CONNECT
REVERSE
INSTRUCTION MANUAL

Version 1.1, 13.05.2009

Dear SWING customer,

You have just purchased a sophisticated product. We place great importance on our workmanship and the high quality of the materials used.

If you have any questions which are not answered in this manual, please do not hesitate to contact your Swing dealer or us directly: Tel: +49 81 41 32 77 888 or info@swing.de

From

the SWING Team

Contents:

1 Disclaimer and Exclusion of Liability

Use of this harness is in all cases solely at the USER'S OWN RISK. THE CERTIFICATION AND THE WARRANTY SHALL BE RENDERED INVALID if any technical modification or improper repairs are made to it.

Pilots are responsible for their own safety. Before every flight, a pilot must check whether the harness is airworthy and only launch if it is fit to fly.

The pilot must check the weather forecast and should not fly unless both current and forecasted conditions guarantee a safe flight.

The harness may only be used if the pilot has a licence which is valid for the area or is under the supervision of an approved flying instructor. There shall be no liability on the part of third parties, in particular the manufacturer and distributor.

In terms of the exclusion of liability and warranty conditions, the harness (attached to a paraglider) may not be used in any of the following situations:

1. the pilot has carried out repairs to the harness him/herself, unauthorised repairs have been made to the harness or repairs have been carried out using parts which are not originals;
2. the take-off weight is not within the permissible take-off weight range;
3. there is rain and/or snow;
4. the pilot is carrying out aerobatics / extreme flying or flight manoeuvres at an angle greater than 60°;
5. the pilot has insufficient experience with the harness;
6. the pilot has incorrect equipment or inadequate equipment (reserve, helmet, footwear etc);
7. the harness is to be used for winch launching using a winch which has not been inspected or by non-licensed pilots and/or winch operators;
8. modifications have been made to the harness which have not been approved;
9. the pilot intends to use the harness for a purpose which is not connected with paragliding. This harness is, e.g., **not a parachute harness** and not intended for use as such.
10. the harness is wet, damaged through wear or stuck together.

2 For your safety

- The use of paragliders and paraglider harnesses is subject to various regulations. They may not be flown without a valid certification. Any attempt to fly is highly dangerous.
- This manual does not replace the need to attend a paragliding school.
- The paraglider harness may only be used for the purpose for which it is designed. Do not use it for parachuting under any circumstances
- In Germany, paragliders and paraglider harnesses are not subject to the certification requirements of the German federal aviation administration. Take note of the relevant regulations in your own country.
- Use of the harness is at your own risk. The manufacturer is not legally responsible for any personal injury or material damage which occurs in connection with Swing paragliders and harnesses.
- The reserve must be packed by a specialist. The compatibility of the harness and the reserve must be inspected after it has been packed and prior to first use, and must be certified in the proof of packing booklet.

- When connecting to the paraglider, only use the attachment loops provided.
- Do not under any circumstances tow your paraglider with a car, motorboat or any similar vehicle which is not fitted with a suitable towing system operated by an experienced winch operator.
- Before towing, ensure that the winch operator has the appropriate training and licences.
- Only attach towing devices to the tow loops provided or the main carabiner.
- Aerobatics are prohibited.
- Flying with a wet canopy or when it is raining is prohibited; it may cause the glider to stall
- Do not under any circumstances alter the construction of your harness. If you do, any claims under the warranty will not be accepted and the certification will lapse.
- When you fly the paraglider and harness for the first time, use training slopes only
- When flying, always wear a helmet, gloves, suitable clothing and shoes which protect your ankles.
- Only fly if the wind speed, direction and weather conditions guarantee a safe flight.

This manual contains additional information concerning your safety in various places. This information is indicated by two symbols.

Caution! Accident risk!

This symbol indicates risks which may arise. Wherever possible, we also explain how to avoid the risk or how you should react if the situation arises.

Tip

This symbol is used when we give advice on correct handling of the paraglider, how to protect it from damage and general information.

3 Respect for nature and the landscape

Paragliding is, of course, an outdoor sport.

Please practise the sport in such a way that nature and the landscape are protected! Keep to marked trails, remove your rubbish, refrain from making unnecessary noise and respect the sensitive biological equilibrium in the mountains and other areas where you fly. Consideration for nature is required from the time you set off for the launch site.

Ascertain whether there are any restrictions which apply to the area where you intend to fly, and observe any such restrictions at all times.

4 Harness features

What does the Connect Reverse look like?

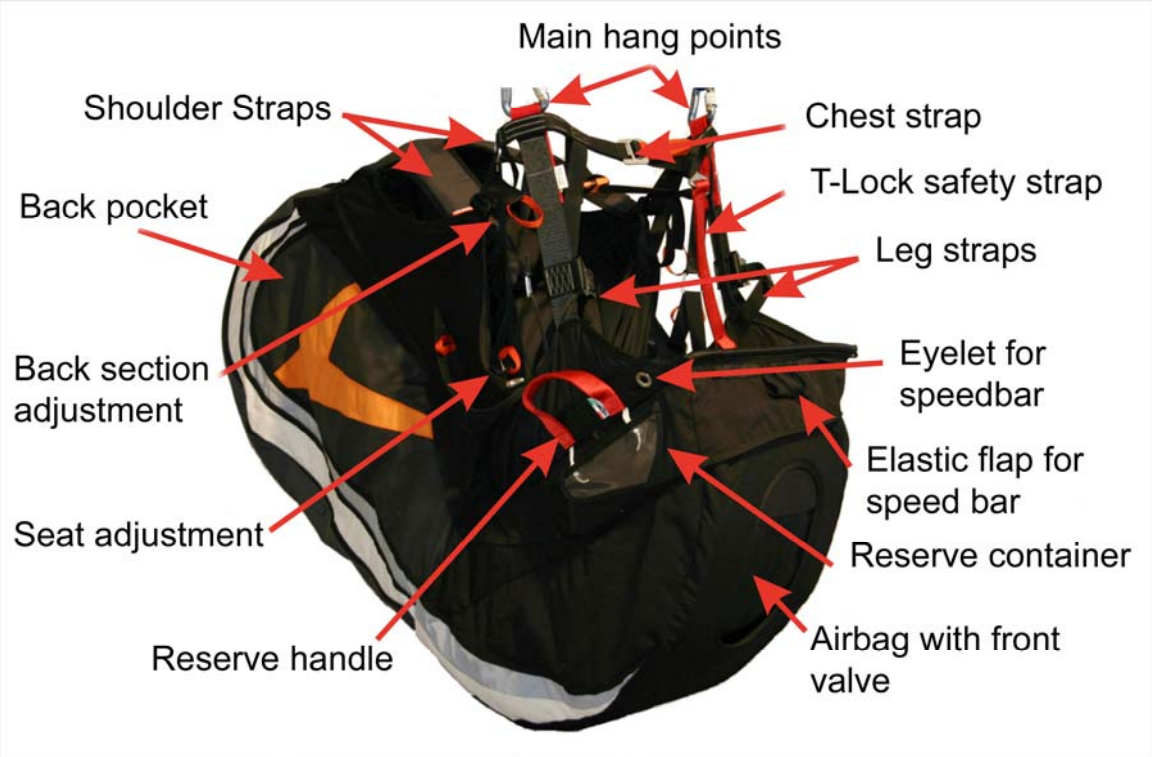

Fig. 4-1: Diagram of the Connect Reverse harness

4.1 Technical Data

Use	Paraglider harness
Certification	LTF
Maximum clip-in weight	120 kg
Hang height	42 cm
Distance between carabiners	38 - 48 cm (between the centres of the carabiners)
Approx. weight (excl. reserve system, carabiners and accessories)	3.9 – 4.1 kg (M-L-XL)
Protection	Airbag with front valve and separate rear chamber
Installation of reserve	Integrated container under the seat, side deployment handle (right).
Included in delivery	Connect Reverse harness Top lid pocket Deployment handle for reserve Aluminium carabiners (20 kN) Hip strap for backpack Instruction manual

4.2 The concept

The Connect Reverse is one of the latest generation of paraglider harnesses. It is designed as a convertible harness/backpack and combines the usual high comfort level of Swing's Connect range of harnesses with outstanding carrying features as a backpack.

In designing the backpack, particular importance was placed on a high level of carrying comfort, optimal weight distribution and a high level of functionality. Various accessories allow the backpack to be customised according to the pilot's individual needs.

The harness design focused on ease of use, a high level of comfort and pilot safety.

It sets standards by the use of a carrying system which has proved successful in alpinism.

The choice of materials reflects the overall concept of a top quality product with a high level of functionality, but which is lightweight. The main fabric used is light yet robust Cordura.

The harness was designed for para-trekking, namely for pilots who wish to make long flights from isolated launch spots and who see the trek to launch as part of the flight. A range of accessories is available which makes it ideally suited for trips lasting a few days.

Its high level of comfort also makes it suitable for any pilot who is looking for a top quality harness which is lightweight and compact.

4.3 Safety

With the Connect Reverse, the optimum hang point and the particular design of the airbag ensure pilot safety right from the time you launch.

The hang point is selected in such a way as to ensure that the pilot gets maximum feedback but without a "jittery" impression being created.

Fig. 4-2: Front valve for airbag **Fig. 4-3: Connect Reverse with partly inflated airbag**

A special front valve to inflate the airbag was designed. The rear is inflated through vents between the main airbag and the back pocket (Fig. 4-5).

The system becomes active even before launch by use of special foam material. However, if the harness has been in storage for some time or if the temperature is low, we recommend assisting the airbag to inflate using a control handle. The airbag unfolds completely as the air flows through it, thereby reaching its full level of protection.

Fig. 4-4: Chest buckle with whistle

Fig. 4-5: Backpack base with air vent eyelets for airbag

An orange whistle is attached to the chest buckle, which you can use to attract attention should you ever land in a tree or other difficult area (Fig. 4-4).

4.4 Speed system

The Connect Reverse is designed to use a speed bar. The pulley required is optimally positioned to ensure perfect load transfer. The cord inside the harness ensures energy-saving and efficient use of the speed bar.

We recommend our “easy speed” speed system (Fig. 4-6).

There is more detailed information on the installation and adjustment of the speed system in section 6.3.

Fig. 4-6: Speed system (easy speed)

4.5 Foot stirrup

The Connect Reverse should not be used with foot stirrups which are not automatically detached when the reserve is deployed.

5 Reserve system

There is a container underneath the seat of the Connect Reverse, which is the correct size for a reserve system to be carried. It is closed using a system of flaps and the deployment handle pins. This gives the reserve good protection against dirt and moisture. A Velcro fastener protects the deployment handle against accidental deployment.

The deployment handle delivered belongs with the Connect Reverse container.

CAUTION! ACCIDENT RISK!:

Only the original deployment handle may be used!

Tip:

We recommend the use of flat reserve containers to ensure the best weight distribution and use of the space in the backpack.

Caution! Accident risk!:

If your harness should ever get wet (e.g. because you land in water) the reserve system must be dried out and repacked before your next flight.

5.1 Fitting the reserve

The reserve is fitted as described below.

5.1.1 Fitting the bridle

Before it is fitted, the reserve is attached to the Connect Reverse using the bridle. This is designed as a V-bridle which is attached to the shoulder straps of the Connect Reverse. If there is an emergency deployment, this ensures that the force of the reserve goes into the bridle. The hang point to the shoulder straps means that the pilot is in an appropriate position if a landing is made using the reserve.

To fit the bridle, it is placed through the reserve system's riser (Fig. 5-1). Then the reserve system is placed through the loop of the bridle (Fig. 5-2), which is tightened and must be secure around the riser (Fig. 5-4).

Fig. 5-1: Put the bridle through the riser

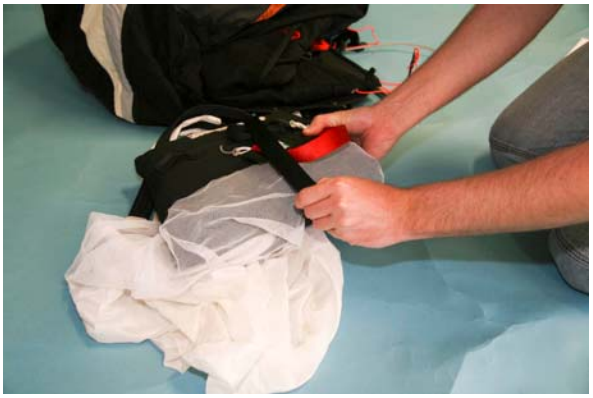

Fig. 5-2: Feed the reserve through the loop of the bridle

If the reserve system has two main lines, then the bridle must be put through both risers and looped with the bridle in that way.

Alternatively, a steel screw shackle with a minimum breaking strength of 24kN (e.g. Maillion Rapide N, 7mm, galvanised) can be used (Fig. 5-5). Take particular care that the screw link is firmly closed and cannot turn (use rubber bands to stop movement, since this could otherwise result in dangerous cross-loading and friction). This connection gives a greater shock-breaking strength than the previous method.

Fig. 5-3: Tighten the loops where attached

Fig. 5-4: Looped attachment held with bands

Fig. 5-5: Screw link with rubber bands

5.1.2 Fitting the deployment handle to the inner container

The handle must be attached by its loop to the reserve's inner container. Please contact the manufacturer of the reserve if there is no attachment loop on your inner container.

The deployment handle must be fed through the correct loop on the inner container in such a way that the connecting strap between the handle and the inner container is only put under tension after the locking pins of the deployment handle have been completely released by pulling. Please follow the instructions for your rescue system.

Fig. 5-6: Feed through connection line

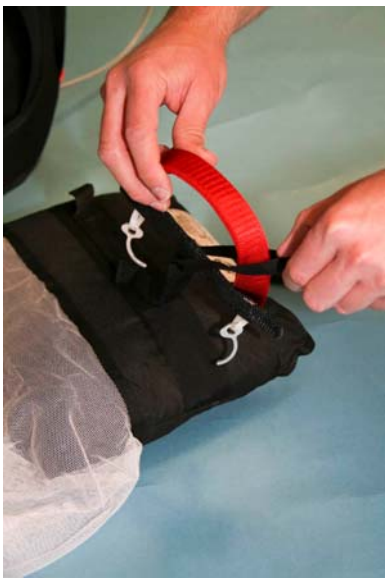

Fig. 5-7: Feed through reserve handle

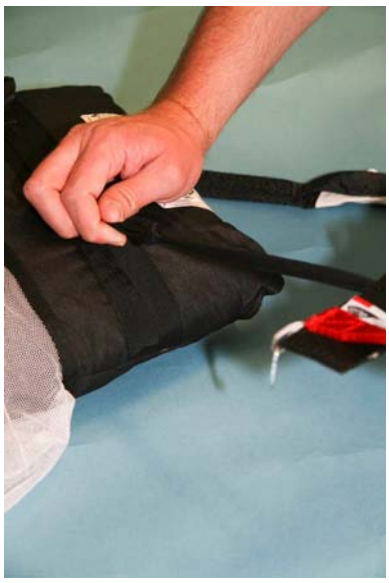

Fig. 5-8: Tighten reserve handle

CAUTION! ACCIDENT RISK!:

The deployment handle may be blocked and the reserve may be difficult to operate or may not deploy at all if the above instructions have not been followed!

Make sure that it has been attached correctly by carrying out a trial deployment!

5.1.3 Fitting the reserve system

The reserve system is fitted into the outer container of the Connect Reverse as follows (Fig. 5-7 and Fig. 5-8).

First, lay the reserve next to the harness in its ultimate position, lay the connection lines tidily in loops in the outer container and then place the reserve in the container with its handle uppermost. If the inner container is equipped with a pilot chute, then it should be at the back, so that the air can stream into it better if there is an emergency deployment. Please be sure to follow the packing and operating instructions for the reserve as well.

TIP:

You are able to download fitting instructions for SWING reserves with four leaf container from our website www.swing.de.

CAUTION! ACCIDENT RISK!:

It is essential that you check that none of the lines are knotted or twisted up in the reserve.

The deployment handle must be fastened to the side of the container towards the opening, or deployment of the reserve could be impeded.

Fig. 5-9: Put in the connection lines

Fig. 5-10: Put the reserve inside

Note the side (!) attachment of the reserve handle loop!

5.1.4 Closing the container

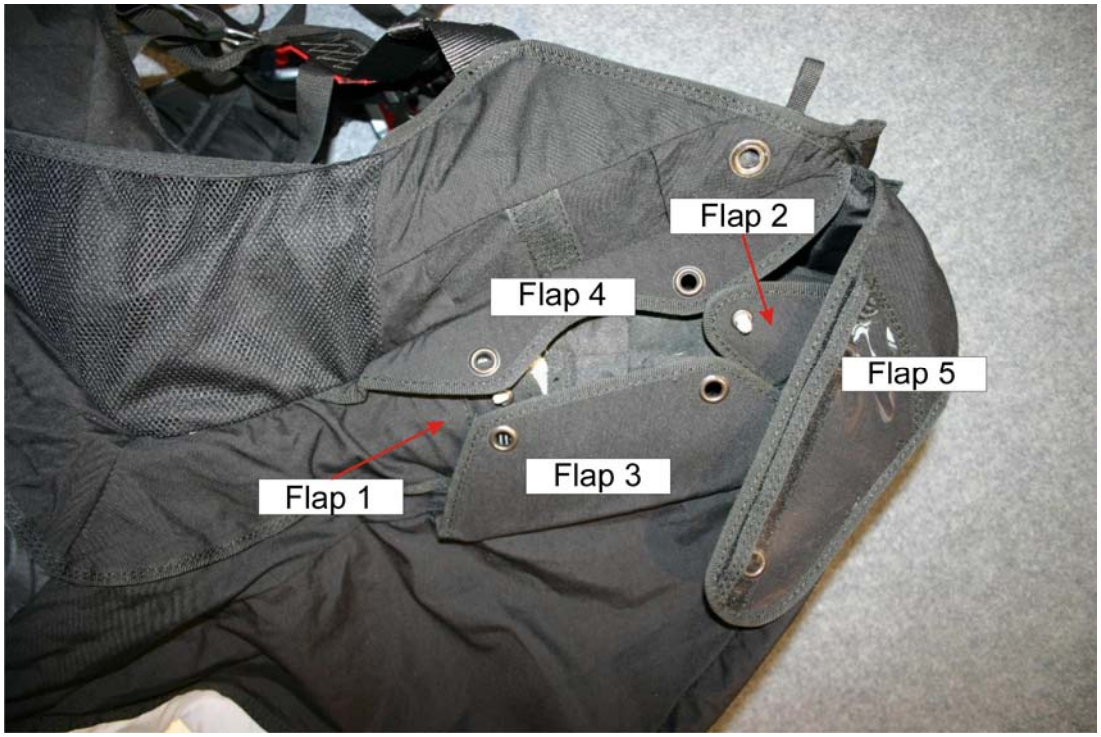

Fig. 5-11: Diagram of reserve container

The Connect Reverse is fitted with replaceable elastic fasteners. Pack cords are fed through these to close the container (Fig. 5-12), and are then removed again when the container has been closed. The pack cords should be about 50cm long.

The pack cords are fed from behind with the elastic closures into the eyelets of closure flaps 1 and 2 (Fig. 5-13).

Fig. 5-12: Feed through the pack cord

Fig. 5-13: Elastic closures with pack cords

Then thread the pack cord from flap 1 through the left eyelet in flap 3 and the pack cord from flap 2 through the right eyelet of flap 3 (Fig. 5-14).

Then thread the pack cords through the eyelets in flap 4 (Fig. 5-15). Take care when doing this that the connection to the deployment handle runs between the closure eyelets.

Fig. 5-14: Flap 3 closed

Fig. 5-15: Flap 4 closed

Now thread the pack cords through the eyelets in flap 5, and pull the elastic closures through the eyelets (Fig. 5-16) far enough that the release pin between the eyelet and the window can be placed through the elastic bands and push through the pin.

Fig. 5-16: Flap 5 closed with pack cords

Fig. 5-17: Release pin inserted

The reserve container is now closed.

The deployment handle must now be properly mounted on the harness. To do this, fasten the handle on the Velcro provided, then **feed the ends of the handle into the flaps provided on the harness** (Fig. 5-18).

Afterwards, make sure that you **remove the pack cords**! The transparent plastic window allows you to check the pins (Fig. 5-19).

Fig. 5-18: Put in the ends of the deployment handle

Fig. 5-19: Outer container closed with pack cords removed

CAUTION! ACCIDENT RISK!

A trial deployment must be carried out after the reserve system has been fitted for the first time (seated in the harness from the flying position) to verify that it operates properly (compatibility test). It should be checked that the container is properly closed as part of the pre-flight check before each launch.

5.1.5 Compatibility test

In Germany, it has been a requirement since 1 January 1998 that every new combination of reserve and harness/outer container must be inspected after the first packing to ensure that it operates safely. It must be possible for the pilot to deploy the reserve from the flying position without any problem and according to the guidelines in the manufacturer's instructions. The inspection must be recorded in the reserve's packing certificate (compatibility test).

We recommend that the compatibility test is carried out by the manufacturer.

6 Adjustment options for the Connect Reverse

The Connect Reverse has various adjustment options so that pilots can adjust the harness according to their particular wishes and preferences. Pilots should take their time in doing this because it will provide a high level of comfort.

We recommend that you hang the harness in a simulator (or frame etc) when making the adjustments.

Tip:

The reserve must be fitted before the Connect Reverse is adjusted.

6.1 Adjusting the seating position

6.1.1 Angle of back section

The first adjustment is to the seating position and size of the harness. The seating position is adjusted by the opening angle of the harness. Decide the angle at which you want to sit (angle between back and thigh - upright or inclined position). The angle of adjustment ranges from approx. 70° to 100°. The adjustment is made using the side buckles (Fig. 6-1) which you will find at about chest height. If the harness is shortened here (Fig. 6-2), the seating angle will be smaller (upright position); if it is lengthened (Fig. 6-3), the seating angle increases (inclined position).

Fig. 6-1: Adjustment of back (upright or inclined position)

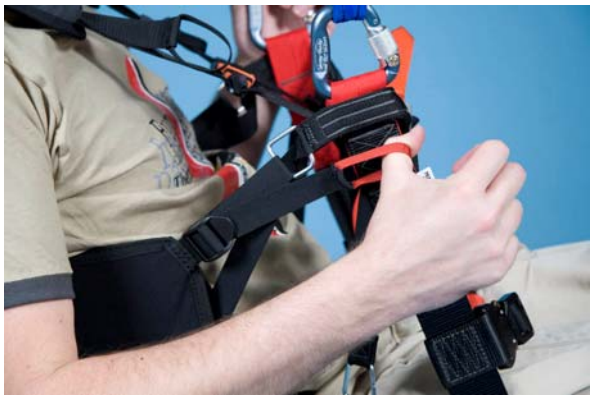

Fig. 6-2: More upright position

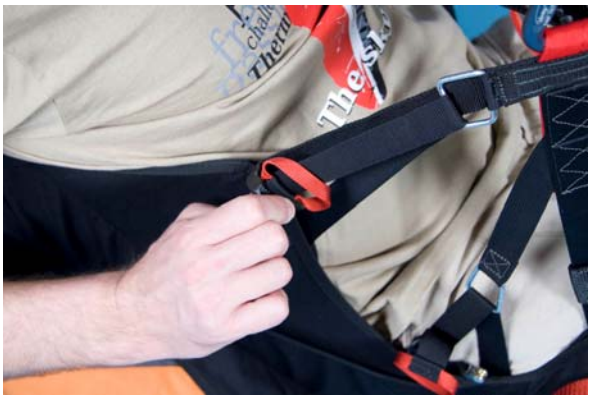

Fig. 6-3: More inclined position

6.1.2 Angle of seat

The second adjustment is to the angle of the seat, whereby you can decide how “deep” you wish to sit in the harness (Fig. 6-4). A comfortable seating position should be chosen which is suitable for the pilot’s build, so that no further adjustments need to be made during flight. The range of angle

adjustment is about 10°, with the pilot sitting “deeper” the more the adjustor is opened (Fig. 6-5 and Fig. 6-6).

Fig. 6-4: Seat angle adjustment / Seat depth

Fig. 6-5: Higher seating position

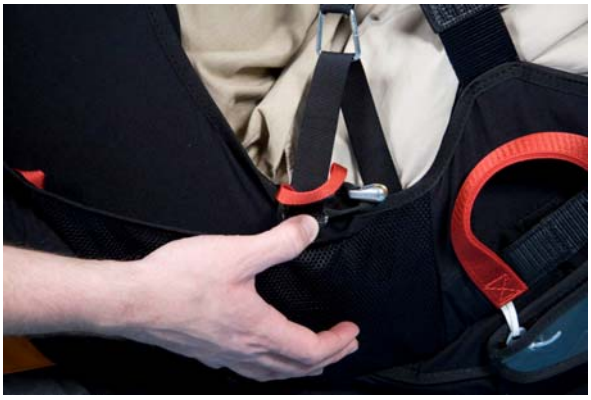

Fig. 6-6: Deeper seating position

6.1.3 Length of shoulder straps

Adjusting the shoulder straps allows the harness to be altered according to the height of the pilot. This is done using the adjustment buckles integrated in the shoulder padding. The strap is loosened upwards above the loop (Fig. 6-7) and tightened downwards through the strap (Fig. 6-8).

Fig. 6-7: Lengthening the shoulder straps

Fig. 6-8: Shortening the shoulder straps

6.1.4 Chest strap

Fig. 6-9: Chest piece adjustment / Hangpoint distance adjustment

The chest strap (Fig. 6-9) controls the distance between the two carabiners (hang point) and can be altered from 38 to 48 cm. The smaller the distance between the hang points, the less the glider responds to weight shifting.

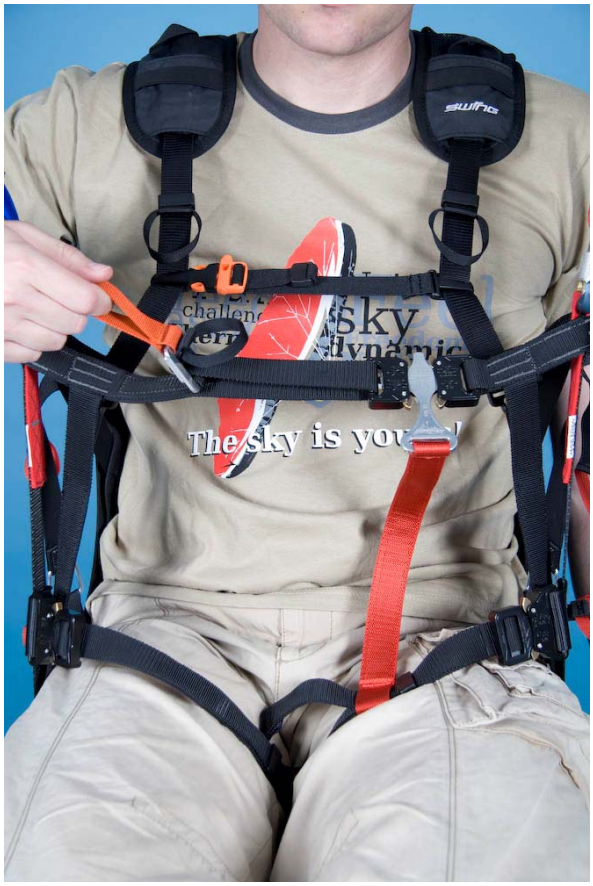

Fig. 6-10: Lengthening the chest strap

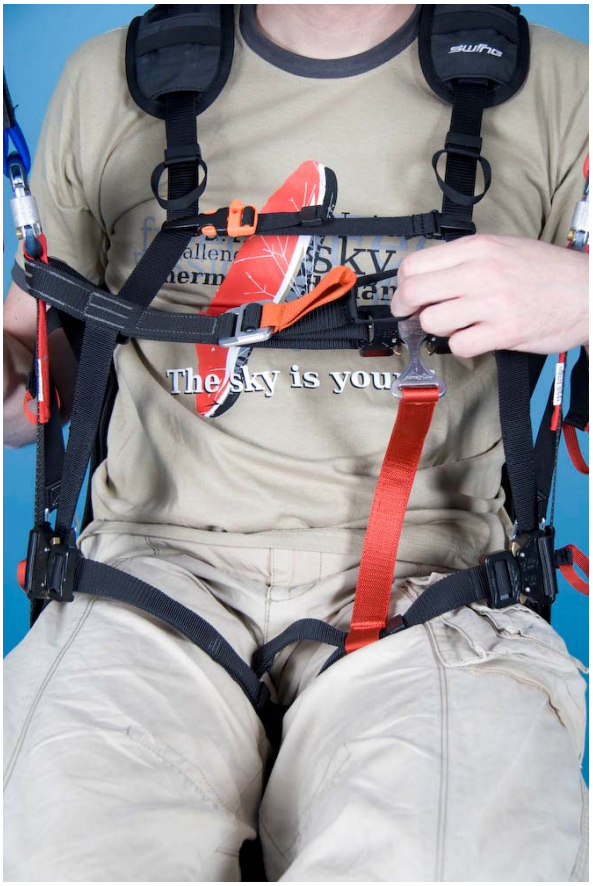

Fig. 6-11: Shortening the chest strap

6.2 Adjusting the leg loops

The leg loops are attached to the chest strap using the T-lock system and prevent you falling out of the harness by closing a buckle. Test the adjustment of the leg loops while standing, walking and sitting and choose the width which is best for you (simulate the launch procedure). Once again, it is best to use a simulator to do this. If you need to use your hands to get into the right position when flying, the seating angle must be checked again and the leg loops adjusted accordingly (Fig. 6-12, Fig. 6-13).

Fig. 6-12: Lengthening the leg straps

Fig. 6-13: Shortening the leg straps

The adjustment is correct if you are able to get into your flying position without using your hands.

The type of clothes you are wearing makes a difference here, because they can make it either easier or more difficult for you to “settle into” the harness.

The leg loops are adjusted using the buckles. Make sure that the leg loops are even.

6.3 Adjusting the speed bar

After you have set up the best seating position, the speed system must be adjusted. The pulleys you need are already on the harness.

The speed bar line is first fed through the optional drawstring stopper. Then from above through the pulley attached in the harness (Fig. 6-14), inside the harness and from inside through the metal eyelet. Finally the speed bar line is fed through the ring attached at the front under the seat, which is attached with elastic (Fig. 6-15).

Fig. 6-14: Speed bar line through pulley

Fig. 6-15: Speed bar line through eyelet

Fig. 6-16: Speed bar line through eyelet, and plastic ring

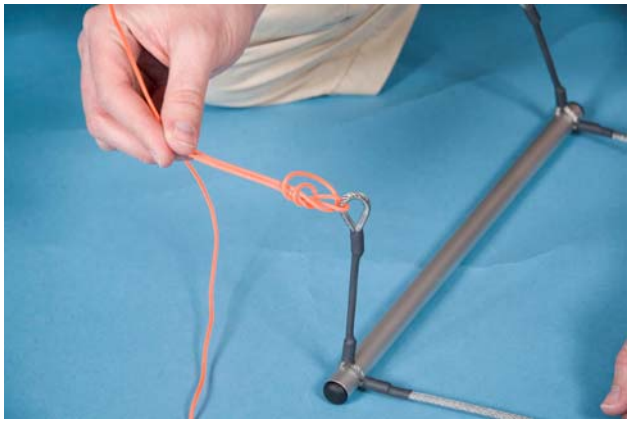

Fig. 6-17: Knot fastening the speed bar

You can then attach the line to the speed bar, after you have measured it. The system for attachment to the paraglider harness can vary depending on the manufacturer (Brummel hook, carabiner etc.). The correct length for the speed bar should be determined using the simulator.

For most pilots, the optimal speed bar adjustment is when they have reached the glider’s full speed bar travel with legs stretched. It is essential to ensure here that the glider is not pre-accelerated by having the speed bar too short.

CAUTION! ACCIDENT RISK!:

The speed system lines must be fed through the plastic rings as described. If the speed system is too long or is not attached then, in some situations, it can blow in front of the reserve container and hamper deployment or result in deployment of the reserve by the speed system.

The rings attached to the elastic cord ensure that the speed system will return by shortening the speed bar lines by about 10cm when the tension is eased, and thus offer effective protection against this potential problem.

If the speed system cords are not mounted on the glider, then the bar must be secured under the flap provided (Fig. 6-18).

Fig. 6-18: Speed bar secured under the flap

CAUTION! ACCIDENT RISK!

Before you make your first flight, check the adjustment of the speed system on a suitable training slope. Never launch if the speed bar is too short. If it is, there is increased danger because the trim angle is reduced, causing the glider to be accelerated. This cannot be rectified during flight, since the speed system cords are under tension.

7 Pockets

The Connect Reverse has a generously sized and aerodynamically shaped rear section (Fig. 7-1). The harness also has mesh pockets on both sides for the storage of small items (Fig. 7-2).

Fig. 7-1: Rear compartment

Fig. 7-2: Mesh pocket on the harness

It has a small mesh pocket on the left shoulder for an acoustic vario or radio. It has a pocket on the right shoulder for a Security/Emergency Card. The card (credit card format) can be fastened with the red elastic cord.

The other pockets and their use and position on the harness are described in the product video. This can be downloaded from www.swing.de.

8 The backpack features of the Connect Reverse

The Connect Reverse is equipped with a Deuter carrying system, which offers a high level of carrying comfort (Fig. 8-1).

The Alpine Back System has the option of an adjustable hip strap, which allows optimal weight distribution and, at the same time, full freedom of movement (Fig. 8-2).

Fig. 8-1: Backpack

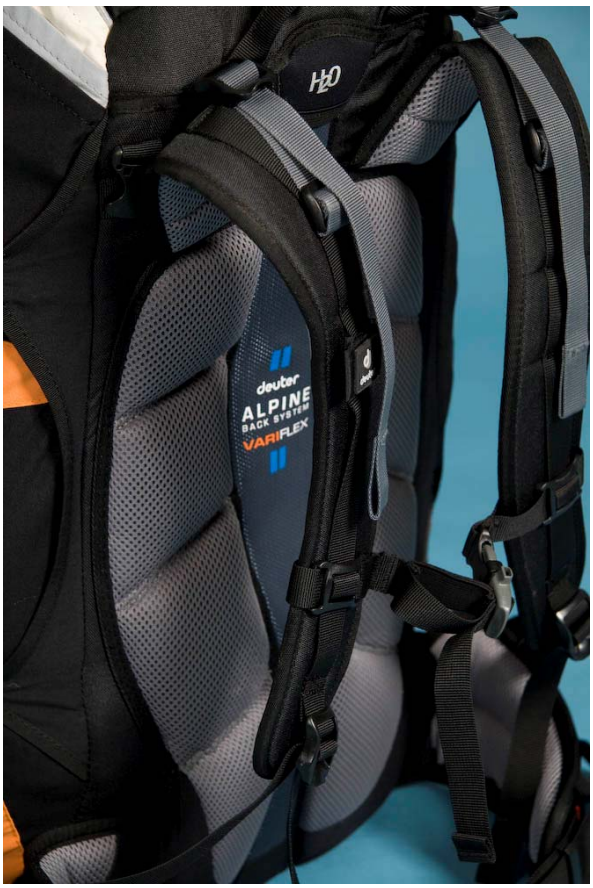

Fig. 8-2: Deuter ALPINE BACK SYSTEM carrying system with Variflex hip strap

The backpack has sufficient space for reserve, paraglider and helmet. Its volume can be reduced by the side compression straps.

9 Converting the harness

The backpack can be turned into a harness and vice versa in just a few steps. Fig. 9-1 to Fig. 9-6 show how to convert the backpack.

☞ **Tip:**

The two pockets on the outside of the backpack can still be used to store small objects when it is used as a harness. This allows you to keep safe items which would otherwise annoy you in your jacket pocket. Be careful not to lose anything when you convert it back, because these pockets cannot be done up.

It is better to keep larger items such as a spare t-shirt in the top lid pocket or in the pocket for the water bag.

Caution! Accident risk!:

The zip for the back section must be done up completely to ensure the full level of protection is provided by the airbag's rear chamber.

Fig. 9-1: Backpack with top lid pocket

Fig. 9-2: Open the backpack

Fig. 9-3: Take the harness out of the backpack

Fig. 9-4: Turn the backpack inside out

Fig. 9-5: Do up the main zip

Fig. 9-6: Harness ready to fly

10 Flying with the Swing Connect Reverse

10.1 Putting on the harness

Fig. 10-1 to Fig. 10-6 show how to put on the harness.

First, pick up the harness and shake the airbag open slightly to make it easier for it to inflate later on.

Next, put on the harness, with your arms going between the shoulder straps and the adjustment for the back section.

Then do up both leg straps and the chest strap. The buckles must be properly clicked into place. Check that you have done this by pulling firmly on each of them.

Finally, close the connecting strap between the shoulder straps. The harness is now on properly.

Fig. 10-1: Shake open the airbag

Fig. 10-2: Put on the harness

Fig. 10-3: Do up the left leg strap

Fig. 10-4: Do up the right leg strap

Fig. 10-5: Do up the chest strap

Fig. 10-6: Do up the connecting strap

10.2 Pre-flight check

It is essential that you thoroughly check all equipment before launch!

Always check the following as part of the pre-flight check:

- Are there any tears, areas of wear or other damage to the harness or airbag?
- Are the harness and the speed system correctly adjusted?
- Is the reserve system in order or does it need to be inspected/repacked?
- Are all pockets closed?
- Are the reserve deployment handle and pins in the correct position?
- Are both carabiners properly closed / secured?
- Was there a clearly audible 'click' when you did up the buckles and do they stay closed when in use? Be particularly careful if there is snow or ice: always keep buckles free of snow and ice.
- Has the zip on the backpack been closed completely?
- Are the vents between the airbag and the rear compartment clear?
- Are the side compression straps in the backpack open?
- Are the speed system lines attached to the glider and is the speed system attached to the harness?

11 Towing

The CONNECT Reverse is also suitable for towing. The appropriate towing devices are available from specialist stores. They are attached to the main carabiners. Swing also recommends using a towing aid, which is attached between the towing device and the harness. The Swing range includes the “Pro-Tow” tow aid which can be used for this purpose.

12 Tandem flights

The Connect Reverse is not intended for use in tandem flights.

13 Care/Repairs

Care:

Even though the Swing Connect Reverse is made from top quality materials (Cordura, Polyester webbing, etc.), you must be careful never to drag it across the ground or to leave it exposed unnecessarily to sunlight, heat or moisture.

If it gets dirty, it can be sponged with luke-warm, soapy water.

Keep the harness locking apparatus clean and oil with a few drops of sewing machine or bicycle oil when necessary. This should be done at least once a year.

Inspect the condition of your harness regularly, or at least once a year. Check in particular whether the seams or straps have any areas of wear or tears.

Check the condition of the airbag regularly, in particular whether there are any holes or areas of wear, which could result in the airbag failing to deploy.

Check that the leg straps go the right way around the seat (over the abrasion protection).

Check the condition of the seat. A damaged seat could break and should be replaced.

Inspect the carabiners. Aluminium carabiners must be replaced after approx. 300 hours of use or four years, because the material fatigues.

Tip:

Swing recommends use of a transport cover to protect the harness. This can be used as rain protection and protection during travel, and is available from Swing, our dealers and in specialist sports shops.

Storage:

Store all of your paragliding equipment away from UV light in a dry room which is well-aired and has a constant temperature. Open the backpack and/or inner bag and the belt a little so that air can get in.

Repairs:

Repairs and parts replacement should only be carried out by the manufacturer or a specialist recommended by the manufacturer. The certification and the warranty will be rendered invalid if materials or parts are used which are not original.

Repairs to the airbag should only be carried out by the manufacturer.

CAUTION! ACCIDENT RISK!

A damaged airbag may malfunction. Inspect your airbag regularly for damage (especially if it ever comes in contact with the ground).

We recommend in particular that you replace the aluminium carabiners at least every two years. Unintentional knocks can cause tiny cracks in the aluminium which reduce the breaking strength of the carabiner and, in the worst case scenario, could cause the carabiner to break.

14 Inspection

Failure to observe the inspection periods shall invalidate the warranty and certification. A properly completed logbook will help you to comply with these periods. Swing recommends that you bring your harness together with the paraglider for inspection.

At the inspection, the points described under Care/Repairs are checked and documented. An inspection sheet can be downloaded at www.swing.de.

Inspection periods

In Germany, Swing harnesses must be inspected as follows (check the situation in your country):

A) For **harnesses used by schools or commercially** an inspection (the same as the 2-yearly check) must be carried out **every 12 months** from the purchase date.

B) Harnesses for personal use must be inspected every 2 years from the purchase date.

C) The harness must be inspected after 150 hours of use (including ground handling) if this occurs prior to the periods in A) and B) above.

Ground handling time must be at least doubled when working out the total hours of use, because of the increased wear and tear.

Validity of inspection

If Swing is to accept guaranty and warranty claims, all inspections must be carried out by SWING, or an inspection agent authorised by SWING. The documentation and the result of the inspection must be clearly identifiable by the inspector (date and place / name of inspector) and be entered near the harness information/certification sticker.

Inspection by the pilot

Pilots in Germany have been able to carry out inspections themselves since 01.07.2001 provided that they fulfil all requirements. However, in this event, the warranty will lapse and SWING is under no liability.

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15 Warranty

The terms of the warranty are in the enclosed warranty card and are also given on our website.

Online Warranty Registration:
You can complete your warranty registration quickly and easily online at: www.swing.de → service → online warranty.

Please complete the registration within 14 days of purchasing the harness. You will receive a confirmation email after you have registered. If you do not have an email address, enter info@swing.de as the email address in the mandatory field.

The manufacturer must be notified immediately of any defects in the product, variations or changes in flight behaviour and any warranty claims and, if necessary, the product must be made available for inspection by the manufacturer.

16 Disposal

Even the best products and materials have only a limited useful life. The materials used in a paraglider harness must be disposed of properly. Please ensure that you dispose of your SWING harness properly if it has reached the stage where its useful life is over. If you wish, you can return it to us and we will then dispose of it for you.

17 Internet product information and safety notices

swing.de

Swing now sends relevant product and safety information by e-mail to all registered customers. If you would like to receive this information, please register your name through our website.

Swing generally includes all e-mail addresses provided in the warranty cards in its mailing list. If you do not wish to be included, please do not give your e-mail address on the warranty card. We will not provide your e-mail address to any third parties.

On the website, Swing also offers a wide range of accessories for your equipment and useful products for pilots.

Our website: www.swing.de or www.swing-online-shop.de

dhv.de

There is also data and information about our products on the DHV website: www.dhv.de .

We hope you have fun and wish you many enjoyable flights with your

CONNECT REVERSE

The

SWING **Team**

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