

# TransAlp 2



***Woody Valley***

*Manual Edition 1.1 - 10.2022*





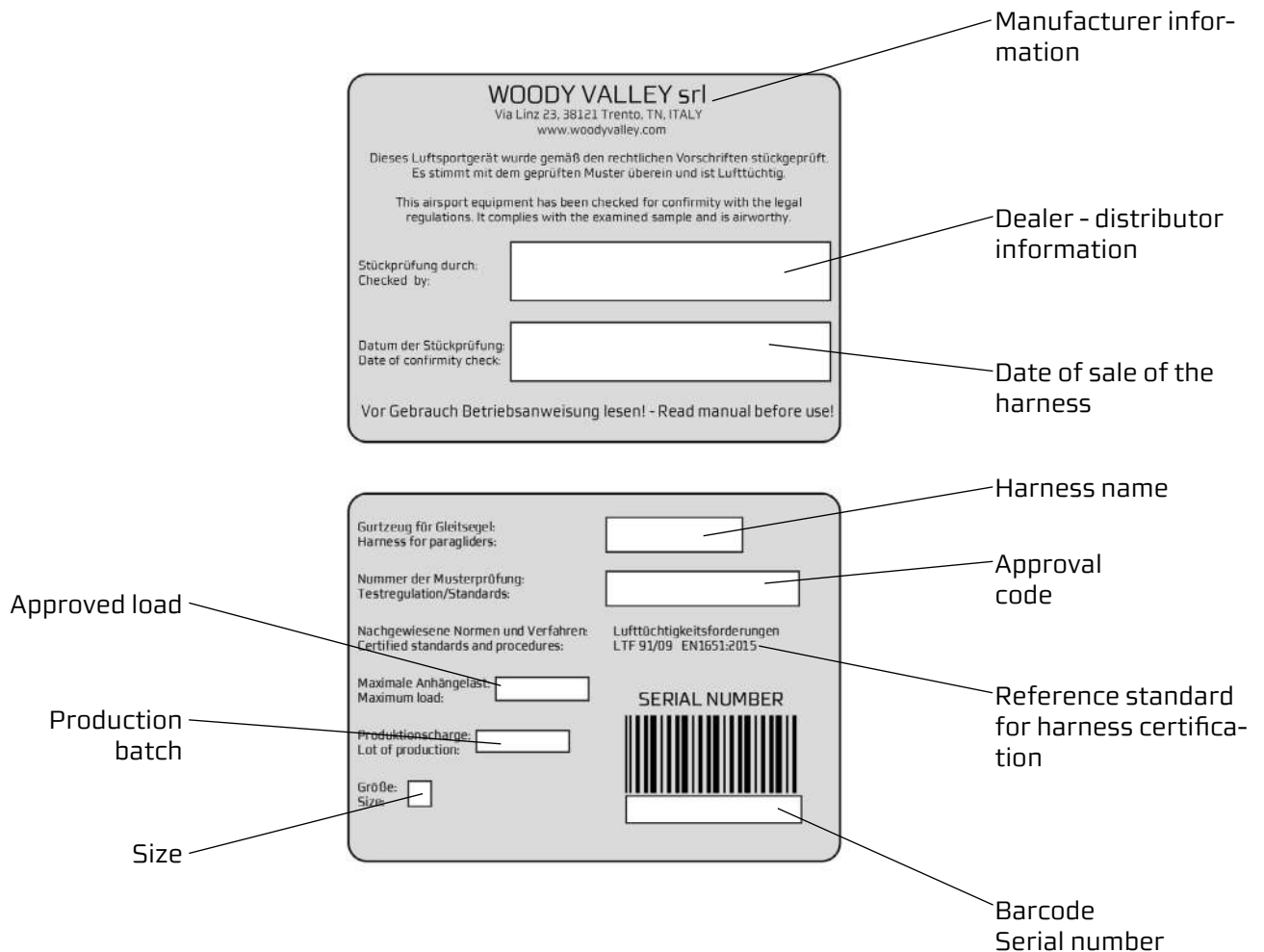
***Woody Valley***

Congratulations on your purchase of a WOODY VALLEY product. We would like to remind you that all our products are the result of meticulous research in constant collaboration with pilots from all over the world. That's why your opinion is so important to us. Your experience and collaboration help us constantly improve our harnesses, to always get the best out of every Woody Valley creation.

MANUFACTURER INFORMATION:

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DATA CONTAINED ON THE  
HARNESS LABELS



## THANK YOU

We would like to thank you for choosing a Woody Valley product. We invite you to carefully read this important document, the harness user manual and to take special account of the two most important paragraphs concerning:

### *INSERTING THE RESERVE PARACHUTE*

The reserve parachute is a life-saving piece of equipment. It must be inserted so that it works correctly when required, whether this happens in two days' time or two years from now.

### *ADJUSTING THE HARNESS*

The harness is the connecting point between the pilot and the paraglider and it is a necessary component for optimising flight performance and pleasure. A bad harness that is well adjusted may enable you to fly well, but a good harness that is incorrectly adjusted may put you off flying altogether.

We are confident that this harness will give you great comfort, control, performance and enjoyment in flight. We are well aware that reading a user manual may not be the most exciting thing to do. However, please remember that this product is not a simple citrus juicer or a mobile phone and that correct use of the harness helps reduce the risk of flying accidents. This manual contains all the information necessary to assemble, adjust, fly and store your harness. Thorough knowledge of your equipment will improve your personal safety and your flying potential.

*The Woody Valley Team*

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### *SAFETY NOTE*

*By purchasing Woody Valley equipment, you are responsible for being a certified paraglider pilot and you accept all risks inherent with paragliding activities including injury and death. Improper use or misuse of equipment greatly increases these risks. In no case shall Woody Valley or Woody Valley equipment resellers be held liable for personal or third party injuries or damages under any circumstances. If any aspect of the use of our equipment remains unclear, please contact your local reseller or Woody Valley directly.*

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## 1- GENERAL INFORMATION

This manual is an integral part of the TRANSALP 2 harness and should be stored in a safe place for future reference.

For further information, please contact your reseller or Woody Valley directly.

The pilot is advised to read this manual carefully before using the harness.

### Declaration of conformity

The manufacturer WOODY VALLEY Srl hereby declares that its products comply with standard UNI EN 1651- LTF 91-09

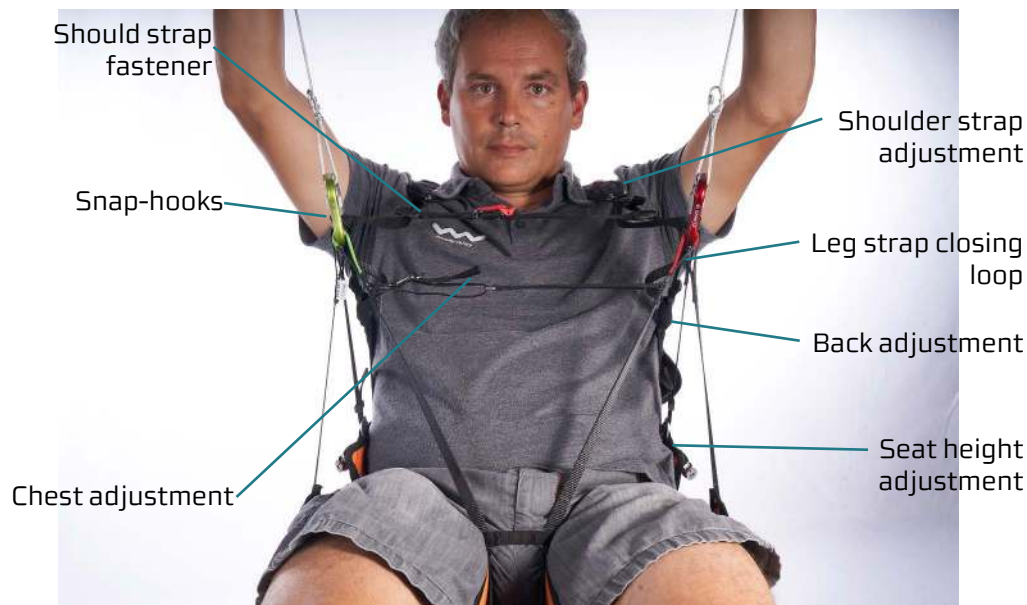
The harness TRANSALP 2 is covered by the LTF standard only when using the back protection.

This equipment must contain:

- Harness
- Snap-hooks
- Two step light speed-bar
- Rucksack

The main options available are:

- Various size rucksacks
- Ventral reserve parachute
- Inflatable dorsal protection
- Radio pocket



## 1.1- Concept

TRANSALP 2 is a harness for recreational paragliding, approved for a maximum weight of 120 kg. It is very lightweight and with a very small volume, ideal for those wanting to combine the sport of flying with trekking or climbing.

TRANSALP 2 is a harness that is easy to put on and simple to use, designed for maximum comfort in flight, and easy and lightweight during transport and during ground handling.

TRANSALP 2 is designed to be a Hike & Fly product, weighing only 880 g (size M). The innovative geometry of the strap system and the GET UP safe leg strap closing system has been designed for easy donning of the harness and for precise, smooth handling.

Painstakingly designed in every detail, TRANSALP 2 can be made more or less stable by adjusting the length of the chest strap.

## 1.2 - Protection and safety

TRANSALP 2 does not provide any protection in standard format. You can choose a ventral emergency container and an inflatable dorsal protection attachment as optional extras.

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Test laboratory for paragliders, paraglider harnesses and paraglider reserve parachutes



### Harness Impact Pad Report

Inspection certificate number: PH\_348.2021

Manufacturer data:		Sample data:	
Manufacturer name:	Woody Valley srl	Name impact pad:	n/a
Representative:	Simone Caldana	Impact pad integrated:	No
Street:	Via Vienna 92	Impact pad type:	Inflatable
Post code place:	30121 Trento	Weight of sample (kg):	0.41
Country:	Italy	Serial number:	n/a
Harness model:	TransAlp 2	Date of test:	20.10.2021

#### Atmosphere AGL:

Temp. (C°)	22
R.H. (%)	39
Press. (hPa)	1005

#### Summary of Impact pad test <sup>(1)</sup>

Test id	Test configuration <sup>(2)</sup>	Max Peak of Impact [g] <sup>(3)</sup>	Duration at 38 [g] in [ms] <sup>(4)</sup>	Duration at 20 [g] in [ms] <sup>(5)</sup>	Diff. of test 1 and 2 [%] <sup>(6)</sup>	Result
P	Test sample attached to dummy in flying position, without emergency parachute	34.93	0.00	24.17	2.52	n/a
PR	Test sample attached to dummy in flying position, including emergency parachute	0.00	0.00	0.00	n/a	n/a

Manufacturer	Instrument	Type no	S/N	Validity Calibration
Buster/MTS	Accelerometer 100 g	85010-100	1283567	23.01.2024
JDC elec	Geos n°11 Skywatch	Geos n°11	Jmh11	18.06.2025

The validation of this test report is given by the signature of the test manager on the Inspection Certificate no 94.20

Air Turquoise SA, having thoroughly assessed the sample mentioned above, declares it was found conform with all requirements defined by the following norms:  
Aerworthiness Requirements MIL-2-565-20 - European Standard EN1691-2018

<sup>(1)</sup> Calculated values in tests reports include the value minus the uncertainty (on safe side!) The uncertainty stated is the expanded uncertainty obtained by multiplying the standard uncertainty by the coverage factor k = 2. The value of the measurand lies within the assigned range of values with a probability of 95%.

<sup>(2)</sup> The dummy is lifted minimum up to 1.65 m, and impact pad is mounted on. Where the impact occurs, measure distance from bottom of impact pad to ground.

<sup>(3)</sup> Maximum peak of impact should be less or equal to 50 [g]. <sup>(4)</sup> If any, the maximum duration in at 38 [g] should be less or equal to 7 [ms]. <sup>(5)</sup> If any, the maximum duration in at 20 [g] should be less or equal to 25 [ms]. <sup>(6)</sup> The test should be done twice, and the 2nd test the maximum peak should not differ more than 20% from the first test, maximum peak.

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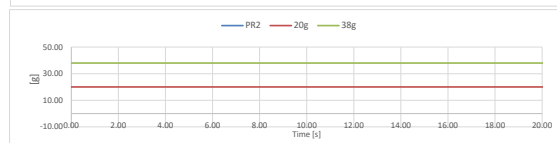
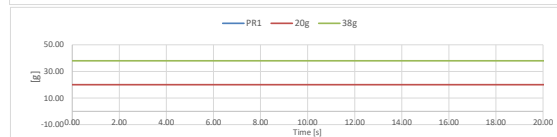
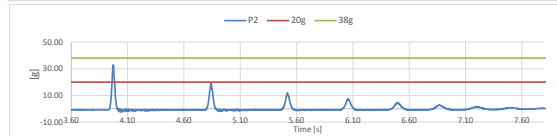
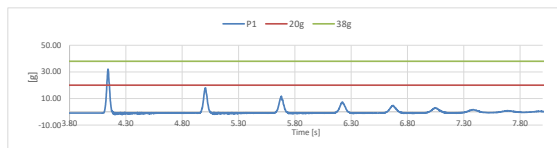


Inspection certificate number: PH\_348.2021

Name impact pad: n/a

#### Test results of impact pad test

	without emergency parachute		including emergency parachute	
	P1	P2	PR1	PR2
Maximum peak of impact [g]	34.07	34.93	0.00	0.00
Impact duration at +38 [g] in [ms]	0.00	0.00	0.00	0.00
Impact duration at +20 [g] in [ms]	24.17	24.17	0.00	0.00
Uncertainty k=2 [g]	1.96	2.01	0.00	0.00
Diff. between test 1 and 2 [%]	100.00	102.52	100.00	0.00





### 1.3 - RECCO system

TRANSALP 2 is equipped on the left shoulder strap with a RECCO reflector, a device that allows you to search for anyone in trouble in open areas. Thanks to the RECCO system, very large areas can be searched quickly and therefore search times can be significantly reduced.

The system works by means of a radar signal that is transmitted by the detector during a search. This signal is picked up and sent by the reflector, which is a passive transponder, to the detector, which in turn converts it into an acoustic signal, thus directing rescuers.

More information can be found at: <https://recco.com/>



## 2- BEFORE USING

### 2.1- Reserve parachute

The FRONT LIGHT RESCUE CONTAINER ANTHRACITE ventral reserve parachute container is not included with the purchase of the TRANSALP 2 harness but is an optional extra and must be placed in front of the chest strap adjustment.

It must be fixed with the “V”bridle on to both main snap-hooks and secured (using the buckle at the base of the FRONT LIGHT RESCUE CONTAINER ANTHRACITE 2021 container) to the short strap that connects both leg straps. The container is suitable for small to medium-sized parachutes with a maximum volume of 5.6 litres.



#### 2.1.1- Handle

The FRONT LIGHT RESCUE CONTAINER ANTHRACITE option is supplied with a deployment handle and webbing “V”bridle. Do not use other deployment handle adapted for this purpose. To connect the handle to the reserve parachute, simply insert the loop at the end of the handle into the loop on the reserve container, then pass the entire handle through its own loop, thus creating a “Larks Head” knot.

### 2.1.2- Inserting the reserve parachute

Connect the reserve parachute “V”bridle through the FRONT LIGHT RESCUE CONTAINER ANTHRACITE ventral reserve parachute container “V”bridle by means of the two loops. The emergency parachute should then be passed through the large “V”bridle loop. The result is a connection that should be tightened as much as possible so as to prevent dangerous friction between the two cables during emergency opening shock.



The container “V”bridle has a Velcro fastener so that it can be attached to the container once the “V”bridle is connected. Place the parachute and its bundle in the container, keeping the handle facing upwards. To close the container flaps, slide a thin cord (such as a paragliding cord) into each elastic loop, which will help you close the container.



Insert the elastic loops through the eyelets on the upper flap and then through the lower flap, fasten the handle pins to the respective elastic loops and, finally, remove the thin cord. Secure the handle to the container with the Velcro so that it stays in its ideal position and does not open accidentally, then insert the two pins into the holes in the lower flap.

**ATTENTION:**

Each new combination of reserve parachute and harness that is assembled for the first time must be inspected by an official harness or reserve chute dealer or a flight instructor to verify that it can be effectively deployed. Checks should be carried out by hanging in a flight simulator. Deployment of the reserve chute must be possible from the normal flying position.

The paragliding harness and reserve parachute unfolding system is not suitable for use in free fall and during strong shocks.

Its bearing structure has been designed, tested and certified to withstand reserve parachute opening shock in accordance with standard paragliding requirements.

This does not exclude the possibility that other parts of the harness may be damaged by the shock resulting from the opening of the reserve parachute. This is true whether it occurs due to actual need in the event of an accident or if it occurs voluntarily, for example during a safety course.

### 2.1.3- Connecting the reserve parachute to the harness

The FRONT LIGHT RESCUE CONTAINER ANTHRACITE ventral reserve container must be connected to the harness via the loops of the Y-bridle, which must be inserted into the main carabiners/maillons. Then connect the attachment straps.



#### CAUTION:

The Y-bridle must be attached to both carabiners/maillons.

### 2.1.4- FRONT LIGHT RESCUE CONTAINER ANTHRACITE height adjustment

To adjust the position of the FRONT LIGHT RESCUE CONTAINER ANTHRACITE container, we recommend hanging from a simulator, tightening the attachment straps appropriately. There are buckles in the loops of the Y-bridle to make adjustments; we recommend that making any adjustment symmetrically.

Take care that the flight instruments do not go scratching the adjustment of the chest strap.



### 2.1.5- Extracting the reserve parachute

It is important to periodically check the position of the reserve parachute handle during normal flight so that the reaction movement to grab it is instinctive in the event of an emergency.

In the event of an emergency situation, the launch 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 glider.
- After opening, keep the paraglider from interfering with the reserve parachute as follows:
  - If the leading edge is facing upward, pull the “D” risers or the brakes and deflate your paraglider.
  - If instead the leading edge of the glider is facing downward, pull one of the “D” risers or one brake to make the glider rotate with the leading edge upward and then pull both brakes or both “D” risers to help deflate your paraglider.
- On landing, assume an upright position and be prepared to perform a “parachute landing fall” to minimise the risk of injury.



## 2.2 - Harness adjustments

TRANSALP 2 offers the option of adjusting the back inclination, the chest width and the shoulder height in order to guarantee an optimum pilot position. Some time is needed to find this optimum position, but the time spent will be well rewarded in exceptional flying comfort.

The harness is supplied pre-adjusted to a standard ergonomic setting, apart from adjustments required for pilot height. Therefore, for the first flight we recommend adjusting the harness for height alone, leaving the other settings unchanged, because they have proved to be satisfactory for the vast majority of pilots. If you wish to change the other settings, remember that you can always return to the factory settings by using the red marks on all adjustment straps as reference.



To find the optimum position we recommend hanging with the harness, simulating flight position and conditions. Therefore it is best to place all the material which you normally take into flight with you in the back pocket.



Back position  
adjustment **1**  
Section 2.2.1

Shoulder-pad adjustment  
Section 2.2.2 **2**

Chest strap adjustment  
Section 2.2.3 **3**

Seat height adjustment  
Section 2.2.4 **4**

### 2.2.1 - Back adjustment

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



### 2.2.2- Shoulder-pad adjustment

Adjustment of the shoulder pads compensates for the variation in pilot height. The adjustment buckle is located at the top. The shoulder pads also bear part of the weight of the torso for improved comfort.

We recommend adjusting the shoulder pads so that they fit against your shoulders without being too slack or too tight.



### 2.2.3- Chest strap adjustment

The chest strap controls the distance between the two snap-hooks, which can vary from 35 to 45 centimetres. For the first flight, we suggest setting the chest strap to around 40 cm and then locating the preferred length in flight by means of gradual adjustment.

Stability is greater when the chest strap is shorter and tighter. An excessive distance between the snap-hooks 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.

At shoulder strap height, there is a small hook that acts as a shoulder strap fastener and prevents the shoulder straps from sliding off the shoulders during take-off. The plastic coupling also holds a practical whistle which can be helpful in the event of an emergency.

**ATTENTION:**

Each adjustment must be carried out symmetrically on both sides.



### 2.2.4 - Seat height adjustment

This adjustment varies the angle between the legs and the back (seat depth), distributing the loads between the seat and the lumbar area, thereby providing the pilot with greater comfort.



## 3 - FLYING WITH TRANSALP 2

### 3.1- Preflight checks

For maximum safety, use a valid and complete preflight inspection method and repeat the same mental sequences on every flight.

Check that:

- The reserve parachute handle is fastened in its correct position, and the pins are firmly inserted
- The pockets and zips are closed
- All the buckles are closed
- The paraglider is correctly attached to the harness on the main snap-hooks, which must be securely fastened by means of the closing mechanism
- The speed-bar is attached correctly to the glider

After careful assessment that the weather conditions are favourable for flying, put on the harness by simply fastening the "GET-UP" strap, so hook the loops of the leg straps on the snap-hooks on both the right and left sides. This simple operation must be performed and checked carefully for safe flight.



**ATTENTION:**

When you are wearing TRANSALP 2, the snap-hooks may inadvertently loop around the shoulder straps and the main strap, twisting them. Therefore, check that the straps are fully extended and not twisted before you take off.



### 3.2- Pockets

In flight configuration, TRANSALP 2 has a rear pocket in which clothing, a rucksack and trekking poles can be stowed.

As a matter of comfort, please avoid overfilling the pocket and stow the trekking poles in their specific vertical compartment. Put any bulky or particularly heavy equipment into the rucksack and wear it over the harness.



### 3.3 - Tandem flying

TRANSALP 2 can be used for tandem passengers.

### 3.4- Flying over water

TRANSALP 2 poses no particular problems when flying over water, but remember that landing in water is still dangerous. Woody Valley recommends using a suitable life jacket when flying above water.

### 3.5- Winch launch tow bridle

TRANSALP 2 can be used for towed launches. The towing bridle should be inserted directly into the main snap-hooks, taking care to position the snap-hooks with the opening mechanism at the rear. For further details, see your towing bridle instructions or ask a qualified towing instructor at your airfield.

### 3.6 - Landing with TRANSALP 2

Before landing, slide forwards in the harness so that you assume a standing position. Never land in a sitting position as it is very dangerous for your back.

### 3.7 - Disposing of the harness

The materials used in a paragliding harness must be disposed of correctly. Please give your harness back to us instead of throwing it away. We will take care of disposing of it correctly.

### 3.8- Regulations for behaviour in natural environments

Please respect nature and the landscapes that surround us when practising sport. Do not stray from marked trails, do not dispose of rubbish, do not make loud noises and please respect the delicate balance in the mountains.

### 4 - REFOLDING THE HARNESS

To fold up the TRANSALP 2, simply sandwich it by joining the leg supports and folding the back on itself while keeping all the straps inside.



## 5- CHARACTERISTICS AND INSTALLATION OF OPTIONAL EQUIPMENT

### 5.1 - Speed-system installation

After having found the best harness setting according to the physical characteristics of the pilot, the speed-system must be adjusted. This harness is supplied with a two-step bar but is compatible with all common types of speed-systems.

The speed-system cords should be passed through the rings near the front corners, then through the pulleys located on the base near the strap adjustment. For correct system adjustment, the pilot must hang from a flight simulator and hook into the risers of the paraglider or have another person then help by holding the risers, and then adjust the length of the speed-system cables. The bar should hang at a distance of no more than 10 cm below the front of the harness. If the speed-bar cord is too short, this could cause a constant force on the speed-system, so that it is unintentionally engaged during flight. It is safer to take off with the speed-bar a little longer and to shorten it gradually during subsequent flights. Remember that all adjustments have to be performed symmetrically, on both sides.

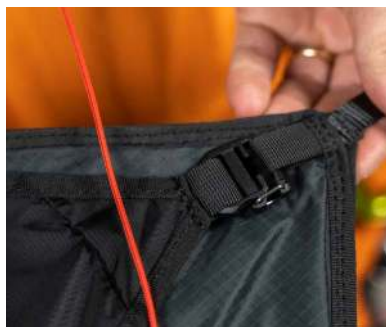
Before taking off, place one foot in the elastic band at the end of the speed bar and tighten it on the ankle with the corresponding jam cleat.

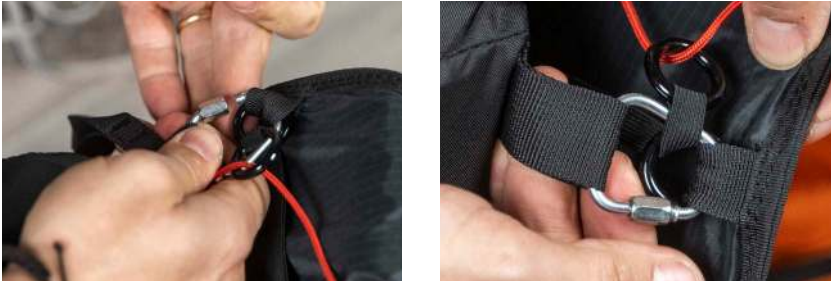


### 5.2 - Inflatable dorsal protection installation

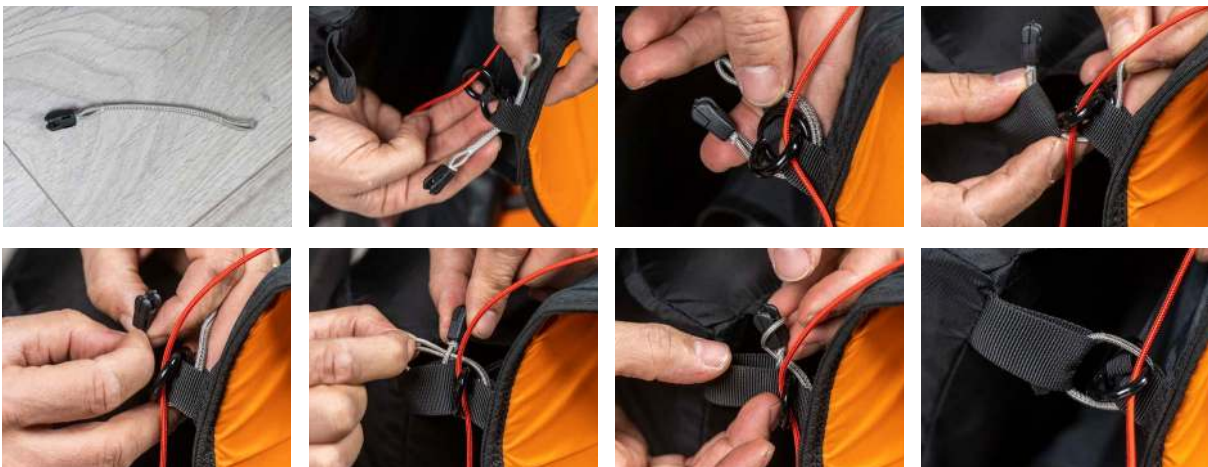
To assemble the inflatable protection, put the four side buckles of the protection into the harness loops and close them.

Then secure the two quick links (or the supplied soft links) to the front loops, making sure that the two quick links/soft links are fixed behind the two plastic rings of the speed bar, as shown in the picture.





To install the soft links, follow the procedure as shown in the pictures below. Put the soft link first into the harness front loop behind the two rings held together with the elastic and then into the protection loop. Put the soft link loop into the loop under the plastic bit, then secure it by inserting the plastic bit through the loop itself. Finally, rotate the soft link to place the plastic bit under the harness loop.



The protection can be inflated using the inflatable bag, or by mouth with the help of the nozzle attached to the protection cap. The inflatable bag cannot be used as a compression bag, therefore we recommended that you do not use it to keep your glider in.



## 6- MAINTENANCE AND REPAIR

Check the harness after each impact, bad landing or launch, or if there are any signs of damage or excessive wear.

We recommend having your harness checked by your dealer every two years and replacing the main snap-hooks every five years.

To prevent unnecessary wear and deterioration of the harness, it is important to avoid scraping it against the ground, rocks or abrasive surfaces. Do not expose the harness unnecessarily to UV radiation (sunlight) outside normal flying activities. Wherever possible, protect the harness from humidity and heat.

Store all your paragliding equipment in a cool, dry place and never put it away when it is damp or wet.

Keep your harness as clean as possible, regularly cleaning off dirt with a plastic bristle brush and/or a damp cloth. If the harness gets exceptionally dirty, wash it with water and mild soap.

Let the harness dry naturally in a well-ventilated area away from direct sunlight.

If your reserve parachute ever gets wet (e.g. in a water landing), remove it from the harness, dry it and repack it before putting it back in the container. Harness component repairs or replacement cannot be carried out by the user but only by the manufacturer or staff authorised by the manufacturer. The manufacturer and authorised service staff alone can use materials and techniques to ensure correct product functionality and complete conformity with product certification.

Zip fasteners should be kept clean and lubricated with silicone spray.

For any service enquiries, either from an authorised retailer or Woody Valley, please quote the full identification number on the silver label located in the rear storage pocket.

Please pay close attention to how you use and store the equipment. Correct use will extend harness life.

We hope that you enjoy some great flights and happy landings with TRANSALP 2!



## 7 - WARRANTY

The warranty period, which is 2 years as provided for by law, commits us to correcting any defects in our products that are attributable to manufacturing defects.

Please validate the warranty period by filling out the form available on our website in the "Support" section within 10 days from the date of purchase. Enter the ID code of the harness shown on the silver label located in the rear pocket.

To make a warranty claim, you must immediately inform WOODY VALLEY of the discovery of the alleged manufacturing defect by sending the harness identification code and a detailed description of the problem encountered. To restore the defective product, you will need to send it to WOODY VALLEY or parties authorised by them.

WOODY VALLEY reserves the right to decide the best method for restoring the harness (repair, replacement of parts or the product).

The warranty does not cover damage caused by careless or incorrect use of the product (for example inadequate maintenance, unsuitable storage, overloading, exposure to extreme temperatures, etc.). The same applies to damage attributable to accidents, emergency parachute opening shocks and normal wear and tear.

## 8 - APPROVAL CERTIFICATES

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paragliding by air turquoise

### Harness inspection certificate - EN

Inspection certificate number: PH\_348.2021 Impact pad number: PH\_348.2021

Manufacturer data	
Manufacturer name:	Woody Valley srl
Representative:	Simone Caldana
Street:	Via Vienna 92
Post code / place:	30121 Trento
Country:	Italy

Sample data:	Harness	Impact pad
Name:	TransAlp 2	Name Impact pad: <sup>(1)</sup> n/a
Type:	ABS	Impact pad integrated: <sup>(1)</sup> No
Size:	M	Impact pad type: <sup>(1)</sup> Inflatable
Weight of Sample (kg):	0.92	Weight of Sample (kg): <sup>(1)</sup> 0.41
Serial number: <sup>(2)</sup>	105 0115 0002	Serial number: <sup>(2)</sup> n/a
Clip-in weight (kg):	120	Date of reception:
Integrated container for rescue system:	No	20.10.2021
Volume container (cm <sup>3</sup> ):	5600 max 3600 min	
Date of reception:	21.09.2021	

Test report summary	Structural test	Impact pad test
Result:	POSITIVE	POSITIVE
Place:	Villeneuve	Villeneuve
Date:	23.09.2021	20.10.2021

Issue data	
Place of declaration:	Villeneuve
Date of issue:	20.10.2021
Managing Director:	Andrea Wigger
Signature:	
Revision 01:	08.03.2022

<sup>(1)</sup>This inspection certificate is NOT covered by accreditation D-AS-19457-01.\*

This signature approves the validity of the test reports if available: no. 94.21 (part of 02, 03, 04, 05, 06, 08, 09, 10, 11, 12, 14, 50, 57, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100) and no. 94.22 (part of P, PP). Air Turquoise SA, having thoroughly assessed the sample mentioned above, declares it was found conform with all requirements defined by the following norms: European Standard EN1891:2018 and EN12491:2019.

<sup>(1)</sup> If impact pad is NOT integrated in the harness, it will have independently inspection number and serial number. Definition of integrated impact pad is impact pad which can not be dismounted from the harness, e.g. webbing.  
 Present declaration's scope only extends to the conformity of a given sample, on a given date and in a given place – as mentioned here above.  
 This inspection certificate contains the following test and is compliant with the test, if available: report 94.21 and 94.22.

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paragliding by air turquoise

### Harness inspection certificate - Nfl

Inspection certificate number: PH\_348.2021 Impact pad number: PH\_348.2021

Manufacturer data	
Manufacturer name:	Woody Valley srl
Representative:	Simone Caldana
Street:	Via Vienna 92
Post code / place:	30121 Trento
Country:	Italy

Sample data:	Harness	Impact pad
Name:	TransAlp 2	Name Impact pad: <sup>(1)</sup> n/a
Type:	ABS	Impact pad integrated: <sup>(1)</sup> No
Size:	M	Impact pad type: <sup>(1)</sup> Inflatable
Weight of Sample (kg):	0.92	Weight of Sample (kg): <sup>(1)</sup> 0.41
Serial number: <sup>(2)</sup>	105 0115 0002	Serial number: <sup>(2)</sup> n/a
Clip-in weight (kg):	120	Date of reception:
Integrated container for rescue system:	No	20.10.2021
Volume container (cm <sup>3</sup> ):	5600 max 3600 min	
Date of reception:	21.09.2021	

Test report summary	Structural test	Impact pad test
Result:	POSITIVE	POSITIVE
Place:	Villeneuve	Villeneuve
Date:	23.09.2021	20.10.2021

Issue data	
Place of declaration:	Villeneuve
Date of issue:	20.10.2021
Managing Director:	Andrea Wigger
Signature:	
Revision 01:	08.03.2022

This signature approves the validity of the test reports if available: no. 94.21 (part of 02, 03, 04, 05, 06, 08, 09, 10, 11, 12, 14, 50, 57, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100) and no. 94.22 (part of P, PP). Air Turquoise SA, having thoroughly assessed the sample mentioned above, declares it was found conform with all requirements defined by the following norms: Airworthiness Requirements No. 2-485-20 - 2019/01/05/15.3.3.

<sup>(1)</sup> If impact pad is NOT integrated in the harness, it will have independently inspection number and serial number. Definition of integrated impact pad is impact pad which can not be dismounted from the harness, e.g. webbing.  
<sup>(2)</sup> If harness has an integrated inner container for emergency parachute, serial number tests are done for different type of emergency parachute.  
 Present declaration's scope only extends to the conformity of a given sample, on a given date and in a given place – as mentioned here above.  
 This inspection certificate contains the following test and is compliant with the test, if available: report 94.21 and 94.22.



## 9- TECHNICAL DATA

Snap-hook height	S = 45 cm L = 50 cm	M = 47,5 cm XL = 52 cm
Distance between snap-hooks (min. max.)	S = 36-44 cm L = 36-46 cm	M = 36-44 cm XL = 36-46 cm
Total weight of TRANSALP 2	S = 884 g L = 972 g	M = 924 g XL = 1000 g
Type of dorsal protection	Optional inflatable	
Type of straps	Get-Up	
Reserve parachute housing	Optional ventral container	
Reserve parachute housing volume	3600 – 5600cm <sup>3</sup>	
Limit of use	120 daN	
Approval number	PH_348.2021	

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Every effort has been made to ensure that the information contained in this manual is correct, but please remember that it has been provided for guidance only.

This user manual is subject to change without prior notice. Please check [www.woodyvalley.com](http://www.woodyvalley.com) for all the latest news on TRANSALP 2.

Latest update: DECEMBER 2022