

# independence

● paragliding



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## Innovation B

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With the Innovation B you bought one of the most comfortable and functional allround harness, which is available on the market at present. Thank you for your confidence. Please read this instruction carefully and consider, that Independence is not liable for accidents and damage, which result from disregarding of this operating instructions.

## Technical description:

The Innovation B is a harness for the use in a not motorized paraglider. Certification No.: EAPR GZ-0855/18.

technical datas	Small	Medium	Large
max. load	120 daN	120 daN	120 daN
harness weight	3,8 kg	4,1 kg	4,3 kg
hangpoint height	46 cm	49 cm	51 cm
protector system		Mousse Bag	

### Overview:



- a) Rescue system container
- b) Rescue system release handle
- c) Safe T-System with chest belt buckle
- d) Lateral chest belt / adjustment buckle
- e) Main suspension
- f) Guiding tube for speed bar
- g) Pulley for speed bar line
- h) Shoulder belt with adjustment buckle
- i) Suspension for rescue parachute connection bridle (covered)
- j) Protector
- k) Adjustment of seatboard inclination
- l) Attachment ring for stirrup
- m) Fixation for stirrup/speedbar
- n) Rubber band for pulling back speedbar (option)
- p) Storage bag
- q) Deployment bag with release handle



1) Schematic description of how to mount the speedbar (Components partly covered)



## Adjustment possibilities:

Adjustment possibilities are existing at the shoulder belts, the chest belt, the lateral chest belts, two seatboard inclination adjustment belts and the leg straps.

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

The buckles of the chest and leg straps are secured against unintentional opening. To open these buckles you have to push both buttons of the buckle at the same time.

### Adjust the chest belt:

The chest belt is closed with Click-buckles. If the chest belt is closed, also the falling out safety device (Safe-T-System) is closed. The Click-buckles must be closed audibly! The length of the chest belt can be adjusted and should not be tightened too much.

### Adjusting the shoulder belts:

Please note that with correct adjusting the shoulder belts are felt with light pressure on the shoulders. With the shoulder belts you adjust the harness on the pilot's height, but also you adjust the seating position between upright and lying.

### Adjusting the lateral chest belts:

Adjusting the lateral chest belts take place as the third step and offers on one side again the variation of the seating position. On the other hand you adjust with the lateral chest belts the most comfortable seating position. During the adjustment pay attention to the fact that the body load is distributed equal on shoulder belt and lateral chest belt. Please take care that the lateral chest belt is attached correctly to the main suspension carabiners.

### Adjusting the seatboard's inclination:

The seatboard's inclination of the Innovation B can be adjusted by the adjusting-belt in the rear part of the seatboard and by the adjusting belt of the seatboard extension.

### Adjusting of the leg belts:

When you put the harness on, please take care that the Click-Lock-buckles are closed correct and audible. The leg belts should be fastened tight but should leave your legs still enough space to move during take off and landing phase.

### Attaching the speed bar:

You can see in the schematic description how the speedbar rope is running. The rope of the speedbar runs down from the risers to the pulley near the seatboard, guiding tube. The speedbar rope leaves the harness at the frontal edge of the seatboard through the ring. The rubber cord (option) (n) is knotted with the accelerator rod.

The length of the speedbar's line must be adjusted in a simulator before flight!

## 2. Mounting the rescue parachute

The Innovation B has got an deployment bag with integrated release handle. Out of this reason you have to find out the right size of the inner container before mounting the rescue parachute.

Therefore you need to know the volume of the rescue parachute. If it is not shown in the parachute manual, you can alternatively determine the volume of the rescue parachute by checking it's weight.

As a rule of thumb multiply the weight by 3. For example: 1500 gr x 3 = 4500 ccm Volumen

You have the choice of 3 deployment bag sizes for the Innovation B:

**Container size Small**      from 2300 ccm to 4000 ccm  
**Container size Medium**    from 3000 ccm to 5500 ccm  
**Container size Large**     from 4800 ccm to 6500 ccm

Volumes of the independence rescue-parachutes which are compatible with the Innovation B:

Annular 20 EVO:	4500 ccm = M	Ultra Cross 75:	2350 ccm = S
Annular 22 EVO:	5000 ccm = M or L	Ultra Cross 100:	2980 ccm = S
Annular 24 EVO:	5500 ccm = M or L	Ultra Cross 125:	5000 ccm = M or L
Evo Cross 100:	4500 ccm = M	Ultra Cross 150:	5400 ccm = M or L
Evo Cross 120:	5200 ccm = M or L	Cornetto 100:	4800 ccm = M or L
Evo Cross 160:	5700 ccm = L	Cornetto 140:	5550 ccm = L

### 2.1. Placing the rescue parachute into deployment bag:

After you have choosen the right deployment bag size the rescue parachute is placed into deployment bag. The steps of packing until you have reached the shown status below, has to be done according the rescue parachute manual!

The following guide shows the assembling of an Annular Evo. Other systems have to be built in the same way analogously. Please check if there are special remarks in your parachute manual!

Steerable systems (expample Rogallo systems) can be installed in the Innovation B only with explicit approval of the rescue parachute manufacturer!



1. Fold the parachute like a "S" on the width of the container, pull out the Ram-Air-pockets a little bit to the side (if the parachute is equipped with Ram-Air-pockets).

2. Remove the packing cord!



### Placing in deployment bag option a)

3a. Fold the canopy in small S-folds and place it in the container. Bundle the lines in 3x3 "8-folds". Do not bundle the last 60 cm of lines.

### Placing in deployment bag option b)

3b. Fold the canopy in big, horizontal S-folds (stack pack). Bundle the lines in 3x3 "8-folds". Do not bundle the last 60 cm of lines.



Both options are technically equivalent and can alternatively be used.

**Attention: new rubber bands must be used for line bundles and deployment bag with every re-pack!**



4. Close deployment bag with the lines. First the right flap with the upper and lower flap. Depending of the rescue system size the inner or outer grommets can be used to adjust the container volume.

5. Close the left flap. Also here you can adjust the container volume by using the inner or outer grommets. First close the middle, then the outside!

## 2.2. Mouting deployment bag into the harness:



1. Connect the rescue bridle with the harness bridle by looping the bridles or with a quick link (strength > 2400 daN) and fix the connection to prevent slipping (for example by a neopren sleeve).

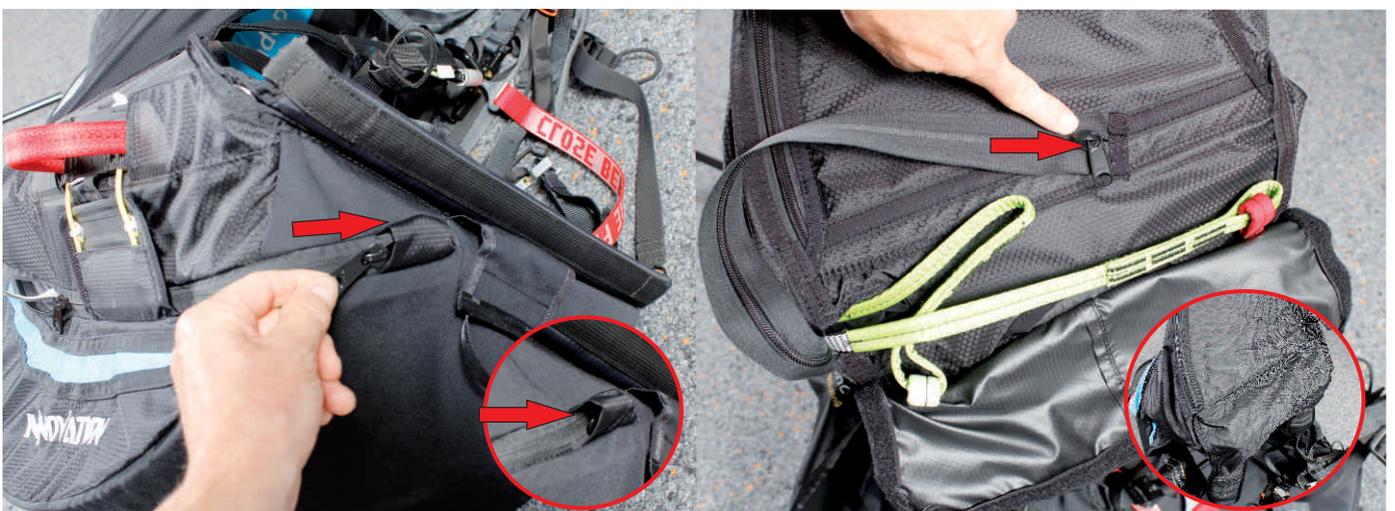
2. Stow the bridle in channel (red arrows) and in the harness container. Place deployment bag on the harness container. (Lines of deployment bag are facing to the bottom side)

3. Stow the deployment bag and put packing cords through the loops. Place the handle/deployment bag connection in between the packing cords.



4. Close both zipper slides to the red mark. The handle is located in between the 2 sliders. Close zipper on both sides approx. 10 cm.

5. Close container flap with packing cords and secure with the cables. Put the excess cable into the pockets underneath and insert the deployment handle into the holder. Remove the packing cords.



6. Close the zipper completely (!!!) and put the slider all the way into the holder!

7. Close the zipper of the back part completely (!!!) (see arrow). Close the cover.

### How to secure the release pin:

To avoid an unintentional opening it is obligatory to use a special seal thread to secure the deployment handle. This defines a minimum opening force. This special thread (strength 2 daN) must be put through the loop at the harness and the loop at the handle and have to be fixed by a knot.

To secure the pin it is only allowed to use certified material because if the strength of this material is too high the safe operation of the rescue system is not guaranteed. This thread is supplied by Flymarket GmbH & Co. KG!



Do not use other threads which may look the same!

### Attention:

After every installation of a rescue-system in a harness there must be a test if the opening force is between 2 and 7 daN. If harness and rescue parachute are combined the first time a compatibility check have to be performed by an authorized person!

The compatibility must be confirmed in the parachute repack log book.

## Operating notes:

### Operation of the protector:

The Innovation B has a type certified back protector made out of a special foam, which is sewn in a nylon fabric cover. Before every take off you have to check that the protector is completely filled up with air. Especially on low temperatures and after long disuse of the protector (if compressed during storage) it may take a little longer to be inflated completely.

During a hard landing the air inside of the protector will be compressed and the air will be deflated through the seams of the nylon fabric cover. The resulting deceleration distributes the impact energy over a longer period and protects the spine from extreme peak loads. The G-forces achieved in the type certification were very good. However, even the best back protection does not guarantee the prevention of back injuries!!!

For this reason, the protector should not be used for unnecessary seat board landings. With every use the protector will be less efficient and the effect of protection less - even if no damage is visible.

If a damage is visible the protector is not to be used anymore as well as after a hard landing!! In this case the protector must be exchanged or repaired from an authorised dealer/workshop.

### Before use of the harness the following points should be checked:

- Outer shell of the protector and the entire belt system intact?
- Protector fully inflated?
- Rescue container and release handle properly closed?
- Acceleration system (if any) properly mounted and adjusted?
- All harness buckles properly closed and adjusted?

### Maintenance / service life of the protector:

The protector is almost maintenance free. Before each use the protector should be checked to be in right position and fully inflated. The protector is, because of to the mounting position between rescue container and seat board, protected from mechanical damage. Visible damage (holes, cracks) must be repaired, otherwise the outer shell can break during an impact with a loss of damping.

After a hard landing with the use of the protector and if a damage is visible the protector must be repaired or exchanged by the manufacturer or an authorised dealer/workshop.

### Tandem flights:

The Innovation B is suitable as a passenger harness (without a rescue system built in). It is not suitable as a pilot harness because the rescue container will not fit for a tandem rescue systems.

### Towing:

The Innovation is suitable for towing if the main carabiners are used as attachment points for the towing release. There are no separate attachment points to mount a towing release!

Please check the towing release manual for a correct adaption on the harness.

## **Behavior in particular cases**

During water and strong wind landings the pilot should disconnect himself as soon as possible from the paraglider / harness after landing.

For tree landings, etc. the pilot should first secure himself against a possible crash and should wait for professional help. Contrary to above recommendations, it is possible that a different behavior as described is required. The variety of possible situations not allows an universal or general advise for the right behavior. The right behavior is a case-to-case decision in full responsibility of the pilot.

## **Lifetime and replacement of parts, repair advice**

The Innovation B was designed for high loads and stress. High demands were set in the choice of materials. The lifetime of the harness depends on a high degree of awareness and treatment of the pilot. We recommend to inspect the harness periodically for signs of wear. If necessary damaged components must be replaced.

Especially make sure that defective seams and materials will be replaced immediately by an authorized workshop. Furthermore there is always the possibility to send the harness for an inspection to the manufacturer.

If the harness is dirty, clean it only with water. Avoid mechanical stress as brush and rub. Chemical cleaners will damage fabric and webbing.

Except the rubber bands of the inner container and sealing thread no spare part is necessary at the Innvation Pro. Only approved rubber bands with the size of 30x3x1 mm or 25x3x1x mm should be used. An inexpensive purchase is possible through us.

## **Maintenance, inspection, periodic check:**

The Innovation B is almost maintenance free but it requires a regular check for damage. Regular inspection gives you the guarantee of a full function of the harness.

Take particular care that no dirt gets into the mechanic of the buckles and that all moving parts of the buckle are running free and are not damaged. If needed you can oil the buckles a little bit.

The maintenance of the protector is described separate.

The harness must undergo at least after 24 months a complete check. The carabiner must be replaced according the carabiner manufacturer instructions, latest after 1000 hours or 5 years. The periodic check must be documented.

## **Storage and transport:**

In order to prevent unnecessary weakening of the harness we recommend for storage and transport:

- avoid high temperatures (for example: closed car in summer)
- avoid dealing with fire, sharp objects and chemicals close the harness
- avoid unnecessary long exposure to sunlight as ultraviolet radiation destroys the molecular structure of the material
- avoid contact with salt water or acid liquids
- if the harness is not in use for a long time, especially the back protector should not be stored compressed. Store the harness in a cool, dry place.

## **Disposal:**

The materials used in a paragliding harness require proper disposal. Please return the worn-out equipment to us. The equipment will be disposed properly by us.

## **Nature- and environment friendly behaviour:**

Actually it's self evident, but nevertheless mentioned particularly: Please do our nature near sport in a way which do not stress nature and environment!

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

Especially at the take-off we have to take care for the nature!