

**AVA**SPORT

PARAGLIDING and SKYDIVING EQUIPMENT

# Manual Cruiser NG



## Owner's manual 18.10.2010

### Paragliding Harness

With the Cruiser NG you got one of the most comfortable and most functional harnesses, which is available on the market at present. We thank you for the confidence, for buying the Cruiser NG harness. Please read this operating instructions carefully and consider, that AVA Sport Ltd. can not be made liable for accidents and damage, which result from disregarding of the operating instructions.

#### Technical description:

- ✍ EN & LTF certified protector
- ✍ Running through shoulder belts for perfect comfort
- ✍ Max. pilot's weight: 120 kg
- ✍ Weight of the harness: 3.6 kg (M)
- ✍ Seatposition adjustable in flight

#### Overview:

- a) Lateral chest-belt adjustment
- b) Leg belts with combi-safety-system
- c) speed-bar
- d) Main suspension
- e) Rescue system release-handle



## 1. Adjustment possibilities:

By the versatile adjusting possibilities of the Cruiser NG we recommend in any case that all adjustments are done in a simulator before the first flight to guarantee an optimal seat comfort.

### Adjusting the leg belts:

When you put the harness on, please take care that the buckles are closed correctly and audibly. The leg belts should be fastened tight but should leave still enough space, for the starting and landing phase, where the legs should have still some space to move.

### Speed-bar:

The speed-bar is generally built in and runs from the risers as follows: rear pulley-roll, then to the frontal pulley at the seat-board.



## 2. Build-in of the rescue-system



Connection to the Handle



Connection to the Harness



Connection showing to the upside and to the container opening



Put the bridge into the container of the harness. The connection to the handle must be also between the inner-container and the harness, as shown on the picture. That means it has to be on the inner side. So you can be sure that the rescue-system can be pulled out easily.

Put in the rescue-system container. The connected handle is showing to the seatboard and the container opening of the harness



Attention !



Line must be free be moved

The connection to the handle runs between the two upper eyes. You have to take care that the connection of the handle is not hindered in any way and is still long enough, so that you can be sure that the pull is coming first on the closing-pins and not on the connection to the inner container!



Close the container with two packing cords. Order:

- ①
- ②
- ③



After closing the container, by putting in the pins, remove the packing cords and put the release-handle in the therefore assigned pockets

## Attention:

**After every installation of a rescue-system in a harness there must be a test if the opening force is between 2 and 5 daN. If harness and rescue parachute are combined the first time a compatibility check have to be done by a authorized person!**

## Back-protector:

Only the original back-protector which is inside the Cruiser NG is allowed to use.

### Usage:

The protector should protect the pilot's back in case of a unintentional hard landing.

### Description:

The protector exists of a shock absorbing special softfoam. Both together are absorbing the energy of a hard impact.

### Function:

On a impact of the pilot the protector gets compressed and absorbs so the energy of the impact. This minimizes the probability of serious spine injuries but does not except it. Because the protector is very flexible you don't have to make any adjustments at the protector itself.

On waterlandings you should get rid of the harness as soon as possible, because the buoyancy of the protector may turn the pilot upside down and pushes him under the water surface.

There are no special restrictions concerning towing&winching.

In cases of emergency it's important that the pilot absorbs the impact with a little bit bended knees, because so the human body can stand 4-6 times higher impact-forces. If the pilot tries to compensate the impact with straight knees the complete energy is coming directly on the pilot's spine, so the protector can not work efficient or begins it's compensating to late.

## Maintenance/Duration of life:

The protector is maintenance free and can still be used after an impact, if you can not see any damages! But anyway avoid high temperatures (for example in the car) and contact with corrosive or etching substances. If, what normally is not necessary, the protector needs to be cleaned, just use water and soft soap.

The provisional duration of life are 5 years. Please give us a call after this 5 years, because then we have checked even older protectors' function and performance, and can decide over a longer duration of life. (What most probably will not be a problem).

## Tandem flights:

The Cruiser NG can be used without Rescue as passenger's Harness but not as Pilots Harness

## Life span, replacing time of construction units, repair hints:

The harness Cruiser NG was built for high loads and strong use. Accordingly, for the choice of the materials particularly high criteria were set. However the life span depends also on the treatment of the harness by the pilot, so we recommend to check the harness from time to time, if there are faulty or damaged parts, which should be replaced or repaired then.

Especially take care of defective seams, which should be immediately repaired by an authorized workshop. Further you have the possibility to send us the harness for checking.

In order to prevent problems with the harness we recommend:

- avoid handling with fire and sharp edged articles near your harness.
- avoid unnecessarily long sun effect, because ultraviolet radiation destroys the molecular structure of the material
- avoid the contact with seawater or acid liquids.

## Maintenance and control:

The harness Cruiser NG is more or less maintenance-free. But regular control in short periods gives you the guarantee of an unrestricted function of your belt system. Take particularly care that the buckles stay free of dirt.

## Dealers:

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# Certification

Cruiser NG