



independence

● paragliding



Owner's manual

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Slope

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

Technical description:

The Slope is a harness for the use in a not motorized paraglider. The Slope is designed as a training slope harness / tandem passenger harness and has no integrated rescue system container. It is tested according EN1651 and LTF 91/09.Certification No. Slope: EAPR GZ-0447/15.

technical datas	Slope
max. load	120 daN
harness weight	2,8 kg
hangpoint height	47 cm
protector system	Mousse Bag

Overview:



- a) main suspension
- b) lateral chest belt with adjustment buckle
- c) safety T-system with chest belt buckle
- d) Mousse bag protector
- e) shoulder belt with adjustment buckle
- f) storage bag
- g) leg belts



Adjustment possibilities:

Adjustment possibilities are existing at the shoulder belts, the chest belt, the lateral chest belts and the leg straps. By the versatile adjusting possibilities of the Slope we recommend in any case that all adjustments and settings 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-Lock-buckles. If the chest belt is closed, also the falling out safety device (Safe-T-System) is closed. The Click-Lock 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.

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.

Operating notes:

Operation of the protector:

The Slope has a type certified back protector made out of a special foam, which is sewn in a nylon fabric cover (mousse bag). 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 systems 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 ?
- All harness buckles properly closed and adjusted?

Maintenance / service life of the protector:

The protector is almost maintenance free. On Slope the protector should be checked if it is in right position and the foam is fully inflated. The protector is, because of to the mounting position 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 Slope is only suitable as a passenger harness.

Towing:

The Slope 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 that please loosen the leg belts and then open the leg and chest buckles. We generally recommend to carry a webbing cutter!

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. On tandem flights there is a special responsibility of the pilot for the passenger!

Lifetime and replacement of parts, repair advice

The Slope is 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.

Damaged components may only be repaired by the manufacturer or an authorized workshop. Only original parts are to be used!

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

Maintenance, inspection, periodic check:

The Slope 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, lately after 1000 hours or 5 years. Only original carabiners are to be used! 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!