



VIP

User's manual English version

SUPAIR-VLD
PARC ALTAÏS
34 RUE ADRASTÉE
74650 ANNECY CHAVANOD
FRANCE

45°54.024'N / 06°04.725' E

RCS 387956790

Revision Indice: 20130520



SUPAIR manufactures its products in Europe. The majority of the components used come from Europe.

Thank you for your choice of an VIP². We are proud to join you on your journey in our common passion : paragliding.

SUP'AIR has been designing, producing and selling accessories for free flying activities since 1984. By choosing a SUP'AIR product you benefit from almost thirty years of expertise, innovation and listening. This is also our philosophy : working endlessly to develop better products and to maintain a high quality production in Europe.

We trust that you will find this user's manual comprehensive, explicit and hopefully pleasant to read. We advise you to read it carefully !

On our website www.supair.com, you will find the last up to date information about this product. If you have any further questions, feel free to ask one of our retailers. And of course, the entire SUP'AIR team are at your disposal through info@supair.com

We wish you many safe flying and enjoyable hours, and happy landings

The SUP'AIR team

Introduction	4	Care	10
Technical specifications	5	Repair	11
Harness overview	6	Materials	11
Components	6	Recycling	11
Leaning angle setting	7	Environmental friendly practices	11
Shoulders' straps adjustments.	7	Warranty	12
Chest strap adjustment.	7	Disclaimer	12
Position setting	7	Pilot's gear	12
Pre-Flight control	8	Service Book	13
In flight	9		
Landing	9		
Wash and care of your harness	10		
Storage and transport	10		
Lifetime	10		

Welcome to the tandem world.

With the VIP², you are equipped with a tandem harness passenger designed with an AirBag protection. This harness is targeting intensive professional use.

The split-leg system facilitates the running phase as well.

The following harness can also be used in solo flights. It is equipped with a split-leg self-stabilizing system buffering the overall flight handling.

After reading this manual, we suggest you check your harness by hanging in it before flying.

N.B : Three important icons will help you when reading this manual



Advice



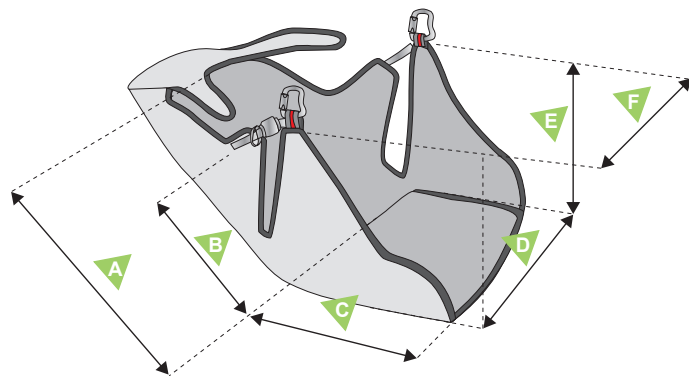
Caution !



Danger !!

Technical sheet

- A** Back height (cm)
- B** Leaning setting height (cm)
- C** Seat length (cm)
- D**
- E** Carabiners height (cm)
- F** Carabiners distance (cm)



Pilot size	Model 160-190 cm
Pilot's weight	50-120 kg
Harness weight	3040 g
Designed for	Paragliding only
Back height (cm)	68 cm
Leaning setting height (cm)	34 cm
Seat length (cm)	47 cm
Carabiners height (cm)	37 cm
Carabiners distance (cm)	34-47 cm
Impact damping system : Airbag (Volume)	Yes
Impact damping system : Bumpair (Thickness)	No
Homologation	EN 1651 - LTF
Flight : tandem (Pilot- Passenger)	Yes (Passager)
Flight : acrobatic flying	No
Take-off : Winching	Yes
Quick-out carabiners compatibility	No

This harness is delivered with two 30 mm Biners (138 g. for the set).

- 1 Harness
- 2 30 mm Aluminium self-locking biner
- 3 Polypropylene seat plate



Harness overview

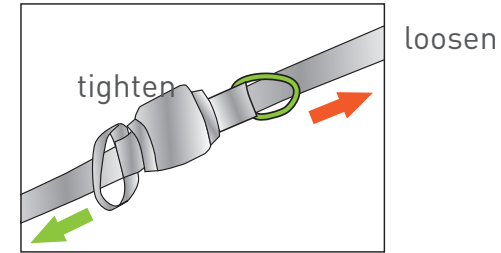
This illustration will help you during your reading.



- 1 Ventral buckles
- 2 Safe-T-Bar
- 3 Thigh strap buckles
- 4 Ventral width adjustment
- 5 Leaning setting
- 6 Shoulders' straps adjustment

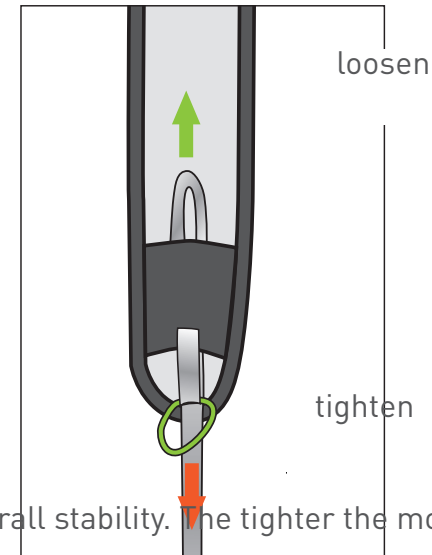
A Leaning angle setting

Pull up to release. Set the angle of leaning by tightening the snapper (towards a more vertical position) or the black webbing (towards a more horizontal position).



B Shoulders' straps adjustments.

Tighten the shoulder straps by pulling the finger loop down. When adopting a reclined flying posture, the shoulder straps must enhance in-flight comfort levels by supporting the upper back. The shoulder straps support, greatly helps the comfort level. It should be set precisely. You must find the correct tension between the side and shoulder straps adjustments.



C Chest strap adjustment.

This adjustment is important as it acts on the ABS and the harness overall stability. The tighter the more stable. The opposite is true while enabling weight-shift steering.

To tighten the chest strap:

Place your left hand in front of and pass the risers to grab the right self-locking Biner.

With the right hand, grab the chest strap finger-loop and pull it to tighten the chest strap.

To loosen the chest strap:

Place your left hand in front of and pass the risers to grab the right self-locking Biner. With the left arm, shorten the distance between the risers and pull the finger-loop in the opposite direction to loosen the chest strap.

Conduct a thorough pre-flight check before each takeoff.



- Check that the harness, the carabiners, the spreader bar and in general all your flight equipment are not damaged. As the captain, you are responsible for the safety of the crew
- Check that the (optionnal) front parachute pocket is correctly closed.
- Check that your harness adjustments have not changed.
- Check the connexion risers / harness as well as the self-locking Biners (locked and secured).
- Check your speed-bar system if your harness is equipped with one.
- Make certain to close all buckles, pockets and especially the Air-Bag zipper with its locking mechanism.
- Double check that all buckles are fully locked and secured by pulling firmly on them. Check that no line, tab or cloth is stuck / jammed in the buckles.



After a thorough weather conditions analysis, when the decision to fly has been taken, fit into the harness :

- Fasten the buckles (thigh straps, safe-T-bar and ventral buckles) with application.
- Be absolutely certain that there is not a line or other object in contact with or caught in the reserve parachute handle.

In flight



Please set the distance between the two carabiners according to the aerology and to the wing manufacturer's recommendations. The average distance / spacing for most gliders from the center of the right Biner to the center of the left Biner where the risers connect, is between 36 cm and 45 cm.



Tightening the chest strap provides more stability but less harness piloting efficiency. Doing so, increases the risk of riser twisting. On the contrary, loosening the strap provides more efficiency but can be dangerous in turbulent aerology while increasing the risk of falling towards the collapsed side of your glider and without being able to efficiently counteract the situation.

Landing

Stand up inside the harness and adopt an upright position in order to run to dissipate horizontal speed.



Do not land whilst in the seated position, this is dangerous.

Wash and care of your harness

It is a good idea to wash your harness from time to time. To do this, we recommend to use a soft solvent (such as soap), use a brush and rinse thoroughly. In any case, do not use chemicals such as detergents or strong solvent because it may deteriorate the webbing, stitching and fabrics of your harness.

The zip fasteners should be lubricated from time to time, using a silicon spray.

If your harness gets wet, it is advisable to treat your automatic buckles and carabiners with silicone grease from time to time.

If your air bag is damaged, have it professionally checked and repaired if necessary.

If your foam protector is over 5 years old or was subjected to more than 3 consequent impacts, replace it with a new and identical model.

Storage and transport

When you don't use your harness, store it inside your paragliding rucksack, in a dry, cool and clean place, protected from UVs exposure. If your harness is wet, please dry it thoroughly before storing.

For transport, protect the harness from any mechanical or UV deterioration (use a bag). Please avoid long transports in wet conditions.

Lifetime

Independently of the pre-flight check-out, you have to open and unfold your rescue parachute once every 6 months. Once every 2 years, you need to perform a complete check of your harness :

- Carbon seat plate : no crack, no asperity.
- webbings (no excessive wear, no rip beginning, no unwanted folds)
- buckles and carabiners (no structural cracks / works fine).



The threads that compose the webbing and fabrics used in theVIP² have been selected in order to ensure the best possible lightness/lifetime compromise. Nonetheless, in some conditions, after a long term exposure to UV and/or significant abrasion or exposure to chemicals, it is compulsory to check your harness in a certified repair centre. It is about your safety.



These carabiners must never be used for anything else else than paragliding (not for climbing, no towing, etc.).

Supair advice to replace the carabiners and spreader bars every 5 years or after 500 hours of use.

Repair



Though we use the highest quality materials, it is possible that your harness may eventually deteriorate through general use. If its is showing any signs of significant wear and tear, you should check it and repair it in an certified repair centre.

SUP'AIR offer a repair facility for their products beyond the end of the warranty period. Please contact us either by telephone or by E-mail sav@supair.com in order to receive a quotation.

Materials

Robic New light
Robic New Light

Webbings
Polyamide 20 mm (500DaN)
Polyester 25 mm (1250 DaN)

Recycling

All our materials are selected for their technical and environmental characteristics. No components of our harnesses may harm nature. Most of our components are recyclable.

If you judge your harness has finished its life, you can separate all the plastic and metallic parts and apply up-to-date sorting rules in effect in your community. For recycling of the fabric parts, we advise you to contact your local authority that deals with fabric recycling.

Environmental friendly practices

We highly recommend you to respect as much as possible our environment while practicing paragliding and especially : not to go outside tracks, do not make unwanted noise and do not disturb the mountain areas' balance. We advise you to do this starting from the take-off.

Warranty

SUP'AIR takes the greatest care in the design and production of its products. SUP'AIR guarantees its products 5 years (from purchase date) against any defect or design fault occurring during normal use. Any damage or degradation resulting from incorrect or abusive use, abnormal exposure to aggressive factors, including, but not limited to; high temperature, intense sun exposure, high humidity etc will invalidate this warranty

The safeguards incorporated in the SUP'AIR harnesses are guaranteed for use in temperatures averaging (-10 ° C to 35 ° C). The lifespan of foam protectors is 5 years or limited to three substantial impacts. If an air-bag protection is used instead, check for damage.

Disclaimer



Paragliding is an activity that requires, skill, specific knowledge and sound judgement. Be careful, learn in certified schools, subscribe an adequate insurance policy as well as a flying license and make sure your skill match the conditions. SUP'AIR cannot be held responsible for your paragliding decisions or activities



This SUP'AIR product has been designed exclusively for paragliding. Any other activity such as skydiving or BASE jumping is absolutely forbidden.

Pilot's gear



This is essential that you carry a helmet, suitable boots and clothing. Taking a reserve parachute suitable for your weight and correctly connected to your harness is also very important.

CE certification : About the paragliding harnesses protection

We want to inform you and let you know that no harness protection can guarantee a complete protection against injury. In particular, the back protector which does not prevent potential injuries to the spine or pelvis.

Moreover, only parts of the body covered by the air bag may benefit from protection against potential impacts.



Warning, any modification or misuse of the protection can dangerously alter its performance and compromise the integrity of the safety device.

Protection is ensured only when the protective elements are present and properly installed. Thus, when the protection is removable, check that it is correctly positioned.

Your harness protection CE conformity labeling is certified by the following laboratory :

CRITT Sport Loisirs nr. 0501, Z.A. du Sanital, 21 Rue Albert Einstein, 86100 Chatellerault – FRANCE

This page will help you to record all the life stages of your VIP² harness.

Serial number :

Purchase date	
Owner's name	
Name and stamp of the shop	

<input type="checkbox"/> Care
<input type="checkbox"/> Resale
Workshop's name/ Buyer's name

<input type="checkbox"/> Care
<input type="checkbox"/> Resale
Workshop's name/ Buyer's name

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