

En application de la directive n°89/686/CEE du 21 décembre 1989 concernant le rapprochement des législations des Etats Membres relatives aux équipements de protection individuelle l'échantillon essayé est déclaré conforme aux exigences essentielles de santé et de sécurité du décret n°2007-1133 du 24 juillet 2007 portant transposition de cette directive en droit français,

In application of the directive n°89/686/EEC dated 21/12/89 on the approximation of the laws of the Member States relating to personal protective equipment and the decree n°2007-1133 of July 24th 2007 transposing this Directive into French law,

Le C.R.I.T.T. SPORT-LOISIRS, habilité par le ministère de l'économie, de l'industrie et de l'emploi, pour effectuer l'examen CE de type prévu par l'article R.322-35 du code du sport et identifié sous le numéro 0501 (publié au JORF du 23/06/2015) attribue
The C.R.I.T.T. SPORT-LOISIRS, authorized by order of the Ministry in charge of economy, industry and labour, for the EC type examination with the number 0501 (notified in JORF on June 23, 2015) grants

L'ATTESTATION D'EXAMEN CE DE TYPE *the EC type Examination Certificate* N° 0501/2580/162/12/16/1889

au modèle d'équipement de protection individuelle suivant :
to the following designated personal protective equipment:

- Protection pour Sellette de parapente *Protection for Paraglider harness*.....(dénomination)(*product*)
- BUMPAIR 15 back D2.....(marque commerciale)(*trademark*)
- Unique *one size*.....(taille)(*size*)
- SUPAIR, 34 rue Adrastée 74650 CHAVANOD- FRANCE..(fabricant et demandeur)(*manufacturer and applicant*)
- Protocole *Protocol* CRITT SL SP-001 02/2016.....(référentiel technique)(*standard*)

Le modèle BUMPAIR 15 BACK 2 est associé aux sellettes de référence : DELIGHT 2
The model BUMPAIR 15 BACK 2 is associated with the reference Paragliders harness : DELIGHT 2



12-16-1889
16-2832
BUMPAIR 15 Back D2

Fait à Châtelleraut, le 24/07/2017
Châtelleraut, the 07/24/2017

Franck LEPLANQUAIS
Directeur (*Manager*)

Nota : toute modification apportée au matériel neuf objet de la présente attestation d'examen CE de type doit être portée à la connaissance de l'organisme habilité, en application de l'article R 322-35 du Code du sport. *Any modification carried out on the material being the subject of the present EC type Examination Certificate must be brought to the authorised body in application of Article R 322-35 of the sport Code.*

Cette attestation comporte 1 page. *This is a one page document.*

CRITT Sport Loisirs de Poitou-Charentes

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Test Report

This test report describes the test results of the below mentioned paragliding harness.

All the tests were carried out by:

Air Turquoise SA, official test laboratory of Switzerland.

para-test.com



paragliding by air turquoise

Standards

Tests were carried out in conformity with the following standards:

- 2. DV LuftGerPV §1, Nr. 7 c (*note: in what follows this will be abbreviated by "LTF")
- European Standard EN1651 September 1999 (*note in what follows this will be abbreviated by "EN")
- European Standard EN12491 September 2001 (*note in what follows this will be abbreviated by "EN12491")

Harness details

Manufacturer:	Sup'Air
Harness model:	Kinder
Size:	S
Harness Weight:	2.1 kg
Maximum certified pilot	100 kg
Impact protection type:	Mousse bag
Harness type:	ABS
Test responsible:	Alain Zoller
Test place:	Villeneuve
Test date:	April 12, 2013
Test room temp & humidity:	21,6° C; 24 %rel
Certification number EN:	PH 053.2013
Certification number LTF:	GZ 053.2013

page 1 of 4

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ISO 9001
BUREAU VERITAS
Certification



Air Turquoise S.A. - Certification of paraglider equipment
 Tested in accordance with EN 1651:1999 and 2.DV LuftGerPV§1, Nr.7c

Prepared by RE
 Rev.0, 25.01.2011
 No. 71.9.3



Test summary

A. STRUCTURAL STRENGTH TESTS

A test plan was set up in order to execute the different tests in an efficient order. The table below summarizes this test plan together with the applicable standards and results.

Test ID	TESTED ?	Standard Ref.		TEST setup	Anchoring		Forces		Min. Test duration [sec]	Result
		EN	LTF		Attach - ment points	Dummy	Req. Load in g	Min. force [N]		
1	✓	5.3.2.1		Default flying position	2 main attachment points	Hip fixated	6g	6000	10	OK
2	✓		4.2.1.a				9g	9000		
3	✓	5.3.2.2		Default, landing position	2 main att. points	Hip fixated, landing conf.	6g	6000	10	OK
4	✓		4.2.1.b				15g	15000		
5			4.2.1.a rescue	Rescue	2 rescue att. Pnts.	Hip fixated	9g	9000	10	n/a
6		5.3.2.4					15g	15000		
7			4.2.1.b rescue	Rescue, landing		Hip fixated, landing conf.	6g	6000	10	n/a
8	✓	5.3.2.3		One riser	ONE main att.	1 central hip fixation	6g	6000	10	OK
9			4.2.1.d	Towing	2 main att. + 2 tow att.	None	3g	3000	10	n/a
		5.3.2.5					5g	5000		
10	✓	5.3.2.6		Default, Negatif	One main att.	Head fix.	4.5g	4500	10	OK
11	✓		4.2.1.c	Upside down	2 main att. downw.	Head fix.	6g	6000	10	OK
12			4.2.1.c rescue	Upside down rescue	2 rescue att. downw.		6g	6000	10	n/a

B. HARNESS PROTECTION SHOCK TEST

Most paraglider harnesses are equipped with a protection device that damps the shock on the pilot's spine during a hard landing.

Shock impact tests have to be executed on these harnesses in order to prove the damping characteristics of it.



Test ID	TESTED ?	Standar d Ref.:	TEST setup	Anchoring		Impact			Result		
		LTF		Attach- ment points	Dummy	Max. tolerated peak impact in g	Max Peak impact measured	Impact duration of + 38 g (if any) recorded:		Impact duration of + 20 g (if any) recorded:	
PRO TECT 1	✓	5.1.1	Default flying position	Test dummy is attached to the harness like a pilot in flight.			+50g	48.82 g	6 ms	17 ms	OK

C. RESCUE DEPLOYMENT RESISTANCE TEST

The deployment of the rescue system has to be ensured in all circumstances of flight. This test is to verify whether the force needed to deploy is in between reasonable limits.

Test ID	TESTED ?	Standar d Ref.	TEST setup	Anchoring		Force for single hand deployment			Result	
		LTF		Attach- ment points	Dummy	Min. force [N]	max. force [N]	Resistance measured [daN]		
Resc depl		6.1.5	Default flying position	Test responsible is attached to the harness like a pilot in flight. (no dummy required)			20 N	70 N	n/t	n/a

D. RESCUE DEPLOYMENT STRAP STRENGTH TEST

The connection between handgrip and inner container has to have sufficient load capacity/structural strength in any situation that may arise during normal use. During this test is verified, whether this connection fulfill the requirements.

Test ID	TESTED ?	Standard Ref.		TEST setup	Minimum force [N]	Min. Test durati on [s]	Breaking resistance measured	Result
		LTF	EN 12491					
Resc strap		6.1.8	5.3.2	Connection strap in tensile testing machine	700N	10	n/t	n/a



After careful examination as explained in above mentioned test reports (from page 2 to page 18), the undersigned persons declare that the harness:

**Sup'Air
Kinder
S**

Complied with:

- **European Standard EN 1651 September 1999**

And / or (if tested)

- **European Standard EN 12491 March 2001**

And / or (if tested)

- **2. DV LuftGerPV §1, Nr. 7 c**

Villeneuve, April 12, 2013

Place, Date


Alain Zoller
E.N.E. I.T.F. Testing center

www.para-test.com
Test responsible

page 4 of 4





Annex: detailed test reports

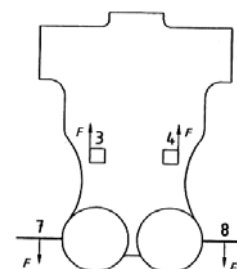
Harness Test

Test ID 1

Item: Kinder
Manufacturer: Sup'Air
Test place & date: Villeneuve April 12, 2013
Test responsible: Alain Zoller
Temp. [°C] & Humidity: 21,6° C; 24 %rel
Maximum certified pilot weight [kg]: 100 kg

Standard: EN 1651 & 2. DV LuftGerPV §1, Nr. 7 c
Test standard §: 5.3.2.1 (EN) & 4.2.1 a (LTF DV)

Test setup: Default flying position
Anchoring: Attachment points: Both main riser attachments (3, 4)
Dummy: Default, hip fixed (7, 8)



Required load in g : 9g (EN: 6g)
Minimum load [N]: 9000 N (EN: 6000 N)
Required test load in kg: **900 kg**
Min. duration [s]: 10 s

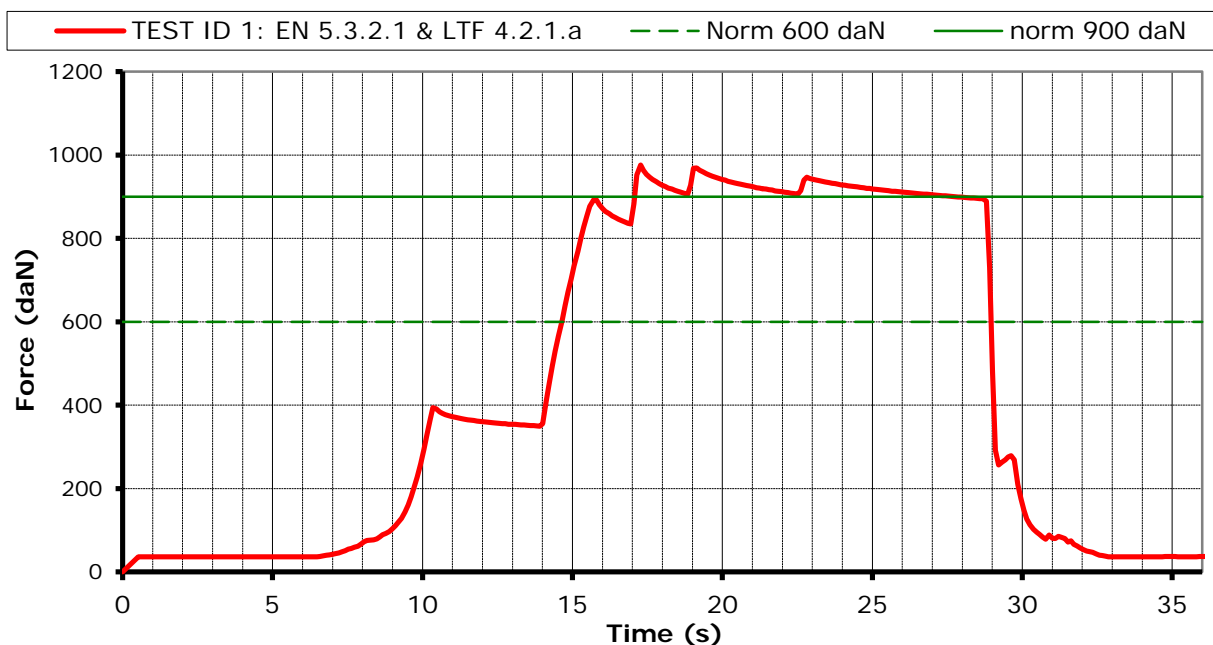
Results

Duration of maintained min. load [s]: **10.9 s**

Any signs of structural failure after this test: **No visible failure**

Test result: **Passed**

Graph:



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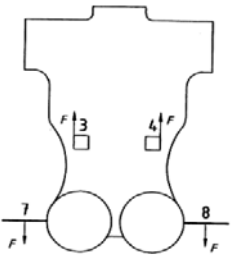
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 No. 71.9.3



Harness Test **Test ID 2**

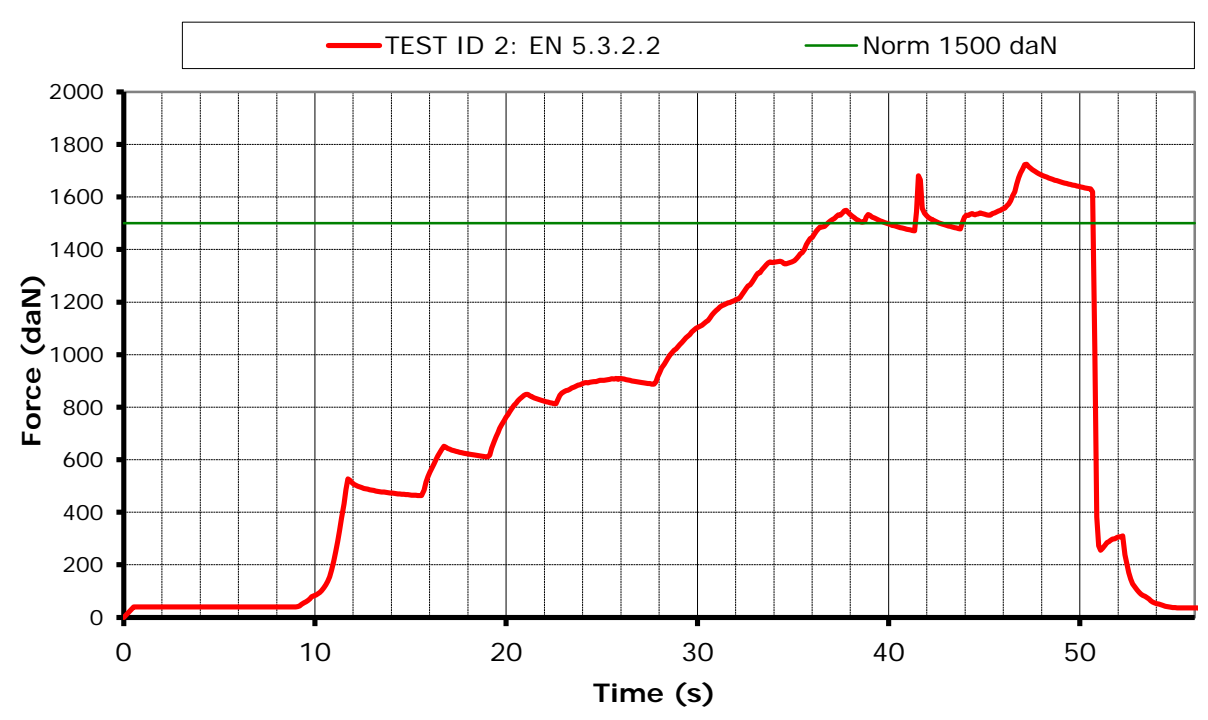
Item:	Kinder	
Manufacturer	Sup'Air	
Test place & date:	Villeneuve	April 12, 2013
Test responsible:	Alain Zoller	
Temp. [°C] & Humidity:	21,6° C; 24 %rel	
Maximum certified pilot weight [kg]:	100	kg
Standard	EN 1651	
Test standard §:	5.3.2.2	
Test setup:	Default flying position	
Anchoring: Attachment points:	Both main riser attachments (3, 4)	
Dummy:	Default, hip fixed (7, 8)	
Required load in g:	15	g
Min load [N]:	15 000 N	
Required test load in kg:	1500	kg
Min. duration [s]:	5s	



Results

Duration of maintained min. load [s]:	6.7 s
Any signs of structural failure after this test:	No visible failure
Test result:	Passed

Graph:





Harness Test

Test ID 3

Item: Kinder
 Manufacturer: Sup'Air
 Test place & date: Villeneuve April 12, 2013
 Test responsible: Alain Zoller
 Temp. [°C] & Humidity: 21,6° C; 24 %rel
 Maximum certified pilot weight [kg]: 100 kg

Standard: 2. DV LuftGerPV §1, Nr. 7 c

Test standard §: 4.2.1.b

Test setup: Flying position before landing: seat board (11) in landing position, leg straps (10) closed.

Anchoring: Attachment points: Both of the main riser attachments attached (3 and 4);

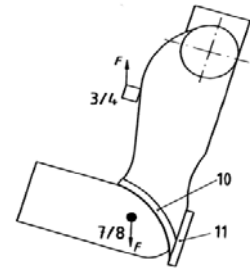
Dummy: Default, hip fixed (7, 8)

Required load in g: 6 g

Min load [N]: 6000 N

Required test load in kg: 600 kg

Min. duration [s]: 10 s



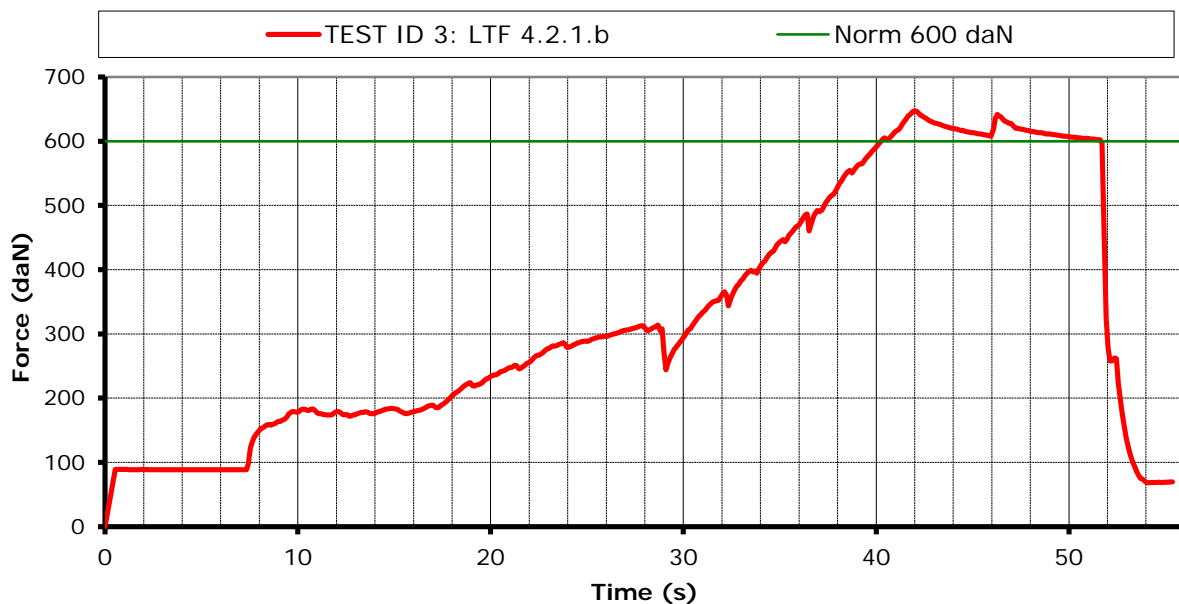
Results

Duration of maintained min. load [s]: 10.3 s

Any signs of structural failure after this test: No visible failure

Test result: Passed

Graph:



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 Rev.0, 25.01.2011
 No. 71.9.3



Harness Test

Test ID 4

Item: Kinder
 Manufacturer: Sup'Air
 Test place & date: Villeneuve April 12, 2013
 Test responsible: Alain Zoller
 Temp. [°C] & Humidity: 21,6° C; 24 %rel
 Maximum certified pilot weight [kg]: 100 kg

Standard: EN 1651

Test standard §: EN 5.3.2.7

Test setup: Flying position before landing: seat board (11) in landing position, leg straps (10) closed.

Anchoring: Attachment points: Both of the main riser attachments attached (3 and 4);

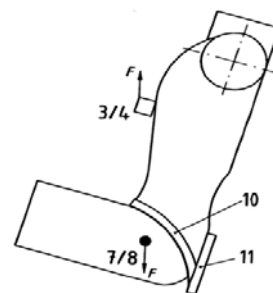
Dummy: Default, hip fixed (7, 8)

Required load in g: 15 g

Min load [N]: 15 000 N

Required test load in kg: **1500 kg**

Min. duration [s]: 5 s



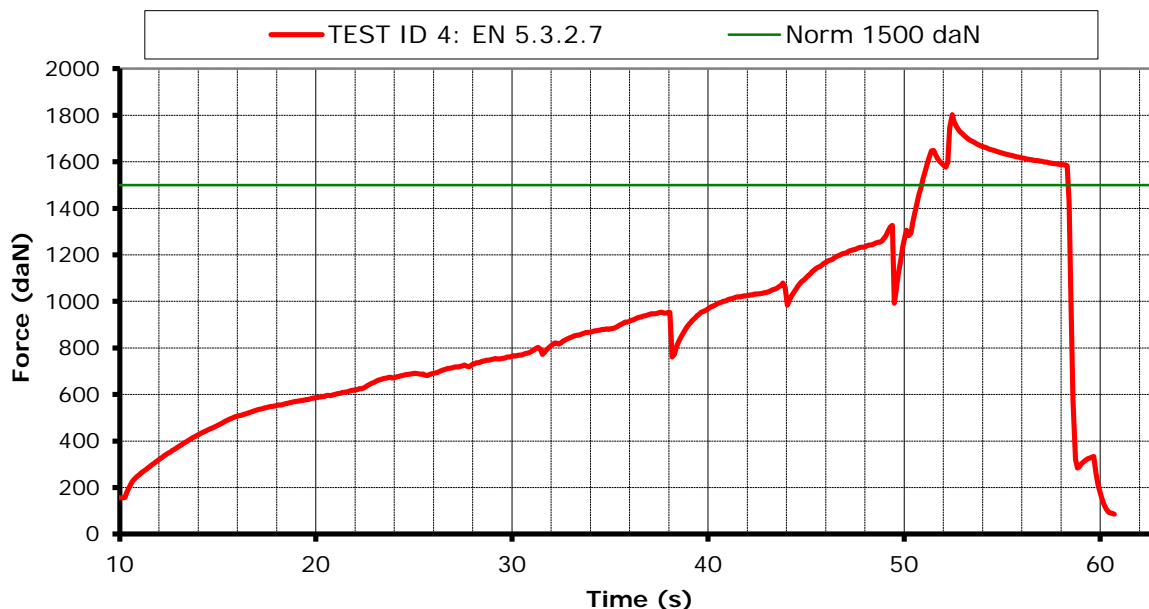
Results

Duration of maintained min. load [s]:

Any signs of structural failure after this test: No visible failure

Test result: Passed

Graph:



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 No. 71.9.3



Harness Test

Test ID 8

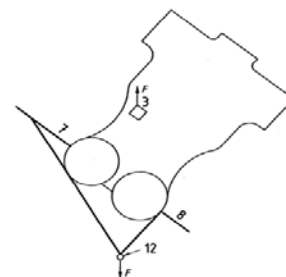
Item: Kinder
 Manufacturer: Sup'Air
 Test place & date: Villeneuve April 12, 2013
 Test responsible: Alain Zoller
 Temp. [°C] & Humidity: 21,6° C; 24 %rel
 Maximum certified pilot weight [kg]: 100 kg

Standard: EN 1651
 Test standard §: 5.3.2.3
 Test setup: Only one riser attached

Anchoring: Attachment points: One main riser attachments (3)

Dummy: Hip fixed (7, 8 -> 12)

Required load in g: 6 g
 Min load [N]: 6 000 N
 Required test load in kg: **600** kg
 Min. duration [s]: 10 s



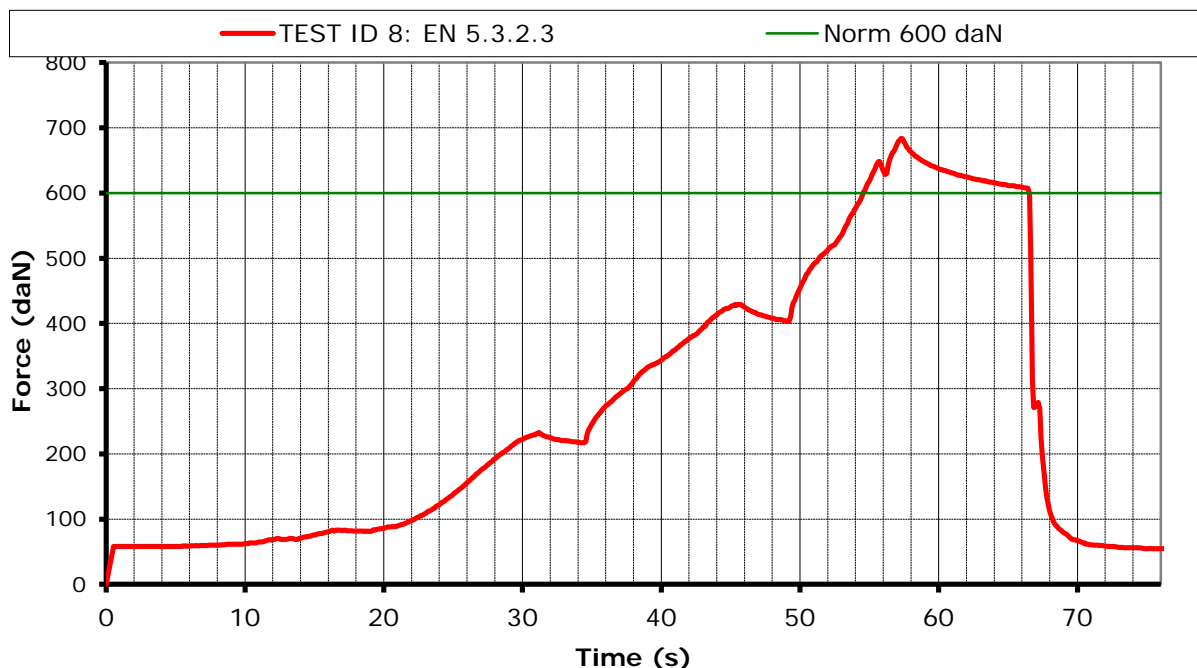
Results

Duration of maintained min. load [s]: **11.1 s**

Any signs of structural failure after this test: **No visible failure**

Test result: **Passed**

Graph:



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 No. 71.9.3

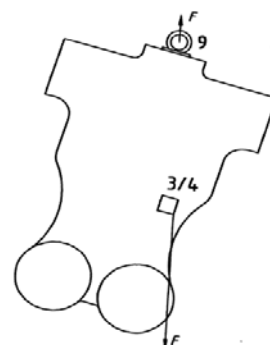


Harness Test

Test ID 10

Item:	Kinder	
Manufacturer	Sup'Air	
Test place & date:	Villeneuve	April 12, 2013
Test responsible:	Alain Zoller	
Temp. [°C] & Humidity:	21,6° C; 24 %rel	
Maximum certified pilot weight [kg]:	100	kg

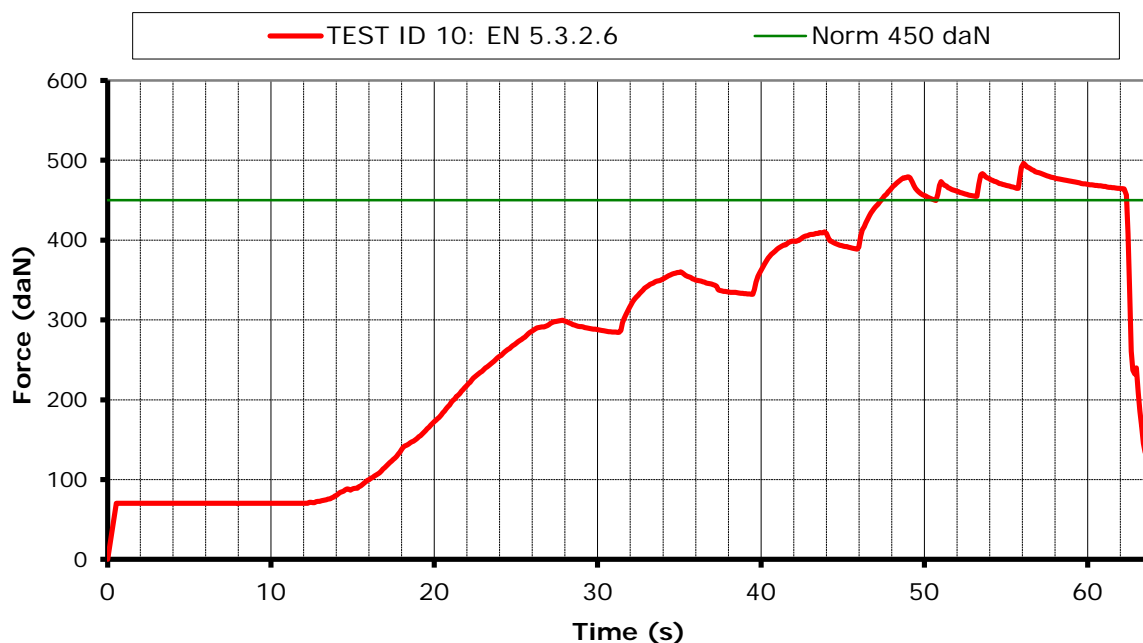
Standard	EN 1651	
Test standard §:	5.3.2.6	
Test setup:	Normal flying position in NEGATIF	
Anchoring: Attachment points:	ONE of the main riser attachments attached downwards(3 or 4);	
Dummy:	Dummy anchored at the head position (9)	
Required load in g:	4.5	g
Min load [N]:	4500 N	
Required test load in kg:	450	kg
Min. duration [s]:	10 s	



Results

Duration of maintained min. load [s]:	11.8 s
Any signs of structural failure after this test:	No visible failure
Test result:	Passed

Graph:



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Annex TEST ID 10
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Rev.0, 25.01.2011
No. 71.9.3



Harness Test

Test ID 11

Item:	Kinder	
Manufacturer	Sup'Air	
Test place & date:	Villeneuve	April 12, 2013
Test responsible:	Alain Zoller	
Temp. [°C] & Humidity:	21,6° C; 24 %rel	
Maximum certified pilot weight [kg]:	100	kg

Standard 2. DV LuftGerPV §1, Nr. 7 c

Test standard §: 4.2.1.c

Test setup: Pilot upside down flying position

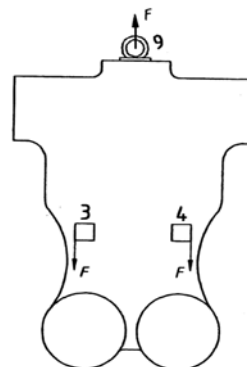
Anchoring: Attachment points: Both of the main riser attachments attached downwards (3 and 4);
Dummy: Dummy anchored at the head position (9)

Required load in g: 6 g

Min load [N]: 6 000 N

Required test load in kg: **600** kg

Min. duration [s]: 10 s



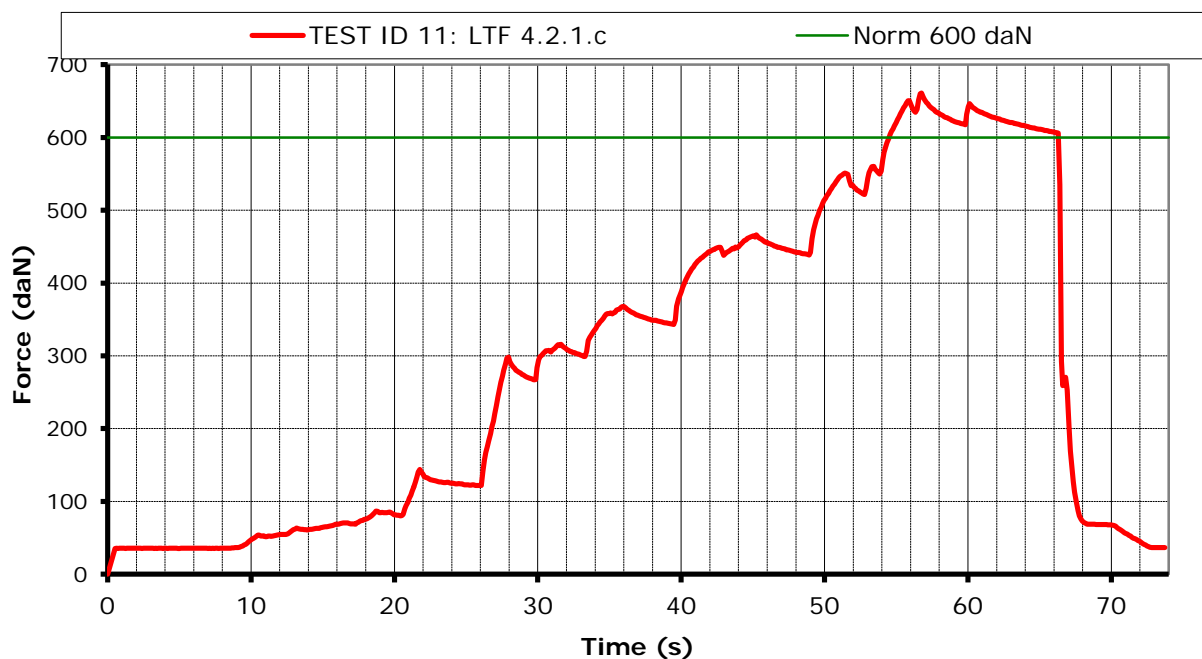
Results

Duration of maintained min. load [s]: **11.9 s**

Any signs of structural failure after this test: **No visible failure**

Test result: **Passed**

Graph:



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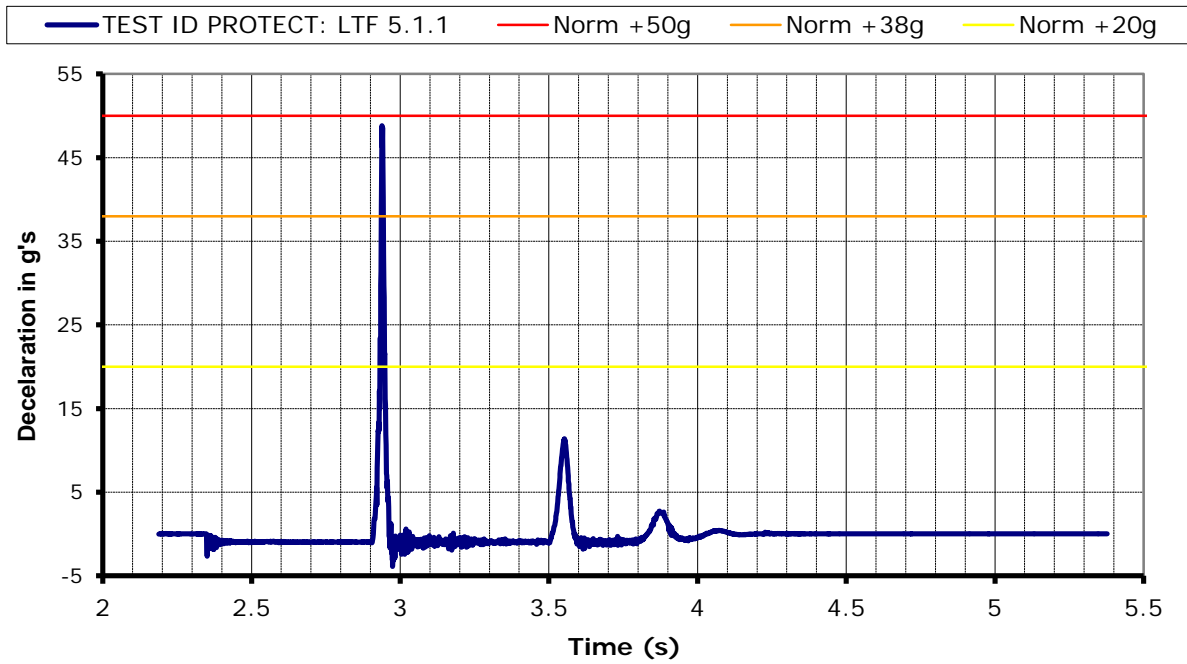




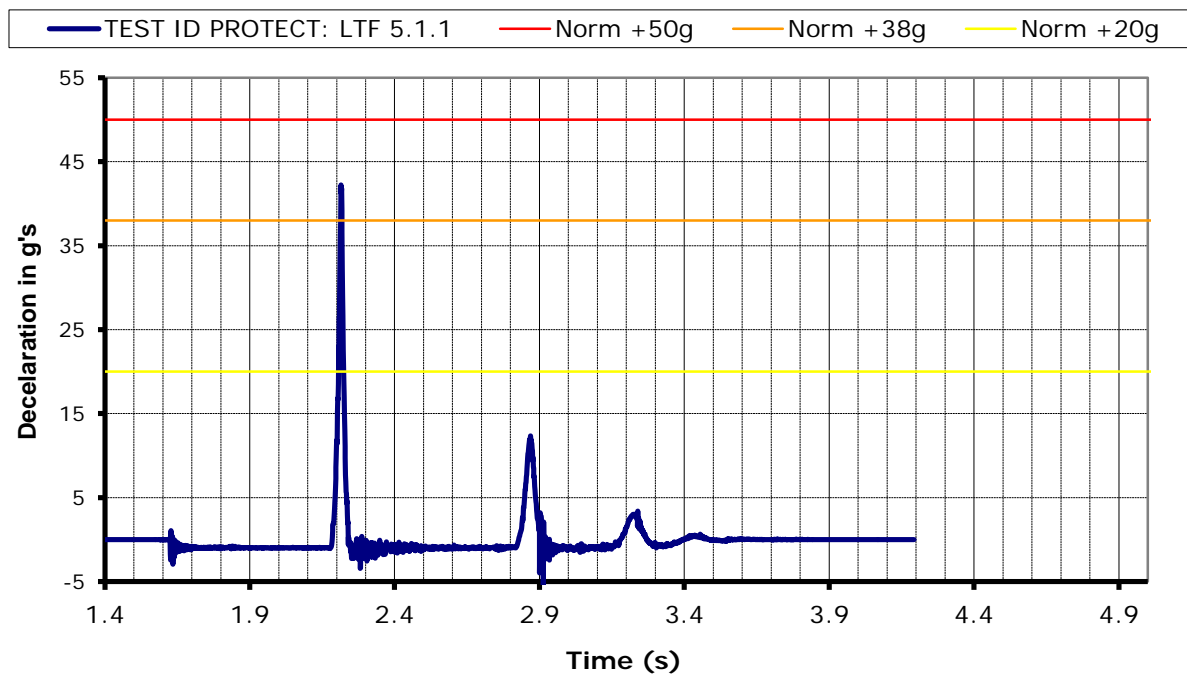
Protector shock test		Test ID Protect
Item:	Kinder	
Manufacturer	Sup'Air	
Test place & date:	Villeneuve	April 12, 2013
Test responsible:	Alain Zoller	
Temp. [°C] & Humidity:	21,6° C; 24 %rel	
Maximum certified pilot weight [kg]:	100	kg
Standard	2. DV LuftGerPV §1, Nr. 7 c	
Test standard §:	5.1.1	
Test setup:	<p>Harness attached to protector test dummy, in a similar way like a real pilot in flight.</p> <p>Impact will be simulated by dropping the dummy from a certain height (with and without reserve).</p> <p>To simulate the "in-flight" conditions, the airbag is inflated with pressurized air equalling an airspeed of 7m/s. Inflation has to be stopped at least 5 sec before impact.</p> <p>Impact will be measured by an accelerometer mounted on the dummy. (Impact measured in g's)</p>	
Requirements:	Minimum height:	1.65 m (between lowest point test dummy and impact surface)
	Impact requirements:	+50g as absolute maximum; +38g during less than 7 msec; +20g during less than 25 msec.
	Repetitions:	The test will be performed 2 times, minimum 1 hour and maximum 2 hours after the first impact (with airbag protectors this pause is not necessary). The 2 Max-values should not differ more than 20%
Results		
Shock test 1:		
Impact at a height of 1.65m:	48.82 g	} $\Delta < 20\% ?$
Impact duration of + 38 g (if any):	6 ms	
Impact duration of +20 g (if any):	17 ms	
Shock test 2:		
Impact at a height of 1.65m:	42.22 g	} $\Delta < 20\% ?$
Impact duration of + 38 g (if any):	4.1 ms	
Impact duration of +20 g (if any):	16.9 ms	
Test Result:	Passed	



Graph 1:



Graph 2:



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Annex TEST ID Protect 1
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