

EN



TIGARO Circus

MANUAL

Version 1.0 / 2018

1. CHECK SHEET

VORNAME
FIRST NAME

TYP / GRÖSSE
TYPE / SIZE

NACHNAME
SECOND NAME

BAUJAHR
YEAR OF CONSTRUCTION

ADRESSE
ADDRESS

LETZTE ÜBERPRÜFUNG
DATE OF LAST INSPECTION

SERIENNUMMER
SERIAL NUMBER

MUSTERPRÜFNUMMER
CERTIFICATION NUMBER

		OK	ANMERKUNG COMMENTS
SITZGURT SEAT STRAP SYSTEM	SICHTBARE BESCHÄDIGUNGEN VISIBLE DAMAGES	<input type="checkbox"/>	
	SCHUEERSTELLEN AREAS OF ABRASION	<input type="checkbox"/>	
SITZBRETT SEAT BOARD	SICHTBARE BESCHÄDIGUNGEN VISIBLE DAMAGES	<input type="checkbox"/>	
	RICHTIGEN GURTVERLAUF POSITIONING OF THE STRAPS OK	<input type="checkbox"/>	
GURTE STRAPS	SICHTBARE BESCHÄDIGUNGEN VISIBLE DAMAGES	<input type="checkbox"/>	
	RICHTIGEN GURTVERLAUF POSITIONING OF THE STRAPS OK	<input type="checkbox"/>	
	BESCHÄDIGTE NÄHTE SEAMS	<input type="checkbox"/>	
SCHNALLEN UND KARABINER BUCKLES AND CARBINES	SICHTBARE BESCHÄDIGUNGEN VISIBLE DAMAGES	<input type="checkbox"/>	
	ERFORDERLICHEN HAUPTKARABINERTAUSCH REPLACEMENT OF MAIN CARABINER	<input type="checkbox"/>	
	SCHLIESSBARKEIT DER SCHNALLEN / KARABINER CONDITION (CLOSING PROPERTIES/CARABINER)	<input type="checkbox"/>	
	ALLGEMEINZUSTAND DER SCHLIESSEN MAIN CARBINES (CONDITION, AGE)	<input type="checkbox"/>	
AIRBAG-/ SCHAUM- STOFF-PROTEKTOR PROTECTORS AIRBAG -/FOAMED MATERIAL	SICHTBARE BESCHÄDIGUNGEN VISIBLE DAMAGES	<input type="checkbox"/>	
	BESCHÄDIGUNG DER NÄHTE SEAMS	<input type="checkbox"/>	
	BESCHÄDIGUNG DES VENTILS VALVET	<input type="checkbox"/>	
	DICHTHEIT DES AIRBAGS TIGHTNESS AIRBAG/ FOAM PROTECTOR	<input type="checkbox"/>	
SPEED SYSTEM SPEED BAR	SICHTBARE BESCHÄDIGUNGEN VISIBLE DAMAGES	<input type="checkbox"/>	
	BESCHÄDIGTE RÜCKHOL-/ FIXIERGUMMI FIXING RUBBER	<input type="checkbox"/>	
	FREIEN LAUF DER UMLENKROLLEN RETURN PULLEYS	<input type="checkbox"/>	
	BESCHÄDIGTE LEINEN LINES	<input type="checkbox"/>	

OK ANMERKUNG
COMMENTS

RETTER
RESCUE SYSTEM

- SICHTBARE BESCHÄDIGUNGEN
VISIBLE DAMAGES
- VORHANDENES, RICHTIGES TYPENSCHILD
IDENTIFICATION PLATE
- BESCHÄDIGTE VERBINDUNGSLEINEN
V-LINES
- KORREKTE MONTAGE DES RETTERGRIFFS
HANDLE FITTED AND CONNECTED
- KORREKTE SCHLIESSUNG DES CONTAINERS
CONTAINER PROPERLY CLOSED

KOMPATIBILITÄTSPRÜFUNG DURCHGEFÜHRT?
COMPATIBILITY CHECK EFFECTED?

TYPENSCHILD VOLLSTÄNDIG AUSGEFÜLLT?
TYPE LABEL AFFIXED?

NACHPRÜFSTEMPEL ANGEBRACHT?
INSPECTION STAMP AFFIXED?

GESAMTERGEBNIS PRÜFUNG
OVERALL RESULT

- NEU
NEW
- SEHR GUT
VERY GOOD
- GEBRAUCHT
USED
- STARK GEBRAUCHT
MUCH USED
- DERZEIT NOCH LUFTTÜCHTIG
CERTIFICATION ONLY FOR ONE YEAR
- NICHT LUFTTÜCHTIG
NOT AIRWORTHY
- KORREKTE SCHLIESSUNG DES CONTAINERS
CONTAINER PROPERLY CLOSED

INSTANDSETZUNGEN DURCHGEFÜHRT? WELCHE?
ADDITIONAL REPAIRS CARRIED OUT? WHICH?

NÄCHSTE ÜBERPRÜFUNG
NEXT INSPECTION

____.____.____

DATUM, NAME UND UNTERSCHRIFT DES PRÜFERS
DATE, NAME AND SIGNATURE OF THE CHECKER

____.____.____

CONGRATULATIONS

**ON BUYING YOUR CIRCUS
AND WELCOME TO THE FAMILY OF ICARO - PILOTS!**

Before you get to know your harness please read the manual, there is important information inside.

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Your harness is made with great care and state of the art.

Before delivery to our dealers and flight schools, every single harness is piece checked by ICARO paragliders. Our team also carries out check flights with individual devices, but only on a random basis. For this reason, each new ICARO harness must be checked again by the dealer or the flight school before delivery and this date must be entered on the nameplate. From this point in time, both the deadline for the first 2-year check and the term of the warranty begin. This manual gives you information on the entire specific and general characteristics of the harness.

It is tested according European Standards EN 1651: in the currently valid version, and Notification of the Federal Aviation Administration of Germany. It may only be used for the purposes described in this manual.

! The use of this harness is at your own risk and must not be flown:

- outside the specified weight range
- with damaged carabines, belts, buckles or protector and
- with motor.

Before starting for the first time, you should set up your harness with the help of a simulator, then not only put on your paraglider to check compatibility with your harness, but also carry out the first start and handling exercises.

Ground handling trains and refines the start-up technique. You can consciously and stress-free get to know the reactions of your paraglider in combination with your harness, and then deal with it in the air better, more effectively and safely. During the first flights you should do the last fine adjustments to your harness because only with optimal seating comfort you can not only fly stress-free but also optimize the flight characteristics of your paraglider.

All technical data and instructions in this manual were drawn up with great care. ICARO Paragliders cannot be made responsible for any possible errors in this manual.

Should you decide to sell this harness at a later date, please pass on this manual to the new owner.

All technical data and instructions in this manual were drawn up with great care. ICARO Paragliders cannot be made responsible for any possible errors in this manual.

Important information in this manual is written in fat cursive writing. Any important changes to this manual will be published in our homepage (www.icaro-paragliders.de).

Every pilot bears the responsibility of his/her own safety. The manufacturer or distributor assumes no responsibility for accidents occurring while using it. No warranty of any kind can be made against accidents, injury, equipment failure, and/or death. It is assumed that the pilot is in possession of the necessary qualifications and provisions of any relevant laws are observed.

Any changes to the harness (e.g. straps, shackles, protector) are dangerous and can lead to unwanted reactions of the paraglider. When our harnesses leave production, they are within the permissible tolerance range. This is very narrow and must not be changed under any circumstances, as this no longer warrants the optimum balance between performance, handling and safety, no longer conforming to the sample-tested harness and thus no longer being type-tested.

ENVIRONMENTAL ASPECT

After we are concerned not only with quality but also with environmental protection, we also want to provide our active contribution here. The materials of which a harness is made require a special waste disposal. So please send disused ICARO - harnesses back to us. We will care about a professional waste disposal without costing for you.

Please do our nature-near sport in a way which does not stress nature and environment! Please do not walk beside the marked ways, do not leave your litter, do not make unnecessary loud noises and respect the sensitive balance in the mountains.

ESPECIALLY AT THE LAUNCH SITE CONSIDERATION IS NEEDED!

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2. TO GET TO KNOW YOUR CIRCUS

ALLOWED FOR TRAINING	No
ALLOWED /CERTIFIED FOR FREESTYLE AND AEROBATICS	Yes / Yes
CERTIFIED FOR FLYING WITH PASSENGERS	No
ALLOWED /CERTIFIED FOR FLYING WITH MOTOR DRIVE	No / No

GRÖSSE SIZES	S	M	L	XL
GURTZEUGGRUPPE SPECIFICATION	Freestyle/Acro harness			
GEWICHT WEIGHT	5,3	5,6	5,8	6
MAX . ZULADUNG MAX. LOAD	120	120	120	120
AUFHÄNGEHÖHE (CM) SUSPENSION HEIGHT (CM)	40	40	41	41
KARABINER-ABSTAND (MIN-MAX) CARABINER DISTANCE (MIN-MAX)	38 - 48 cm	38 - 48 cm	38 - 48 cm	38 - 48 cm
PROTEKTOR TYP TYPE OF PROTECTION	20 cm foam protector			
RETTET POSITION RESCUE POSITION	Integrated Container under the seat, handle on the right / Integrated container on the back handle on the left			
SITZBRETT BREITE X LÄNGER SEAT SIZE WIDE X LENGTH	35 x 37 cm	35 x 39 cm	35 x 41 cm	35 x 43 cm
CONTAINER VOLUMEN CONTAINER VOLUME	Container under the seat 291 cm ³ / Container back 237 cm ³			

Check interval 24 months or 150 operating hours, depending on what occurs sooner.

KÖRPERGRÖSSE IN CM BODY SIZE IN CM	GURTZEUG GRÖSSESSE SIZE OF THE HARNESS
165 - 173	S
174 - 179	M
180 - 183	L
184 - 195	XL

The philosophy behind ICARO Paragliders' development of this harness was to provide a harness of maximum safety and simplicity, paired with a high-strength construction and best materials, ambitious freestyle and acro recreational pilots and competition professionals. This is approved to EN 1651. The seat shell is made of high-strength materials and tested to 20g with a 120kg hanging load.

Here are some facts and figures for a better understanding:

- Perfectly balanced geometry in all sizes, for hours of flight, coupled with a high strength construction
- Aerodynamic shape
- Narrow seat board
- bucket seat design
- Güth and Wolf straps for highest demands
- Austri Alpin fittings in highest production quality
- 2 mm polyethylene back plate u. stone protection
- 300 g / m Mylar reinforcements
- 20 cm foam protector for maximum protection
- Ergonomic back
- Chest protector, thigh protector and extra wide shoulder straps with more grip for optimized ground handling
- Side pads for narrow hips
- Classic 4-sheet tube sheet container right, opens in all positions and holds no sand flow.
- water drainage network
- Simple Smoke Bomb holder
- Bag for Smoke Bomb or other stuff
- Accelerator with 2-point suspension
- 2cm side protector
- Back compartment easy and expandable
- stone protection / dirt cover removable u. prepared for personal branding
- Shoulder bag for radio u. Mobile Phone
- Soft Velcro for Solario
- Holding clips for I-Pod u. radio set

MOUNTING THE ACCELERATOR

- Where each lanyard protrudes from the eyelets, the cord of the accelerator is passed through the loop.
- With the aid of the auxiliary line, the accelerator cord is drawn through the eyelet, the inner bowden wire and the deflection pulley.
- Some acceleration systems require a reverse adjustment.
- If the accelerator has been threaded through, it must be adjusted individually to the length of the carrying strap and leg length.
- The accelerator is optimally adjusted when the glider is fully accelerated with legs extended.
- Finally, connect the bar to the accelerator return rubbers.

ADJUSTMENT OF CIRCUS

The CIRCUS offers four justifications of settings to give the pilot the best sitting position. In order to find this optimal position you need some time, which is well invested. To adjust the strap, we recommend hanging it up in a simulator and loading it with all the things you have with you when flying later.

We generally recommend not loading the harness too much as the weight in the back bag affects the center of gravity. For acro the load in the back bag should not exceed 2 kg.

ADJUSTMENT OF THE BACK POSITION

The harness will be delivered with an all-round presetting. This attitude was determined by our test pilots on many flights. However, the exact readjustment of the back tilt must be made on the ground. We recommend, in max. 1 cm steps to go before.





ADJUSTMENT OF SHOULDER STRAPS

The adjustment of the shoulder straps compensates for the different sizes of the pilot. The corresponding buckle is on the padding of the straps under the neopren. The shoulder straps also support part of the weight of the upper body for better comfort. We recommend adjusting the shoulder straps to fit your shoulders, neither too loose nor too tight. The adjustment of the shoulder straps is done while standing. The shoulder straps must be tightened in a loose position so that a slight pull on the shoulders is felt. Fine adjustments should be made during the first 2-3 flights. In flight, make sure that the straps do not interfere with the brakes upwards.

ADJUSTMENT OF LEG STRAPS

The leg straps are tightened as hard as possible before starting, but not so tightly that they cut or push.

Due to the special guidance of the leg loops they will not disturb you during the start run.

Because they rest firmly, the seat board is pulled up in front and the „get into the harness“ is supported. By slipping back into the harness in flight, the leg straps will loosen up a bit after starting. upwards.





ADJUSTMENT OF CHEST STRAPS

The chest strap can be adjusted with the buckle on the T-piece. However, pay attention to the adjustment of the chest strap length / carabiner distance (e.g., manufacturer's recommendations, individual piloting). This has a significant influence on the stability and handling of the paraglider. Although a close distance of the carabiner improves the stability, but at the same time increases the risk of twisting after a rattle and the tendency to stay in a stable spiral dive. A far distance is better for more feedback from the paraglider and gives a little less stability.

We recommend a carabiner distance between 42 and 45 cm.

SETTING ON THE RESPECTIVE GLIDER

Gliders of the class EN A and B partly require an effective weight transfer, in order to use the potential in the curve flight. For the three-star buckle, the green mark should come to light.

Small mini wings, freestyle and acro gliders require less weight shifting due to their small area. Too agile harness has negative effects on all acro maneuvers. To counteract this, the red mark should appear on the three-bar buckle. The blue mark can be helpful in special cases for dune flying / Waggas with large gliders.

When new the harness looks stiff because the materials have not been used. After several (at least 20) spirals / sats / tumbles straps and seams will stretch slightly, the material will also be softer. The side straps can thus be readjusted by approx. 5 mm after the „basic strain“

Each setting the harness must be done with mounted protector, rescue system and be symmetrical on both sides!

3. FITTING THE RESCUE SYSTEM

1. RESCUER UNDER THE SEAT WITH NON-STEERABLE ROUND / CROSS CAP

The housing for the reserve parachute is below the seat in the front part of the harness with the handle on the right side.

LOOP IN THE HANDLE TO THE RIGHT

The handle must be connected to the inner container. ICARO inner container has two loops on which the handle of the harness can be inserted (center, side). Handles for front and back containers are always hung in the central loop, for side containers and for containers under the seat board, the side loop is used.

FIRST FIXING METHOD (NOT STEERABLE RESCUE SYSTEMS) PAGE 14:

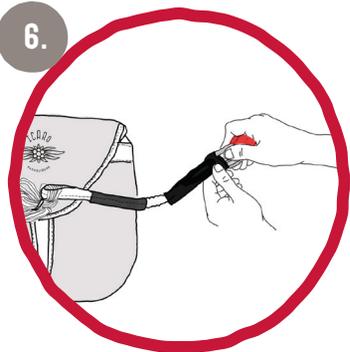
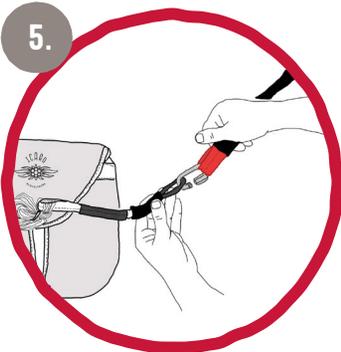
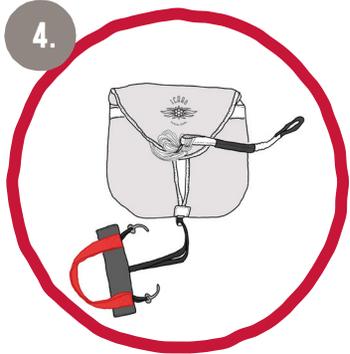
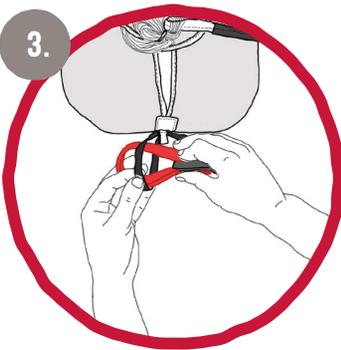
For connecting the two belts use a fixable 24 KN- snap hook with a diameter of 8 mm. It is very important that the snap hook cannot twist to prevent traverse stress of the snap hook. Therefore use cable fixer, adhesive tape or strong rubber bands and pull it above and below the snap hook around the belts.

SECOND FIXING METHOD (NOT STEERABLE RESCUE SYSTEMS) PAGE 15:

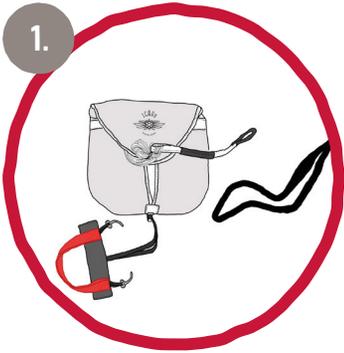
Put the belt of the rescue system through the connection belt of the harness and than the rescue system trough the harness belt as shown in the photo. It is just as very important that the knot is very tight fastened. Therefore use cable fixer, adhesive tape or strong rubber bands and pull it above and below the knot around the belts. Loosens the connection and the two straps are no longer tightened, would arise when opening the rescue device by the resulting friction (by tightening the two straps) such a burden that the risk of tearing the straps is given.

It is essential to pay attention to the symmetry of the two halves both in the connection belt on the harness and the carrying strap of the rescue device. For rescue systems with two main lines, both lines must be looped into the connection belt. Insert the rescue system on the right under the seat Insert the parachute in the harness container with the handle visible toward the opening of the container. When inserting the rescue device into the container, the loop to which the handle is attached, must point to the opening of the container, otherwise there is a risk of tilting when triggered! Furthermore, the inner container with the smooth surface must point upwards, otherwise the container could be separated from the parachute too soon if the container is triggered.

FIRST FIXING METHOD BETWEEN RESCUE AND HARNESS V-LINE BY USING A CARABINER (not steerable rescue systems)



**SECOND FIXING METHOD
BETWEEN RESCUE AND HARNESS V-LINE
(not steerable rescue systems)**



- Bring the zip fastener to the lower end, place the connected rescuer straps in the channel and feed the rest of the straps in the harness container behind the rescuer.
- Connect the zip and close the rescuer channel.
- Mount the rescuer grip on the harness
- Insert a thin string into each elastic loop that closes the container. Put the string through the eyelets marked with letters and numbers and close the container. The number and letters follow a logical course. (A-B-C-D 1-2-3-4)
- Pull the rubber loop through the last loop and insert the plastic cable through the rubber loop
- The plastic cable should be supplied under the transparent part.

2. RESCUER UNDER THE SEAT WITH STEERABLE CAP

If a steerable rescue is used, the safety belts must be connected directly to the harness.

The preassembled V-line may not be used here.

The controllable rescue must be connected with the appropriate shackles directly with the designated loops on the shoulder straps. Care must be taken that the right hand belt of the rescue is on the right shoulder strap in the direction of flight. Otherwise, the installation of the controllable rescue is similar to the round cap. Due to the larger pack size of the controllable rescue we recommend to build this into the bigger right container.

RESCUER IN THE BACK PART

The CIRCUS has a second integrated rescue container with handle on the left side. CIRCUS is supplied with a handle for reserve parachute extraction. This handle alone should be used. If this does not match with your inner container, then contact your dealer or the seller of your harness.

The second V line for the left rescuer is already pre-assembled on the shoulders with shackles.

LOOP IN THE HANDLE ON THE LEFT

The handle must be connected to the inner container. The ICARO inner container has two loops on which the handle of the harness can be inserted (center, side).

Handles for front and back containers are always hung in the central loop, for side containers and for containers under the seat board, the side loop is used. The handle must be fixed with the central loop of to the inner container. Connecting the V- line to the rescue is the same as on the right side. Both possibilities (screw shackles 2400kg / loops) can be used.

Inserting the rescue parachute in the back section

When inserting the rescue into the container, the loop which the handle is attached must show to the opening of the container, otherwise the rescue cannot be installed.

- Put the zip fastener to the lower end, place the attached rescuer straps in the channel and insert the rest of the straps in the harness container behind the parachute.
- Connect the zip and close the rescuer channel.
- Mount the rescuer grip on the harness.
- Insert a thin line into each elastic loop that closes the container. Insert the line through the eyelets marked with letters and numbers and close the container. The number and letters follow a logical course. (A-B-C-D 1-2-3-4)
- Pull the rubber loop through the last loop and insert the pins through the rubber loop to close the container sheet.

COMPATIBILITY- CHECK

A control of every new combination of rescue system and harness/outer container has to be carried out by either the producer of the harness or the rescue system or an authorized person (dealer or flight instructor). The activation of the rescue system in flight position has to be correct and in conformity to the construction guidelines.

The check has to be recorded in the documentation of the rescue system. The throwing movement should be practiced every time the rescue system is repacked.

IMPORTANT POINTS YOU MUST LOOK OUT FOR

- Check (steady)
- connection of the rescue system to your harness
- connection of the harness and deployment handle
- the closing splint must be held with a special thread
- aluminum karabiners; aluminum might get micro cracks from impacts during use
- line from the fixing loops is removed (after each packing)
- Check compatibility of rescue system and harness
- Before each start with your glider you have to check the container is closed!!!

4. FLYING WITH THE CIRCUS

For maximum safety, use a complete and consistent system of pre-flight checks and repeat the same mental sequence every flight.

Check that

- all buckles are fastened. Take particular care in the case of ice or snow.
- always clean off snow or ice before fastening buckles;
- the reserve parachute handle is fastened in its correct position, and the pins are firmly inserted;
- pockets and zips are closed;
- the paraglider is connected correctly to the harness, and that both karabiners are locked closed by means of their locking system;
- the speed bar is attached correctly to the glider.

- Always make sure you have enough height for a safe landing before you select the landing site.
- Never make aggressive maneuvers near the ground.
- Always land against the wind in an upright position and be ready for running if necessary.
- Make the landing approach at maximum trim speed, if current weather conditions permit, then brake symmetrically and progressively to slow down the paraglider to ground contact.
- Be careful not to slow the glider too much, not too early and not too abruptly to prevent a possible stall and a hard landing.
- In the event of a landing with sustained stronger wind, you will have to turn around, face to the glider, move forward to the glider, while braking down the screen symmetrically.
- For winch towing you have to use a pawl that has been specially built and approved. Connect the pawl to the main suspension for the carabiners in accordance with the manufacturer's recommendation. Before towing you should pay attention to the safety instructions of the competent towing equipment.

CORRECT HANDLING OF THE RESCUE SYSTEM

Basically, the hand that triggers the rescuer is defined by the mounting side of the rescuer's handle. Nearly all harnesses on the market have this handle mounted on the right side.

To prevent unintentional operating of the rescue system most harness models with a handle mounted on the side (Tube-, side-, back containers) offer additional safeguards. Depending on the model ICARO harnesses one or two cover plates attached to the rescue handle are used to be stuck into two flaps and are secured with an additional Velcro. This ensures that lines cannot interlock with the handle pad and the rescue system opens unintentionally (e.g. during ground handling). This fallback system for rescue handles is very effective and therefore used in many other harnesses. The used material for handle pads and the Velcro provides a warranty for functionality and safety against unintentional loosening. The new material is stiff and therefore

ICARO paragliders recommends bending the handle pad a couple of times and opening and closing the Velcro before each installation. Thus the web of the handle becomes softer and the adhesion of the Velcro decreases.

The triggering technique is also a significant factor in reducing the required release force. When the handle is pulled up, the resistance of the grip bar is much higher than when it is triggered horizontally or diagonally upwards. Another problem can arise when the rescuer handle has to be operated with the other hand. However, after evaluating aircraft accidents, it was found that such a situation only occurs when several adverse circumstances coincide (for example, incorrect discharge Fullstall, partially dropped in the cap, throwing hand involved in lines and additional spiral fall).

Also in this case it is essential to try not to pull the rescuer handle vertically out of the fixture but as far as possible horizontally or obliquely upwards. Therefore, we recommend training the various methods during a mud training (for example, before the rescuer is repacked). It is important from time to time to feel the position of the rescue handle in the normal position, so that the movement sequence is instinctive in an emergency.

5. CARE INSTRUCTIONS, REPAIRS, INSPECTION

CARE INSTRUCTIONS

- To maintain your harness in good condition, please ensure that the harness does not get dragged along the ground, the karabiner does not get hit against rocks and avoid over exposure to sunlight, heat or humidity.
- If you wish to clean your harness it is best to use warm water and a soft sponge.
- Store your harness in a dry and dark place, ideally between 5° and 30° Celsius. Do not store it near chemicals or petrol.
- If you will not fly for longer period, take it out of its pack.
- Avoid storing your harness for days at a time in a hot car.
- If the harness has become wet, lay it out so that air can get to all areas of the fabric, also your rescue system. Before the next flight, it is essential to dry the rescue equipment and repack it.
- Drying your harness and rescue equipment can take several days and is important for the material
- Prolonged exposure to UV radiation damages the harness. For this reason, never leave it lying in the sun unnecessarily, but after flying, pack it back in its backpack.

REPAIRS

Repairs and replacement of parts may only be carried out by an authorized specialist or the manufacturer. Only original spare parts may be used! If any damage is detected during control of the harness that affects airworthiness, the harness should be returned to the manufacturer for repair. This also applies to damage whose effects on the airworthiness of the system cannot be clearly determined.

ICARO Paragliders cannot be held liable for any errors made by check-teams not authorized by ICARO paragliders or by persons performing the check. They always work on their own responsibility!

Any modifications to the harness other than those approved by the manufacturer will result in forfeiture of the sample test of the equipment.

INSPECTION

Verification interval: 24 months or 150 hours, whichever comes first.

Without this inspection, the sample test of the harness will expire!

Recommendation: Aluminum carabiners should be exchanged after two years at the latest, as they can get hairline cracks if handled improperly and are therefore dangerous.

6. TERMS OF WARRANTY

ICARO Paragliders warranties 24 month for the proper processing, an operation within the allowable limits of proper operation and the fulfillment of the eligibility criteria of harness equipment at the time of first delivery by ICARO Paragliders.

Warranty is only valid for ICARO products with LTF/ EN certification.

What is covered by the warranty?

Provided that ICARO paragliders accept the fault the warranty contains all necessary spare parts related to the replacement or repair of defective parts and working time.

ICARO Paragliders accept no freight costs (outbound and return transportation).

What are the conditions of the warranty?

- ICARO Paragliders needs to be informed immediately after the discovery of a defect and the defective product must be sent to us for testing.
- The harness was used in normal circumstances and maintained according to the instructions. This includes in particular the careful drying, cleaning and storage.
- The the harness were used only within the applicable guidelines and all rules have been complied with all times.
- All flights must be accounted for within the flight book.
- There were only original spare parts used and checks, exchange and / or repairs were conducted by an authorized dealer or by ICARO paragliders company / person and properly documented.
- A fully and correctly completed warranty card must be sent at least 6 weeks after buying the glider to ICARO paragliders commercial. Alternatively can this be sent via the appropriate online form on www.icaro-paragliders.com.

What is excluded from warranty?

- Harnesses
- that are used for training purposes, Acro or other official competitions,
- which were involved in an accident,

- which have been changed by yourself,
- that were not purchased from an authorized dealer / flight school,
- where the required inspection intervals were not met and the verification of the harness was not conducted by a ICARO paragliders authorized operation / person
- Damage
- which has occurred due to improper treatment (i.e. storage in humidity, heat or direct sunlight)
- caused by solvents, salt water, insects, sun, sand, humidity or “debag-jumps”.
- caused by improper application of logos.
- caused by force majeure.
- caused by the Para motor (Oil, fuel, damage in cause of the prop)
- Parts that need to be replaced due to normal wear and tear,
- Discoloration of the cloth material used,
- In case of a concluded claim the period of warranty carries on. The period of warranty and the connected claim are not prolonged and are only valid until the original date of expiry.
- The freight costs (transport to and from) are not paid by ICARO paragliders.

CONCLUSION

Customer satisfaction is the first priority of our efforts. Therefore, we are open to any suggestions for improvement and constructive criticism from you because only then we can incorporate them into our new products.

We also want to be able to keep you up to date on the latest technical developments and information about your harness.

But we can only do that if you register with ICARO paragliders warranty registration. These can be found on our homepage at www.icaro-paragliders.com.

Team ICARO wishes you much pleasure with your new harness as well as many great and unforgettable flights.

7. ANNEX

WARRANTY CARD

Please fill in the warranty card which you find on our homepage www.icaro-paragliders.com and send it.

Each ICARO harness, irrespective of type, shall undergo a visual inspection, including:

- Seat board for breakage or cracks, check straps for visible damage, cracks, chafing or fraying or open seams. Check all buckles, carabiners and other fastening and connection parts for corrosion, mechanical damage and proper function.
- All accelerator pulleys should be checked for tightness and firmness, the return rubber at the front of the seat area and the accelerator fixing rubber for brittleness.
- In the case of airbag protectors, the entire air filling area must be checked for cracks and other damage as well as for proper filling. For this you can use a hair dryer (cold level) and blow in the opening to check the function of the airbag and its tightness.
- For foam protectors, check all sizing of the jacket around the foam.
- In the case of reversible harnesses, leak tightness and damage must also be checked, especially on the area to be filled with air

Repairs to the protectors and load-bearing parts of the harness may only be carried out by ICARO paragliders or a person / company authorized by ICARO paragliders.

The 2-year check is to be confirmed after the check with date, name and signature.

If the harness has been checked independently, from this point no longer the sample test is valid. The same applies when selling the harness.

Confirmation of the inspection properly and according to the company's instructions by a person authorized by ICARO paragliders is carried out by means of a stamp. This verification stamp must be completed in full (time of the next inspection, place, date, and signature and name of the inspector.) The inspection must be noted on the harness (eg nameplate) with the appropriate verification stamp.

8. HIGHLIGHTS

1 SAFETY

Maximum safety due to a 20 cm foam-protector, 2 cm side protector, 300 grams/m² Mylar reinforcements and a 1,5 mm thick Polyethylene board covering the back.

2 COMFORTABLE & ADJUSTABLE

The seat width can be individually adjusted by adding side pads. Protective cover for chest strap, thigh protection and extra wide shoulder straps for optimized padding while ground-handling.

3 TWO RESCUE CONTAINERS

The CIRCUS is equipped with two rescue containers. A classical four-panel rescue container on the left side and a tube-shaped container on the right, allowing you to open the rescues in all directions. The V-line channels are made with zippers, insuring a secure opening. The rescue handles themselves are floatable.



4 STORAGE

Storage space can be adapted to pilot's needs. Expandable back pocket, seasonal card compartment, smoke-bomb bag and holder, shoulder bag and holding clips for communication devices, soft velcro for Solario, two-point-fixation for the speed bar.

5 PROTECTION FROM DIRT

Stone and dirt protection which can be detached and individualized.

9. PARTLIST

ARTICLE	DETAIL	FABRICATOR
WEBBING 45 MM	45 mm	Güth&Wolf
WEBBING 25 MM	25 mm	Güth&Wolf
WEBBING 10 MM	10 mm	Güth&Wolf
BINDING TAPE	25mm RED Pantone 485C	Aero Dynamics
OUTER MATERIAL	Baby 130g Pantone 7109	Tessitura Molteni Palmira
Outer material	Baby 130g Pantone 7063	Tessitura Molteni Palmira
INNER MATERIAL	210D/100D RipSop/Honycomb	Tessitura Molteni Palmira
PVC BOTTOM SHEET	0,19mm	Aero Dynamics
SLIDER	No.10	YKK
ZIPPER	No.10	YKK
BUCKLE	Cobra Compact 45 mm	AustriAlpin
BUCKLE	Cobra the Original 25 mm	AustriAlpin
BUCKLE	Slidebloc Steel 45 mm	AustriAlpin
BUCKLE	Cobraframe 25 mm	AustriAlpin
BUCKLE	3-Steg-Flachschnalle 45mm	AustriAlpin
SEAT BOARD	Triplex 10 3000 g/m ²	Triplex
PULLEY	FL12A	Ronston
PROTECTOR	Foam	Woody Valley



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