ENERGY XC

MANUAL

Version 1/ 2015 ©

Verification of Checks and repairs

ENERGY XC Serial number: …… First check by ICARO / date: ……	…… Name/ Stamp

Check (C) Repair (R)	Which repair/ Check? Check valid until?	Performed by/ date

Check (C) Repair (R)	Which repair/ Check? Check valid until?	Performed by/ date

Check (C) Repair (R)	Which repair/ Check? Check valid until?	Performed by/ date

Check (C) Repair (R)	Which repair/ Check? Check valid until?	Performed by/ date

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Congratulations on buying your ENERGY 2 harness and welcome the family of ICARO - pilots!

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

This manual gives you information on the entire specific and general characteristics of the harness.

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 at a later date, please pass on this manual to the new owner.

No guarantee 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.

The use of this harness is entirely at your own risk.

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

Do not fly unless you are personally willing to assume all risks inherent in the sport of paragliding and all responsibility for any property damage, injury, or death, which may result from use of this sport.

Your harness is made with great care and state of the art, tested according European Standards EN 1651:1999[1], and Notification of the Federal Aviation Administration of Germany [2] Is pattern tested as harness with foamed rubber protector is suitable for training and tandem flying.

It is strictly prohibited to fly the harness

- ***with damaged carbines, belts, buckles or protector***
- ***outside the specified weight range***
- ***in aerobatics***

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***.

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[1] *Harnesses –Requirements and test methods*
[2] *„Directives about airworthness for hang- and paragliders (LTF NfL II 91/09)“.*

Any important changes to this manual will be published in our homepage (www.icaro-paragliders.de).

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

Each alteration is dangerous and reactions are not predictable. Your harness will lose its pattern test result and guarantee.

The manufacturer or distributor assumes no responsibility for accidents occurring while using it.

Every pilot must ensure that the harness is properly checked at regular intervals.

Environmental aspects:

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!

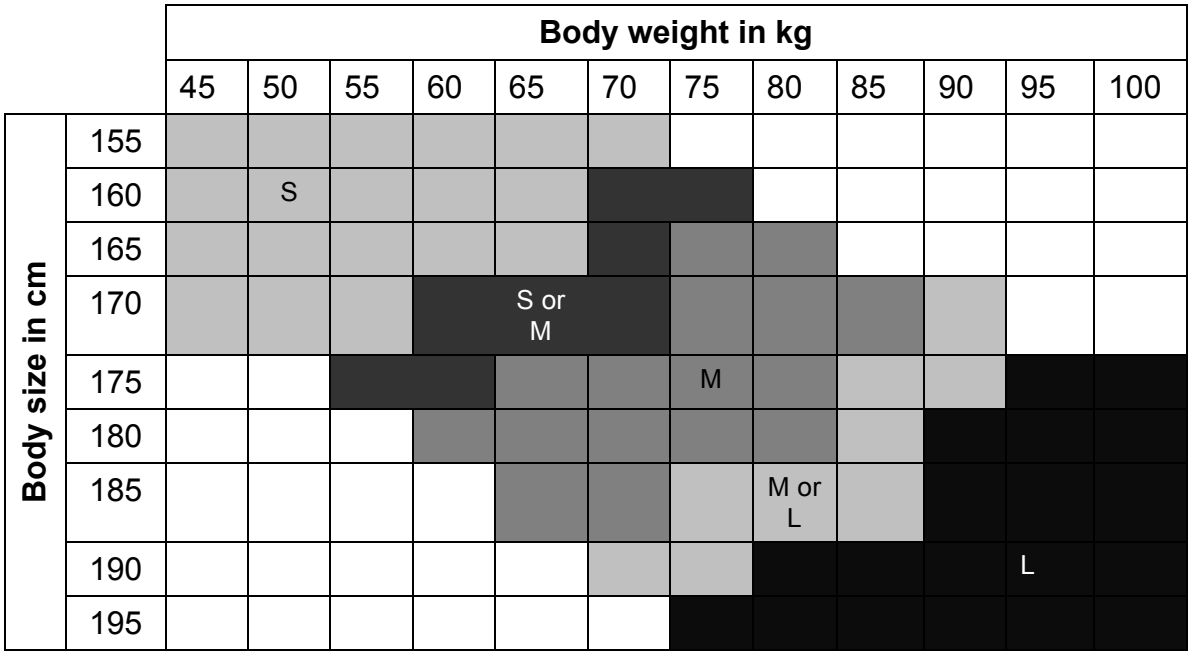
Please do not walk beside the marked ways, do not leave your litter, do not make unnecessary loud noises and respect the sensitive balance in the mountains.

Especially at the launch site consideration is needed!

To get to know your ENERGY XC

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

Technical data		**S**	**M**	**L**
Distance between karabiner and seat in cm		44	47	49,5
Distance between karabiners (min. max.) in cm		39,5/50		
Size of seat (cm)	Width rear	23,5	25	26,5
	Width front	21	22,5	23,7
	depth	36,8	39	41
Maximum loading (kg)		120		
Total weight size L, complete with reserve parachute handle, karabiners and protection (kg):		4,965		
Type of protection		Protection in 12 cm foam		
Type of straps		GET-UP with Mini T-Lock system		
Reserve parachute housing		Built-in container under the seat with lateral handle		
Optional: Reserve parachute in front		Front container		
Volume Reserve parachute housing (cm³)		3000 – 8000		
Check interval		24 Month		



The harness includes a number of improvements and new technical features designed to improve the safety and pleasure of flying, while at the same time maintaining the lightness, comfort and control requirements that have always distinguished Woody Valley products.

The geometry of the load-bearing structure, combined with its active piloting, render it fully capable of satisfying the needs of a wide range of pilots, while even ensuring ease of transport thanks to its exceptional lightness, and all in full compliance with the LTF protocol.

The harness is fitted with new LTF-certified dorsal protection with a 12 cm layer of foam.

Leg-straps and chest straps are fitted with the “GET-UP safety system,” and with the innovative DRC system that prevents the pilot from slipping out of the harness in the case that he or she has forgotten to fasten the leg straps.

The system includes two females buckles attached to a load bearing carbine, and another attached to the leg-cover’s closure element; the central element that allows for the buckles to be fastened is attached to the leg strap: in this manner, in order to properly close the leg-cover, the pilot is required to grasp the leg strap, and is thus reminded to close it.

The S.O.S. label, colored red 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 harness is supplied with dorsal protection and a polycarbonate plate, which have already been assembled by the manufacturer.

The emergency parachute must be fitted with great care by a qualified professional, such as your instructor. Only after this operation should the pilot adjust the harness for optimum comfort.

Optional accessories available are Ballast bag with carrying handle, tube, and drainage tap, Emergency parachute with deployment on left-hand side, Front parachute and Side protection.

Adjustment of ENERGY XC

The harness supplied already 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 making reference to the red marks on all adjustment straps.

Please remember that the size of your harness should be chosen according to your height, and not according to seat width. Unlike a harness based on a fundamentally seated position, in which the height of the seat back is not essential for good comfort, in this harness the pilot flies in a more supine position, and so

the height of the back support is very important for good comfort and a correct flying position. Therefore it is to select the right size, particular as regards the about the seat width.

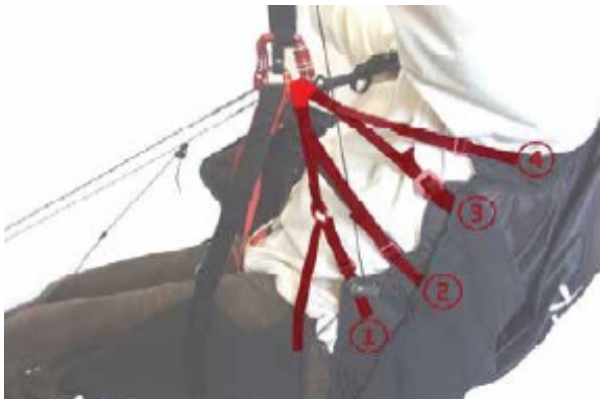
To adjust the harness to the optimum flight position by hanging the harness from suitable fixed point, therefore with normally carry in flight inserted

Before making any adjustments, the emergency parachute must be inserted. Each adjustment must be made symmetrically on both sides. Each adjustment strap has to be tight.

Adjusting seat and back position

This photo shows how the lateral adjustments are arranged, and the many points at which the pilot is actually supported, from the upper back down to the lumbar area. All these adjustments improve pilot support and enable the harness to be adjusted to all back types.

In the detail photo, adjustment 1 changes the angle between thighs and back (seat depth), distributing load between seat and the lumbar area and thus improving pilot comfort.



Adjustment 3 is that which is principally used to alter the angle between the torso and the vertical.

Adjustments 2 and 4 are useful for fine back adjustments, but they are secondary adjustments that improve contact between the harness back and the pilot's back, improving support and comfort.

If you wish to work on the adjustments, the first strap should be loosened before adjusting the main strap to the point of optimum comfort.

Once you have completed these steps, tighten the covering strap again in order to lock the adjustment setting.

Shoulder strap adjustment

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.

Chest strap adjustment

The chest strap which controls the distance between the two karabiners can be adjusted from 40 to 55 cm.

For the first flight with harness, we suggest setting the chest strap to the minimum length, then locating the preferred length in flight by means of gradual adjustment. 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 sail.

Leg strap adjustment

The roots of the leg straps are positioned high, a characteristic of the Get-Up system and this ensures for the legs.

Generally, the factory settings to enter the harness after launch, we suggest tightening the leg strap adjustment under the seat. This makes it easier for the pilot to enter the harness after launch without having to let go of the paraglider control handles.

Stabilizer adjustment

This small but important adjustment makes it possible to stabilize the harness when you exert pressure on the excessive tilt the back.

Its mode of operation is very simple: when you push the speed-bar, small plastic buckle blocks the shoulder-straps at the point at which they slide in the chest strap, making the entire strap system more rigid and improving overall harness stability. This adjustment is correctly set by the manufacturer.

ABS adjustment

This adjustment affects flying performance. The looser it is the less stable the harness becomes, and therefore the more sensitive to pilot movements. Vice versa, the tighter it is adjusted, the more stable the harness becomes, requiring more pronounced pilot movements in flight.

If you wish to change this setting, take great care and make very small changes, just a few millimeter every time. Ensure that adjustments are made with absolute symmetry.

Leg cover adjustment

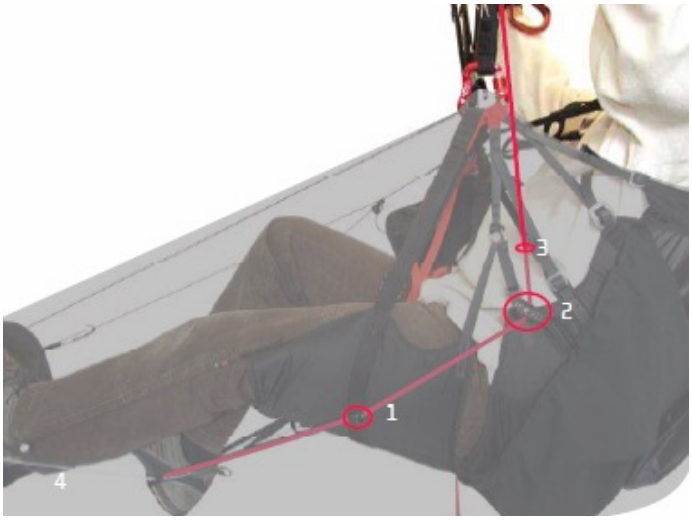
The leg cover can be adjusted for length by means of four small white spheres inside the cover, shown in the illustration below.

The footrest is set for an approximately 90° ankle angle, the most natural and comfortable.

Leg cover length can be extended or shortened according to the pilot's requirements, maintaining symmetry of settings.

Speedbar

ENERGY XC includes a three-step speed-bar, made with slim fabric webbing to decrease harness weight. The length of the speed-bar system should be adjusted only after the optimum harness adjustments have been completed.



When released, the footrest should be no more than 10 cm below the frontal part of the harness. Shortening the cord excessively could cause the speed-system to be constantly under tension and therefore unintentionally operational during the flight. It is safer to begin by launching with the speed-bar a little too long, shortening it progressively on the next flights. It is important to perform each adjustment symmetrically, in other words equal on both sides. If you wish to change the footrest, we can inform you that this harness can be used with all normal types of speed-bar.

The footrest cords should be threaded first through the loops fixed to the elastic cord at mid-seat (1), on through the pulleys near the back corners of the seat (2), and then up to the fastening points on the paraglider risers, passing through the small grommets in the leg cover (3). In addition, the two elastic cords that Woody Valley supplies with all its speed-bar/footrests have to be fitted. These elastic cords (4) should be fastened, with simple knots, to the two loops on the underside of the footrest. This ensures that the speed-system is always properly extended and ready for use.

Back storage pocket

To reach the back storage pocket, first of all you have to completely open the zip on the aerodynamic part of the harness towards the rear, and then turn over the aerodynamic tip. This will provide access to the storage pocket, which is opened by means of another zip.

This pocket was specially designed with a size and shape suitable for a pair of telescopic walking poles (maximum length 67 cm in the L size), as well as the rucksack and a windcheater jacket: in other words, the equipment required by a hiker.

The tips of the telescopic walking poles should be inserted into the metal grommets at the bottom of the pocket, as shown in the photo. To close the pocket and the aerodynamic part of the harness, just close the two zips.

Fitting the rescue system

The new ENERGY XC provides for two configurations:

1 - with the parachute container in the classic position, beneath the seat at the front;

2 - with a second parachute lodged beneath the cockpit at the front (optional).

The lower reserve parachute must be attached to the harness before being inserted into the built-in container, which has been modified with an elastic bulkhead that allows for parachutes of different volumes to be inserted in stable positions. This connection with the harness takes the form of a dual bridle fixed to the harness at shoulder height, for better load distribution and to ensure a correct landing position in the case that the reserve parachute is deployed. This helps reduce the risk of injury to a minimum.

The reserve chute bridle has a large central loop colored red, and this is reinforced with a cover in Cordura 500. At the extremity of the loop, there is a Velcro band which enables the link with the reserve parachute to be held firmly in position.

Connecting the deployment handle to the deployment bag

ENERGY XC is supplied with a handle for reserve parachute extraction. It is identified with the number 6; this handle alone should be used for this purpose.

The black loop attached to the handle itself should be passed into the loop on the deployment bag, and then the entire handle should be passed through its own loop and pulled tight. For easier extraction, the loop attached to the deployment bag should be positioned laterally with respect to the centre of the reserve parachute.

If your deployment bag does not have this loop, please contact the retailer from whom you purchased the reserve parachute.

Connecting the reserve parachute to the harness

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

First system

Use a screw-lock karabiner with a breaking strength of at least 2400 kg.

In this case, the bridles should be held in position within the karabiner using elastic bands, to prevent the karabiner from rotating and taking the strain laterally instead of vertically. The karabiner's screw-lock should be tightly screwed shut to avoid any possibility of it opening accidentally.

This type of connection can absorb a higher opening shock than the second system, and for this reason this is without doubt the recommended system.

Second system

The reserve parachute bridle is passed through the loop at the end of the harness reserve parachute bridle. The reserve parachute itself is then passed through the large loop in the reserve parachute bridle. This connects the two bridles.

The loops should be pulled as tight as possible to avoid any chance of dangerous friction developing between the two bridles during the shock caused when the reserve parachute opens.

To ensure that the link between the two bridles remains tight, remember to fasten the knot using the Velcro strip on the harness reserve parachute bridle.

Third system

If you are using a reserve parachute with directional control and dual bridle, or if your reserve parachute in any case 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' 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.

***<u>Important:</u>* - To prevent anomalous lateral loads, the bridle should be attached to both the loops on the shoulder straps. Not to just one of them.**

Inserting the reserve parachute into the harness

Insert the reserve parachute into the pocket of the harness, so that the handle is visible and facing outwards and the loop connecting the handle to the deployment bag is facing upwards.

Thread a thin cord (such as paraglider riser cords) through each elastic loop. This will help close the pocket. Thread the elastic loops into the smallest of the eyelets on the pocket flaps.

Close the flaps following the order shown in the photograph below and push the metal pins on the handle into the elastic loops and under the transparent cover.

It is essential to remove the cords after this operation. The cords should be pulled out slowly in order not to damage the elastic loops by excessive friction.

Lastly, the handle should be positioned under the elastic cover.

Every new combination of reserve parachute and harness or the external container assembled for the first time should be tested by an official harness or reserve parachute dealer, or by a flying instructor. Deployment of the reserve parachute should be perfectly feasible from the normal flying position.

Front reserve parachute

The emergency parachute container is in the ventral section. The container was designed for very light emergency parachutes, with a lower volume than standard chutes. The parachute has to be connected to the bridle provided before inserting it into the ventral container.

The bridle splits into two straps which are fastened to the main harness karabiners. With this type of link between the emergency parachute and the harness, the emergency parachute can be deployed from left or from right.

The ***ENERGY XC*** is supplied complete with the handle for parachute deployment, marked as n° 13; this deployment handle only should be used.

The black loop on the handle should be put through the loop attached to the deployment bag, and then the entire handle should be passed through the handle's loop in order to link the two.

In this harness, to facilitate deployment, we recommend linking the handle to the loop situated in the central part of the deployment bag. If your deployment bag does not have this loop, please contact your emergency parachute retailer.

Connecting the front emergency parachute to the harness

There are two methods for connecting the emergency parachute bridle to the harness risers.

First system

Use a karabiner with a screw collar and a breaking strength of at least 2400 kg.

In this case, the emergency parachute risers should be held in position within the karabiner using elastic bands, to prevent the karabiner from rotating into a lateral position which could cause it to undergo a dangerous lateral stress in the case of deployment.

The screw collar should be tightened very firmly to prevent accidental opening. This type of connection can withstand a higher shock on deployment than the second system, and it is without doubt the best system to use.

Second system

The reserve parachute bridle is passed through the loop at the end of the harness reserve parachute bridle. The reserve parachute itself is then passed through the large loop in the reserve parachute bridle. This connects the two bridles. The loops should be pulled as tight as possible to avoid any chance of dangerous friction developing between the two bridles during the shock caused when the reserve parachute opens. To ensure that the link between the two bridles remains tight, remember to fasten the knot using the Velcro strip on the harness reserve parachute bridle.

Inserting the front emergency parachute

Fasten the emergency parachute bridle using the two Velcro strips inside the parachute container, ensuring that the two loops leading to the main karabiners are on opposite sides and emerge from the cockpit symmetrically, therefore with the same length. These two loops also make it possible to adjust the height of the container.

We recommend fastening the Velcro as shown in the photo, in other words with the edge at the extremity of the container. If this is not satisfactory, remove the emergency parachute and repeat the steps as described below. Then carefully arrange the bridle inside the container.

Insert the parachute into the harness container so that the deployment handle is visible and facing outwards, and with the loop that connects the handle to the deployment back facing upwards. Thread a thin cord (such as a paraglider shroud line) into each elastic loop. This will make it easier to close the container.

Insert the elastic loops into the smaller grommets (smaller with respect to the others on the edge of

the container) and close the flaps. Insert the metal pins into the elastic loops and insert the handle beneath the fabric flaps. The cord must absolutely 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.

Once the parachute has been inserted into the container, it must be secured to the harness by connecting the loops on the restraint ropes to the carbine:

The loop on the right always remains fastened to the corresponding carbine, while the loop on the left must be connected when closing the harness before each takeoff.

The container is connected using the special buckles and must be fastened to the leg-cover using the zipper. The parachute container houses the instrument compartment, which is also connected using a zipper.

Each new combination of emergency parachute and harness or emergency parachute container to be assembled for the first time should be checked to ensure that the emergency parachute can be correctly deployed, by an official harness or emergency parachute dealer, or by a flight instructor.

Emergency parachute deployment should be perfectly feasible from the normal flying position.

Before takeoff, always check to make sure that both of the front parachute's loops are attached to the corresponding carbine.

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 carbine; 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 ENERGY XC

For maximum safety, use a complete and thorough sequence of pre-flight checks, and use the same sequence of checks every flight. Ensure that:

- The two chest-strap buckles and the DRC system are fastened. Take great care in the case of ice or snow, and always wipe the buckles clean of snow and ice before fastening them;
- the bridle loops are correctly inserted into the karabiners;
- the emergency parachute deployment handle is in the correct position, with the pins properly inserted;
- all pockets and zips are closed;
- the paraglider is correctly hooked to the harness, and that both karabiners are locked closed by the respective locking mechanism and
- The speed-bar is correctly fitted to the paraglider.

Pockets

The harness has a roomy back pocket and various side pockets. One of the latter is situated close to the main karabiners; it is ideal for a radio or mobile phone, and it is fitted with a safety loop. The harness has another two large side pockets.

The instrument deck was designed so that it can easily be removed from the cockpit, so that the pilot can have the instruments with him or she at all times, for briefing, or to protect them from the pressure that may be caused by folding the harness. The instrument deck has a zip that provides access to the ballast compartment during flight, and enabling it to be removed completely after having landed. In addition, it has a 2-millimetre neoprene cover that protects the instruments from accidental blows. When the container has been removed from the harness, the pilot can open another zip-closing pocket at the base of the instrument deck.

Water bladder

The harness was designed specifically for use with a water bladder. Place the water bladder as shown in the photo, in the respective location positioned in the rear storage pocket. Push the tube through the eye on the harness. The tube should run below the Lycra cover of the shoulder strap, emerging from the eye as shown in the photo.

Front ballast installation and use of the cockpit

The cockpit has been completely redesigned: it has an aerodynamic shape integrated into the leg-cover, it can be removed using a zipper and can even be combined with two other elements beneath the instrument compartment:

- a 4.5 L ballast (standard) or
- A second parachute (optional).

In order to render the cockpit more stable for movements on the ground, a plastic buckle has been added to the chest strap, which limits the changes in inclination and prevents it from falling over.

The ballast discharge tube has been installed in such a way so that it leads into the right-hand pocket, from which the tap can be easily extracted and operated. The procedure for installing the ballast is illustrated below:

Open the zipper beneath the instrument compartment (1) to access the ballast lodging (2). Next, open the Velcro over the discharge tube's outlet hole (3) and insert the tube (4). There is a second through-hole (5) inside the harness, which allows the discharge tube to be inserted into the external pocket, where it can be hidden and extracted whenever necessary (6).

Ballast installation under the seat

The harness offers the possibility of positioning 5.5 liter ballast beneath the seat.

In order to take advantage of this feature, just install the ballast in the container beneath the seat, insert the discharge tube into the appropriate hole in the container and feed it through the hole on the lower left of the harness so that it ends up in the dedicated external pocket.

In this manner the tap can be easily accessed by the pilot on the left-hand side of the harness while in flight. The ballast lodging is located beneath the seat.

Open the zipper to access (1) the lodging, insert the discharge tube into the through-hole on the right (2) and install the ballast (3). Insert the tube into the slot on the right hand side (4) and slide it through the hole that leads from the inside of

the harness (5) to the pocket on the outside, from which the tap can be extracted for drainage (6).

Towing

The harness can be used for towing. The tow bridle release should be hooked directly to the main carbine, ensuring that the karabiners are positioned with the opening bar facing the rear.

For further details, the documentation provided with your tow release, or ask towing instructor at your flying site.

Flying above water

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

Landing with the ENERGY XC

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.

The harness can be packed in the rucksack either with the paraglider hooked to the karabiners, or packed separately.

Fold the front tip of the seat, the inflatable tail at the back, and bring the two karabiners together.

Place the folded paraglider onto the harness. Cover both with the rucksack, ensuring that the latter is positioned with the side in contact with the back upwards.

Turn the whole assembly over, and do up the zip. There is sufficient space for the helmet at the top.

Features and assembly of optional accessories

Ballast bag

Our ballast bag has a carrying handle, drain pipe and tap.

It can contain up to 7 liters of water, and it can be inserted into the central ballast compartment or the ballast compartment under the seat.

Emergency parachute container with deployment on the left

ICARO offers an important optional for your ENERGY XC. The container for the emergency parachute can be mounted on the left-hand side, for use by left-handed pilots.

This optional feature is obtainable only on order, and only when purchasing a new harness.

Side protection

The harness is prepared for installing side protectors (optional).
Open the rear part of the harness and put it inside the red marked pocket until it fits.

Open the rear of the harness (1) and slide the side protection element past the back protector until you find the appropriate lodging for the side protection element itself (2). Insert the side protection element into the appropriate pocket, highlighted in red (3).

Care, repair and inspection

Care Instructions

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 second chance.

It may take several days for your harness and your rescue system to dry out completely especially the lines of the rescue system, which take longer than the fabric. Do not fold and store your rescue system prematurely if it not completely dry. Mildew may damage your harness and your rescue system.

Repairs

The seal of approval can only be preserved if original parts are used. If you discover any damaged parts to the harness which might impede deployment, pleases end it back to the manufacturer to be repaired.

Repairs can only be carried out by the manufacturer or from the manufacturer authorized persons.

The aluminum karabiners should be changed every two years at the latest as the aluminum might get micro cracks from impacts during use.

Inspection

After 24 months, it is important to have your harness inspected by a trained ICARO technician.

Without regular certified inspections, your harness will loose its certification and guarantee.

Only an authorized technician who has been trained by ICARO paragliders is authorized to sign and date the harness certification label and sign the manual.

Terms of guarantee

ICARO paragliders guarantees 24 month 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.

Guarantee is only guilty for ICARO products with LTF/ EN certification [3].

What is covered by the guarantee?

Provided that ICARO paragliders accept the fault the guarantee 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 guarantee?

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

- 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 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 guarantee 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 guarantee?

- 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,

[3] - EN 926-1 und EN 926-2 for gliders, EN 1651 for rescue systems , EN 12491 for harnesses, all at the time guilty version
- LTF/ NfL II 91/09 und NfL 2-60-14

  - 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 “debag-jumps”.
  - caused by force majeure.
  - caused by the paramotor (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 guarantee carries on.

The period of guarantee and the connected claim are not prolongated and are only valid until the original date of expiry.

The freight costs (transport to and from) are not paid by ICARO paragliders.

Team ICARO thank you for your trust in our products.

Should you have any questions, ideas or criticism please contact us.

This paraglider has been developed and produced by modern technology and will give you years of pleasurable and unforgettable flight experiences.

Annex

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

Check sheet for harnesses	
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 carbines	Visible damages?			
	Condition (closing properties, operation) ok?			
	main carbines (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?			
	Container properly closed?			
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		**Next inspection:**
As new		**Next inspection when using the harness commercial:**
Very good		
Used		
Much used		
certification only for one year		
not airworthy		Date, name and signature of the checker

Dispatch protocol / Delivery content

Handle	☐
Seat Board	☐
Carbines	☐
Manual	☐

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Date Signature