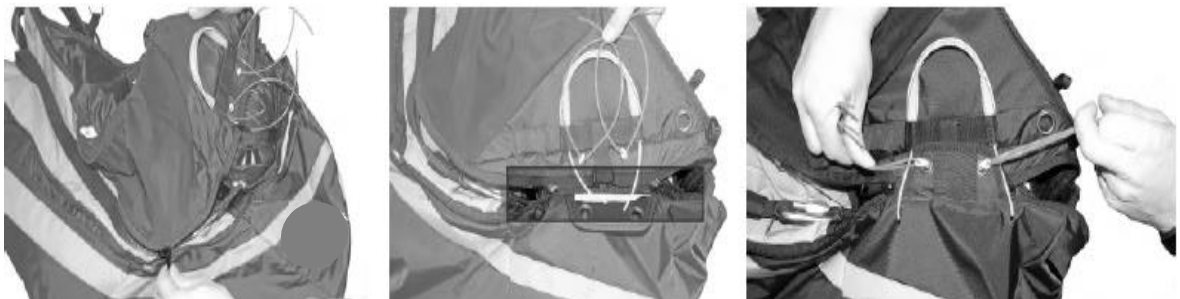
Close the external part of the container as shown in the photo, taking care during this phase that none of the zips open.

Insert the two plastic yellow pins into the elastic loops and then under the cover arranged between the two.



After having closed all container parts, it is advisable to check that the two zips under the opening system have been closed correctly.

The cord must be removed at the end of this phase, and must be extracted slowly in order to avoid damaging the elastic loops due to excessive friction between the parts.



Finally, ensure the two zips are completely closed, with the tab of each zip inserted under the cover at the end of each zip.



Remove the cords used to help pack the rescue system!

Compatibility- check

A control of every new combination of rescue system and harness/outer container has to be carried out by either the producer of the harness or the rescue system or an authorized person (dealer or flight instructor).

The activation of the rescue system in flight position has to be correct and in conformity to the construction guidelines.

The check must be recorded in the documentation of the rescue system. The throwing movement should be practiced every time the rescue system is repacked.

The tensile force for triggering may be max. to 70N.

IMPORTANT POINTS TO LOOK OUT FOR:

- **Check (steady)**
 - connection of the rescue system to your harness
 - connection of the harness and deployment handle
 - the closing splint must be held with a special thread
 - aluminum carabiners: aluminum might get micro cracks from impacts during use
- **line from the fixing loops is removed (after each packing)**
- **Check compatibility of rescue system and harness**
- **Before each start with your glider, you have to check the container is closed!!!**

Flying with the XEMA LIGHT 2

For maximum safety, use a complete and consistent system of pre-flight checks and repeat the same mental sequence every flight.

Check that

- all buckles are fastened. Take particular care in the case of ice or snow.
- always clean off snow or ice before fastening buckles.
- the reserve parachute handle is fastened in its correct position, and the pins are firmly inserted.
- pockets and zips are closed.

- the paraglider is connected correctly to the harness, and that both karabiners are locked closed by means of their locking system.
- the speed bar is attached correctly to the glider.

Correct handling of the rescue system

It is important to feel the position of the rescue handle in normal flight from time to time so that the sequence of movements in an emergency is instinctive. The **release technique** is also an important factor in reducing the required release force. Another problem can arise if the reserve handle has to be operated with the other hand.

Therefore, we recommend to train (before repacking the rescue system, during g-force trainer) these methods.

In emergency situations, the deployment procedure is as follows:

- look for the reserve parachute handle and grasp it firmly with one hand
- pull the handle outwards in order to extract the reserve parachute from the harness container
- look for a clear area, and, in a continuous motion, throw the reserve parachute away from yourself and the paraglider

To keep the paraglider from interfering with the rescue parachute, proceed as follows opening:

- If the leading edge of the paraglider is facing upward, grip the back risers or the brakes and pull them toward you to help deflate.
- If instead the leading edge of the paraglider is facing downward, pull the back risers or a brake and rotate the paraglider with the leading edge upward and then pull both brakes or back risers to help deflate the paraglider wing

On landing, adopt an upright body position, and ensure that you perform a PLF (Parachute Landing Fall) to minimize the risk of injury.

Before landing, slide your legs out and off the seat surface, so that you take up a standing position. Never land in the seated position; it is very dangerous for your back even if you have foam dorsal protection, which provides exclusively passive protection. Standing up before landing is an active safety precaution, and it is much more effective than passive forms of protection.

There are no specific problems connected to **flying above water** using a XEMA LIGHT 2 harness, but in any case, landing in water is always dangerous. ICARO Paragliders recommends using a suitable lifejacket when flying above water.

The XEMA LIGHT 2 is basically very well suited and for use in **double-seater flying**. It can be used for both the pilot and the passenger.

However, the passenger should not have installed a rescue device in his harness, as a possible false triggering of the rescue device by the passenger cannot be prevented by the pilot.

The XEMA LIGHT 2 harness can be used for **towed launches**. The tow bridle release should be hooked directly to the main karabiners, ensuring that the karabiners are positioned with the opening bar facing the rear. For further details, refer to the documentation provided with your tow release, or ask a qualified towing instructor at your flying site.

Folding the harness, inserting the paraglider, and using the rucksack

To change from harness to backpack configuration,

- completely open the back pocket and enlarge the backpack inside.
- Turn the entire structure upside down and fold the seat against the harness back, leaving the whole set of belts and buckles inside the sandwich that is created between the back and seat.
- Put the previously folded paraglider above the harness airbag.
- Place the paraglider above the rear pocket and, finally, close the backpack. For easier zipper closing, crush the backpack to remove remaining air inside the paraglider and the airbag.
- Once all equipment has been packed away, tighten the four side belts if necessary to compact contents.

Care and repair Instructions

Care Instructions

- Packing the harness is similar to all the other harnesses with the only difference being **in folding the rear part of the airbag which, in order to keep it intact, should be folding last above the rear part of the harness.**
- To maintain your harness in good condition, please ensure that the harness does not get dragged along the ground, the karabiner does not get hit against rocks and avoid over exposure to sunlight, heat or humidity.
- If you wish to clean your harness it is best to use warm water and a soft sponge.
- Store your harness in a dry and dark place, ideally between 5° and 30° Celsius. Do not store it near chemicals or petrol.
- If you will not fly for longer period, take it out of its pack.
- Avoid storing your harness for days at a time in a hot car.
- If the harness has become wet, lay it out so that air can get to all areas of the fabric, also your rescue system. Before the next flight, it is essential to dry the rescue equipment and repack it.

Drying your harness and rescue equipment can take several days and is important for the material

- Prolonged exposure to UV radiation damages the harness. For this reason, never leave it lying in the sun unnecessarily, but after flying, pack it back in its backpack.

Repairs

Repairs and replacement of parts may only be carried out by an authorized specialist or the manufacturer. Only original spare parts may be used! If any damage is detected during control of the harness that affects airworthiness, the harness should be returned to the manufacturer for repair. This also applies to damage whose effects on the airworthiness of the system cannot be clearly determined. ***ICARO Paragliders cannot be held liable for any errors made by check-teams not authorized by ICARO paragliders or by persons performing the check. They always work on their own responsibility!***

Any modifications to the harness other than those approved by the manufacturer will result in forfeiture of the sample test of the equipment.

Inspection

Verification interval: 24 months or 150 hours, whichever comes first.

Without this inspection, the sample test of the harness will expire!

Recommendation: *Aluminum carabiners should be exchanged after two years at the latest, as they can get hairline cracks if handled improperly and are therefore dangerous.*

Terms of warranty

ICARO paragliders guarantees 24 months for the proper processing, an operation within the allowable limits of proper operation and the fulfillment of the eligibility criteria of harness equipment at the time of first delivery by ICARO paragliders.

Warranty is only valid for ICARO products with LTF/ EN certification.

What is covered by the warranty?

Provided that ICARO paragliders accept the fault the warranty contains all necessary spare parts related to the replacement or repair of defective parts and working time.

ICARO paragliders accept no freight costs (outbound and return transportation).

What are the conditions of the warranty?

- ICARO paragliders needs to be informed immediately after the discovery of a defect and the defective product must be sent to us for testing.
- The harness was used in normal circumstances and maintained according to the instructions. This includes in particular the careful drying, cleaning and storage.
- The harness were used only within the applicable guidelines and all rules have been complied with all times.
- All flights must be accounted for within the flight book.
- There were only original spare parts used and checks, exchange and / or repairs were conducted by an authorized dealer or by ICARO paragliders company / person and properly documented.
- A fully and correctly completed warranty card must be sent at least 6 weeks after buying the glider to ICARO paragliders commercial. Alternatively, can this be sent via the appropriate online form on www.icaro-paragliders.com.

What is excluded from warranty?

- Harnesses
 - that are used for training purposes, Acro or other official competitions,
 - which were involved in an accident,
 - which have been changed by yourself,
 - that were not purchased from an authorized dealer / flight school,

- where the required inspection intervals were not met, and the verification of the harness was not conducted by a ICARO paragliders authorized operation / person
- Damage
 - which has occurred due to improper treatment (i.e. storage in humidity, heat or direct sunlight)
 - caused by solvents, salt water, insects, sun, sand, humidity or “debug-jumps”.
 - caused by force majeure.
 - caused by the Para motor (Oil, fuel, damage in cause of the prop)
- Parts that need to be replaced due to normal wear and tear,
- Discoloration of the cloth material used,

In case of a concluded claim the period of warranty carries on. The period of warranty and the connected claim are not prolonged and are only valid until the original date of expiry. The freight costs (transport to and from) are not paid by ICARO paragliders.

Annex

Please fill in the warranty card which you find on our homepage www.icaro-paragliders.com and send it to us.

Inspection of ICARO harnesses

Each ICARO harness, irrespective of type, shall undergo a visual inspection, including:

- Seat board for breakage or cracks, check straps for visible damage, cracks, chafing or fraying or open seams. Check all buckles, carabiners and other fastening and connection parts for corrosion, mechanical damage and proper function.
- All accelerator pulleys should be checked for tightness and firmness, the return rubber at the front of the seat area and the accelerator fixing rubber for brittleness.
- In the case of airbag protectors, the entire air filling area must be checked for cracks and other damage as well as for proper filling. For this you can use a hair dryer (cold level) and blow in the opening to check the function of the airbag and its tightness.
- For foam protectors, check all sizing of the jacket around the foam. In the case of reversible harnesses, leak tightness and damage must also be checked, especially on the area to be filled with air

Repairs to the protectors and load-bearing parts of the harness may only be carried out by ICARO paragliders or a person / company authorized by ICARO paragliders.

The 2-year check is to be confirmed after the check with date, name, and signature. ***If the harness has been checked independently, from this point no longer the sample test is valid. The same applies when selling the harness.***

Confirmation of the inspection properly and according to the company's instructions by a person authorized by ICARO paragliders is carried out by means

of a stamp. This verification stamp must be completed in full (time of the next inspection, place, date, and signature and name of the inspector.)

Checksheets

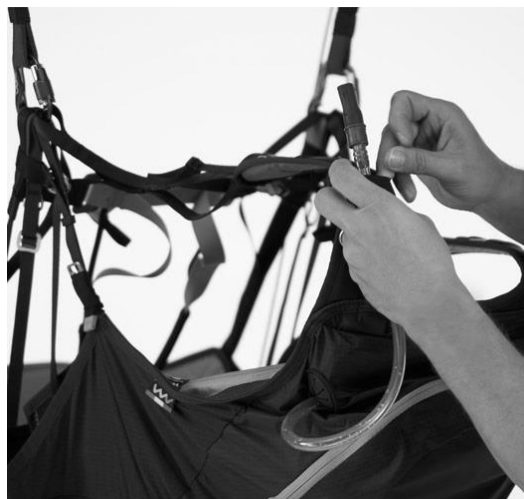
Client (Name, Address):	
Type / size / year of construction:	Serial number:
Certification number:	Date of last inspection:

		Memos	yes	no
Seat strap system	Visible damages?			
	Areas of abrasion?			
Seat board	Visible damages?			
	Positioning of the straps, ok?			
Straps	Visible damages?			
	Course of the straps?			
	Seams, ok?			
Buckles and carabines	Visible damages?			
	Condition (closing properties, operation) ok?			
	main carabines (condition, age)			
	Operativeness, ok?			
Protectors Airbag -/ Foamed material	Visible damages?			
	Seams, ok?			
	Valve, ok?			
	Tightness airbag/ foam protector sheeting?			
	Conditions of any reinforcements, ok?			
Speed bar	Visible damages?			
	Fixing rubber, ok??			
	Return pulleys, ok?			
	Lines, ok?			
Rescue system	Visible damages?			
	Identification plate, ok?			
	V-lines			
	Handle fitted and connected?			
Backpack (Reversible harnesses)	Visible damages?			
	Zip, ok?			
	Buckles, ok?			
	Seams, ok?			

Compatibility check effected?		Additional repairs carried out? Which?
Type label affixed?		
Inspection stamp affixed?		
Overall result		
As new		Next inspection:
Very good		Next inspection when using the harness commercial:
Used		
Much used		
certification only for one year		
not airworthy		Date, name and signature of the checker



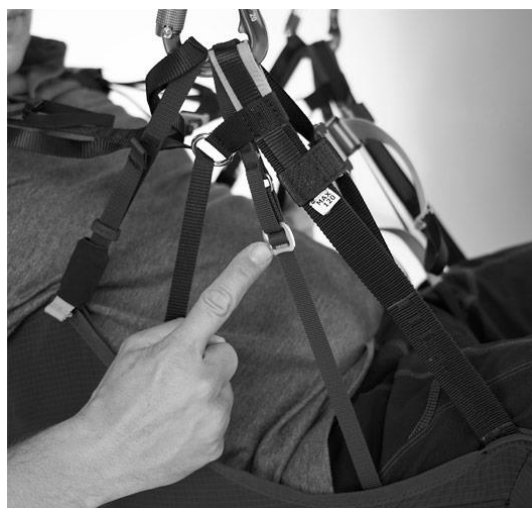
New extra stable frame geometry



Camelbak pocket



Optional Lightshield back protection



Simple and direct adjustments



More comfortable Get-Up strap system thanks to added elastics



Side pockets with zip