

# MANUAL

 **LINK**  
PASSENGER



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# LINK PASSENGER Owner's Manual

## Tandem Passenger Harness

EN1651 | LTF 91/09 | CRITT

### Welcome to Bruce Goldsmith Design

Thank you for choosing a BGD product. We love flying and our goal is to make paragliding equipment that others will enjoy as much as we do. We build products with personality, exceptional equipment with the refined handling and innovative qualities that Bruce Goldsmith Design have become renowned for.

### Introduction

The LINK PASSENGER is a comfortable and functional lightweight tandem passenger harness with a mousse protector and a lightweight synthetic seat board. It is available in one size with a wide adjustment range to fit passengers from 150cm to 190cm height, and up to 120kg weight.

The LINK PASSENGER is for tandem passenger use only for non-motorised paragliding. It has no integrated reserve container and can not be used for skydiving, Base jumping etc. It can be used for towing if the main karabiners are used as attachment points for the towing release. There are no separate attachment points to mount a towing release.

### Safety

Please read this manual before using the harness. Paragliding is a potentially dangerous sport that can cause serious injury and even death. The use of BGD equipment is undertaken with the full knowledge that paragliding involves risks. Inappropriate use of your equipment will increase these risks. The pilot takes exclusive responsibility for all risks

associated with the use of this equipment.

Please note that no protector can offer 100% protection against injuries, and in particular, the back protector can not be guaranteed to prevent injuries to the spine. The LINK PASSENGER's protector is removable. It can only offer protection if it is correctly positioned and fixed in place. The protector should not be used in temperatures exceeding 40°C or below -20°C.

Any kind of physical modification to the harness can seriously reduce the performance of the protector and the safety of the harness, and will invalidate the certification.

## Certification

The harness and its back protector conform to:

**EN 1651:199 & LTF** (2. DV LuftGerPV ) 2. DV LuftGerPV §1, Nr. 7 c. Conformity standards were carried out by: Air Turquoise SA, Rte du Pre-au-Comte 8, CH-1844 Villeneuve

**EU regulation 2016/425 and CRITT SPORT LOISIRS SP-002 12/2016 protocol**

Certified by ALIENOR CERTIFICATION n ° 2754 ZA du Sanital 21 rue Albert Einstein 86100 CHATELLERAULT France

# LINK PASSENGER diagram



# Specifications

Size	unique
Pilot's height (cm)	150-190
Maximum passenger weight (kg)	120
Harness weight (kg)	2.8
Suspension points height (cm)	47
Certification	EN/LTF

# Back Protection

The LINK PASSENGER has a mousse-bag back protector, comprising a special foam, sewn into a nylon fabric cover.

The mousse protector is CRITT certified. The certificate can be downloaded from our website: <https://www.flybgd.com/en/paragliders/link--harness-4242-1623-0.html>

Please note, incorrect use of, or modifications to, the protector will render this certification void.

The protector should not be used in temperatures greater than 40°C or below -20°C.

The mousse protector can be cleaned using water and a soft brush. Do not use chemical cleaners, as these can damage it.

## Before flight

The protector will be compressed when the harness is packed, and must be allowed to re-expand to regain its full volume before flight. This may take longer if the air temperature is low, or if it has been compressed for a long period.

Before flight, the pilot should ensure the protector is correctly positioned in the harness, and that it is fully inflated.

## Life expectancy

Following a hard landing, or if the outer shell of the protector shows any visible signs of damage, the protector should be repaired or exchanged by the manufacturer, or by an authorised dealer or workshop.

The lifetime of the protector is five years. It should be replaced after this time.

## Limitations

No protector can offer 100% protection against injuries, and in particular, the back protector can not be guaranteed to prevent injuries to the spine.

Only the parts of the body covered by the mousse protector, are protected by it against shocks. If the protector is detachable, protection is assured only when the protector is present.

Any liability claims resulting from use of this product towards the manufacturer, distributor or dealers are excluded.



# Harness Adjustment

Before flying it is important to adjust the harness so that the passenger is secure, but their movements are not restricted and they can easily assume a sitting position when airborne.

The harness can be adjusted in several places: the shoulder, chest, lateral and leg straps are all adjustable. We recommend a hang-check in a static swing before flying, to ensure the harness is optimally adjusted for the passenger's comfort.

The chest and leg straps have click-lock buckles. You will hear a click as they close and they will only open if both buttons on the buckle are pushed simultaneously. This is a safety system, to protect against unintentional opening.

## **Chest strap adjustment**

When the chest strap buckle is closed, the Safety T system is automatically engaged so the passenger cannot fall out of the harness, even if the leg straps are not closed. Do not over-tighten the chest strap.

## **Shoulder strap adjustment**

Adjust the shoulder straps so the passenger is comfortable in both flying and standing positions. The straps may appear loose while in the seated position but some room is required to avoid excessive strap pressure in the standing position. Ensure the two sides are adjusted evenly.

## **Lateral strap adjustment**

The lateral straps adjust the seating position. Ensure that the two sides are adjusted evenly.

## **Leg strap adjustment**

The leg straps should be fastened tightly, but should not restrict movement of the legs during take-off and landing.

# Use

## Putting the harness on

The passenger should put the harness onto their shoulders. Fasten the leg buckles first, and then the chest strap. Push the leg straps down as far as possible towards the knees, and then tighten them (if the leg straps are too high, it is difficult to get into the harness after the take-off without using your hands). Check the adjustment of all the straps.

## Pre-flight checks

It is the pilot's responsibility to assure the safety of their passenger. This means checking the glider, spreader bars and both pilot and passenger harnesses are in good condition and correctly connected.

With regards to the passenger harness, the pilot should do the following before flight:

- Check all the harness buckles are correctly closed.
- Check the chest, transverse, leg and shoulder strap adjustments.
- Ensure the passenger harness is connected to the spreader bars on the loop intended for that purpose, and that the karabiners are correctly closed.

# Maintenance / Inspection

## Maintenance

The LINK PASSENGER harness is designed to take high loads and stress. Proper maintenance will maximise the lifetime of the product. The harness should be periodically inspected for signs of wear, and damaged components must be repaired or replaced by the manufacturer or an authorised workshop. Any repairs performed by anyone else will deem the harness uncertified. Only original parts should be used. Spares can be ordered from your BGD dealer.

- Keep the harness clean of dirt, oils and corrosive substances.
- Take particular care that no dirt gets into the mechanics of the buckles and that all moving parts of the buckle are running freely. If necessary, the buckles can be lightly oiled.
- Avoid excessive exposure to UV, heat and humidity.
- Always pack the harness dry, and store in a cool, dry environment.
- Never drag the harness across the ground.
- If the harness is dirty, clean it only with water and a brush. Chemical cleaners will damage fabric and webbing.
- Avoid high temperatures (for example: inside a closed car in summer).
- Avoid unnecessary long exposure to sunlight. Ultraviolet radiation destroys the structure of the material.
- Avoid contact with saltwater or acid liquids.

- If the harness is not in use for a long time, the back protector should not be stored compressed.

## Inspection

For safety, routine inspections of all of your equipment is vitally important. Bruce Goldsmith Design recommends a service interval of 24 months in addition to the usual pre-flight checks. If you find any damage or if you are in any doubt make sure the harness is checked by a professional or ask us.

The karabiners must be replaced according the karabiner manufacturer's instructions, and at least every 5 years. The karabiners should never be used for anything other than paragliding (eg. climbing, towing, etc).

For inspection, visually check the stitching, webbing and all structurally important areas. Pay particular attention to the webbing around the hangpoint area under the karabiner, as this is where abrasion is most likely.

For the back protector, pay particular attention to all of the stitching, to the outer material, and the thickness. The protector should not remain squashed or deformed.

Any damaged parts should be repaired or replaced by the manufacturer. Any repairs performed by anyone other than the manufacturer will deem the harness uncertified. Spare parts can be ordered from your BGD dealer.

## The Environment and Recycling

We all have a responsibility to look after the environment and protect the places in which we fly. Please enjoy our sport in a way that is respectful of the natural environment we practise it in. This includes keeping to marked footpaths, not leaving litter, and not making unnecessary loud noises that could disturb wildlife.

When the harness comes to the end of its useful life, remove all the metal parts and dispose of the rest in an appropriate recycling facility.

# Warranty

The company Bruce Goldsmith Design GmbH, referred to as BGD, takes the greatest care in design and production of its products and proudly offers 2 years or 200 hours warranty from the date of purchase against manufacturing defects.

You are required to complete the warranty form on the website within 14 days of purchase. Only a fully completed warranty form will be accepted to validate the warranty.

In order to settle a warranty claim, BGD must be notified in writing immediately after discovery of a defect, and the affected product must be sent to BGD for inspection. BGD will then decide how a possible fault should be rectified, either through repair, replacement of parts or replacement of the product. Solely BGD or an agreed service centre should undertake repair or replacement of the damaged parts. If unapproved third parties undertake repair work, there will be no entitlement to compensation under this warranty. The owner is not entitled to replacement equipment during the warranty claim.

Some degradation of materials due to wear and tear is to be considered normal and will be excluded from claims. Damage due to careless or incorrect use of the product including accidents, inadequate maintenance, unsuitable storage, damage by solvents, fuel, chemicals, sand or seawater, overloading, exposure to extreme temperatures, or prolonged sun exposure and colour fading are also excluded.

The claim for warranty service exists solely between the original owner of the equipment and BGD. The warranty obligations only apply to private sport and leisure-time activities, not for use for commercial purposes. If you are unsure about any information contained in this manual, please contact your BGD dealer.

Bruce Goldsmith and team.

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