



# ACRO<sub>4</sub>

## User's Manual



SUPAIR-VLD  
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FRANCE

45°54.024'N / 06°04.725' E

RCS 387956790

Revision index :10/05/2021



Thank you for choosing the ACRO4. We are glad to be able to share our common paragliding passion with you.

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

We hope you will find this user's manual comprehensive, explicit and hopefully enjoyable as well. We advise you to read it carefully.

You will find the last up to date information about this product, On our website [www.supair.com](http://www.supair.com). If you have any further questions, feel free to ask one of our retailers for answers. And naturally, the entire SUPAIR team is at your disposal on [info@supair.com](mailto:info@supair.com)

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

Team SUPAIR

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Welcome to the world of paragliding according to SUPAIR, a world of shared passion.

The ACRO4 is a technically advanced harness made for aerobatic maneuvers. It targets demanding pilots regularly flying in that discipline. It is an evolution of the ACRO-3, eagerly awaited, tested and proven by our team pilots.

The ACRO4 is a technically advanced harness made for aerobatic maneuvers. It targets demanding pilots regularly flying in that discipline. It is an evolution of the ACRO-3, eagerly awaited, tested and proven by our team pilots.

It was designed with schooling and fun in mind to provide full comfort and a worry free learning curve. The ACRO4 harness was certified EN 1651 : 1999 and LTF Nfl II 91/09.

Indicating that it meets European and German safety requirements.

After reading this manual, we suggest you to check your harness in static hang-posts to adjust it before your first flight.

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



Advice



Caution !

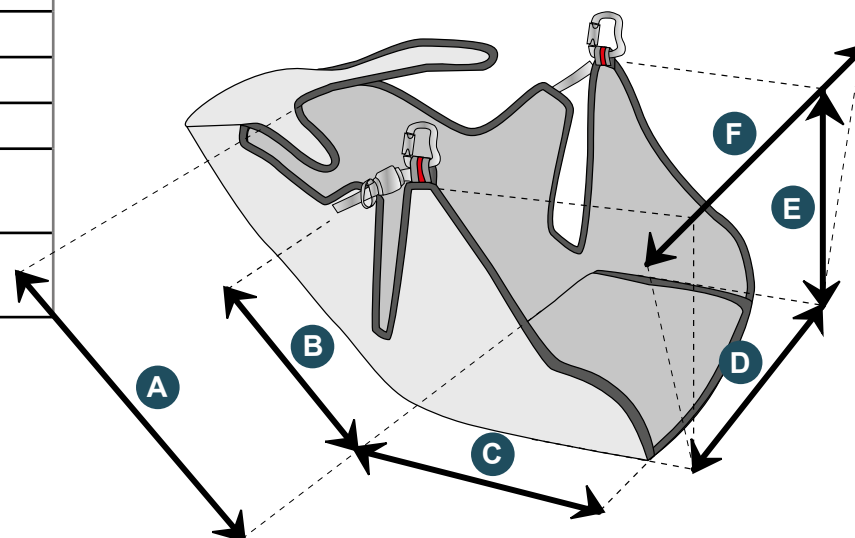


Danger !!

# Technical specifications

Model	S	M	L
Pilot size(cm)	150 - 165	160 - 190	185 - 200
Pilot weight (mini - maxi) (kg)	< 70	65-85	80-100
Harness weight (+ carabiners+speedbar)(kg)		6,22	
Designed for	Parapente uniquement		
Back lenght (cm)	70	73	78
Back inclination adjustment (cm)	38	40	40
Seat length (cm)	42	42	45
Carabiners height (cm)	33	35	38
Seat width (cm)	43	45	48
Carabiners distance (cm)	41-52		
Impact damping system : Airbag	No		
Impact damping system : Bumpair	Yes - 17 cm		
Certification	EN 1651 : 1999 - LTF Nfl II 91/09		
Tandem (Pilot or Passenger)	No		
Acrobatic flying	Yes		
Quick-out carabiners compatibility	Yes		
Towing	Yes		
Under the seat reserve parachute pocket volume Mini - Maxi	4,5 - 10 Liter volume capacity		
Dorsal reserve parachute pocket volume Mini - Maxi	4 - 6 Liter volume capacity		

- A** Back lenght
- B** Back inclination adjustment
- C** Seat length
- D** Seat width
- E** Carabiners height
- F** Carabiners distance




# Size choice

Choosing your harness' size is important. You will find here below a height/weight table that will help you in your size choice. With its hammock architecture and its "lying flat" flying position, we advise you to try out the harness under a hanging device at one of our retailers in order to choose the correct size.

For a complete list of our retailers, please click here : [www.supair.com](http://www.supair.com)

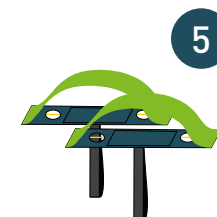
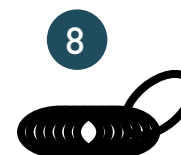
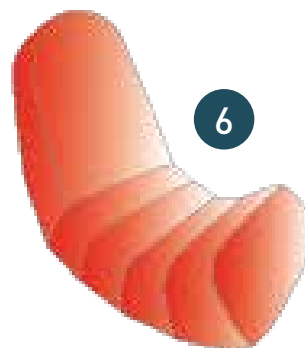
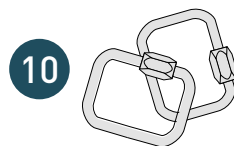
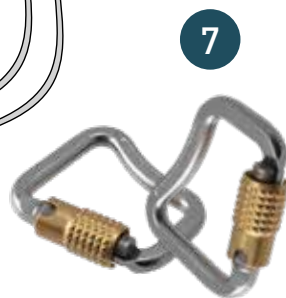
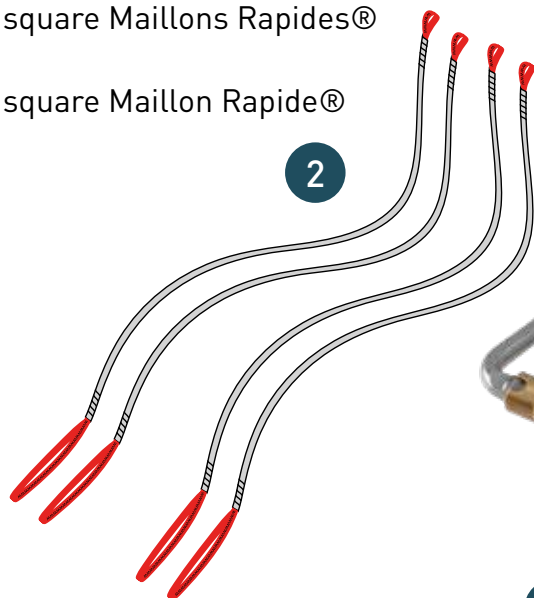
Size Weigth	1m55	1m60	1m65	1m70	1m75	1m80	1m85	1m90	1m95	2m
50	S	S	S							
55	S	S	S							
60	S	S	S							
65	S	S		M	M	M	M			
70		M	M	M	M	M	M			
75		M	M	M	M	M		L	L	
80			M	M	M	M		L	L	L
85			M	M	M	M		L	L	L
90							L	L	L	L
95							L	L		
100							L	L		
105										
110										
115										

 Preliminary test under hanging device

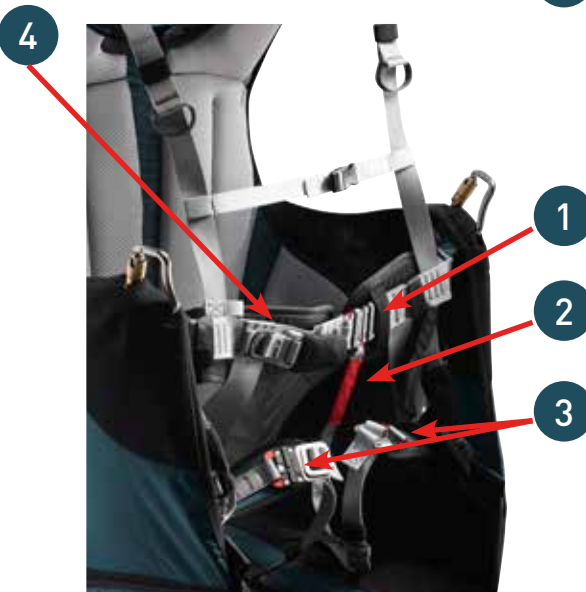
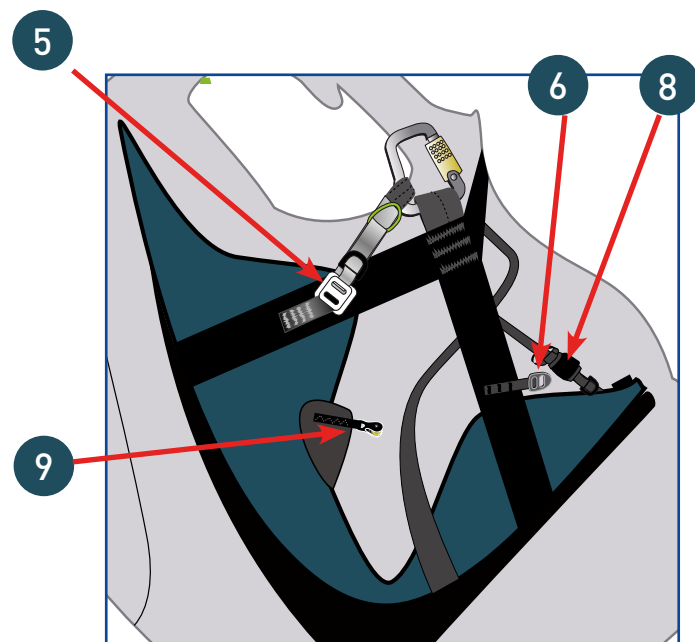


# Components list

- 1 Harness
- 2 2 Dyneema® independent riser sets
- 3 Wooden Acro seat-plate
- 4 2 POIA4B handles
- 5 2 POIA4B handles
- 6 BUMPAIR 17
- 7 2x 45 mm self-locking carabiners.
- 8 8 Toric ring
- 9 2x 6mm square Maillons Rapides®
- 10 2x 7mm square Maillon Rapide®



# Harness overview



- 1 Chest Buckles
- 2 Safe-T-Bar
- 3 Leg Buckles
- 4 Chest strap adjustment
- 5 Backrest angle adjustment
- 6 Foot-rest adjustment
- 7 Shoulder strap adjustment
- 8 Seat-plate tilt adjustment
- 9 Pulleys For speedsystem
- 10 Reserve parachute handles
- 11 Reserve parachute pocket under the seat
- 12 Dorsal reserve parachute
- 13 Back storage pocket
- 14 Side pocket

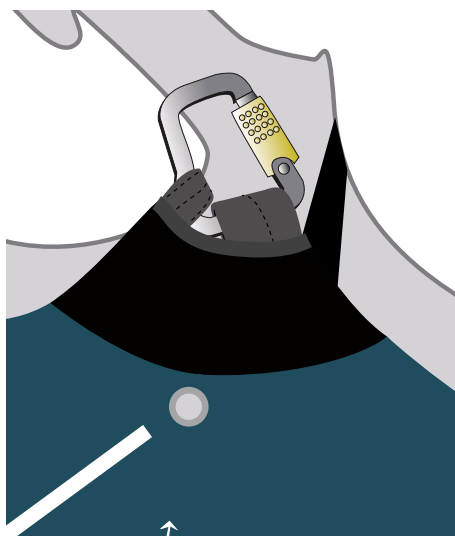
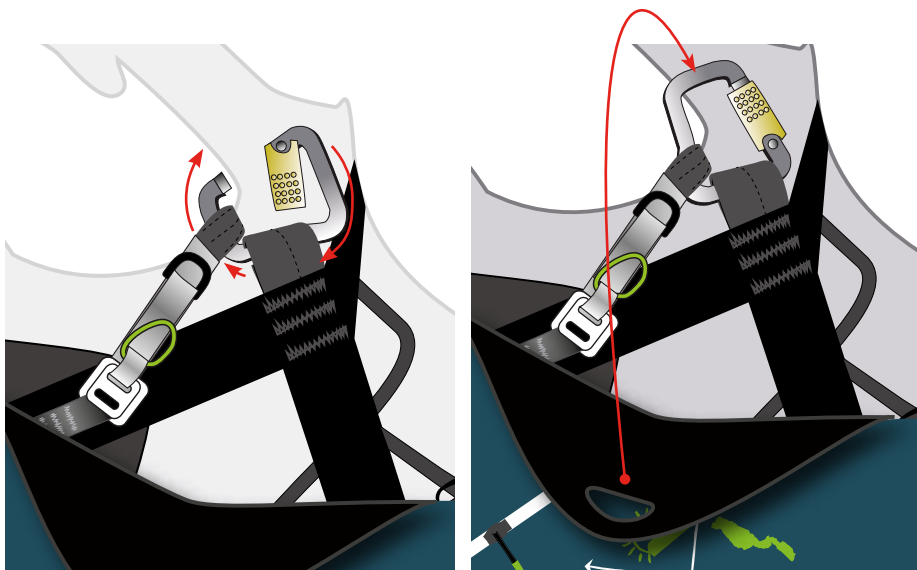


## Carabiners

### Compatible carabiners :

45 mm Self-locking stainless steel carabiners

Réf. : MAILMOUSAC



## Accessories assembly

### Seatplate

#### Wooden seatplate

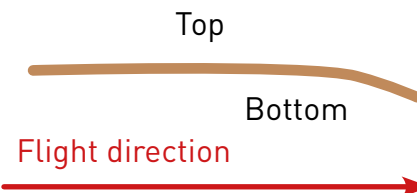
Size S Réf. : MPPL001

Size M Réf. : MPPL002

Size L Réf. : MPPL003



#### Profile view



#### Front view



### Installing the seatplate

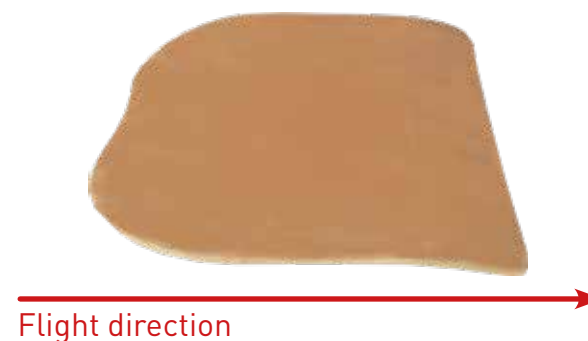
Face the front of the harness and grab the rear section of the seating fabric area to pull it toward yourself.

Pull the leg straps to extend them and free up space to insert the seatplate.

Place the front section of the seat-plate forward and slide it between the loosened leg-straps before pushing it fully to the end of the receiving pocket.

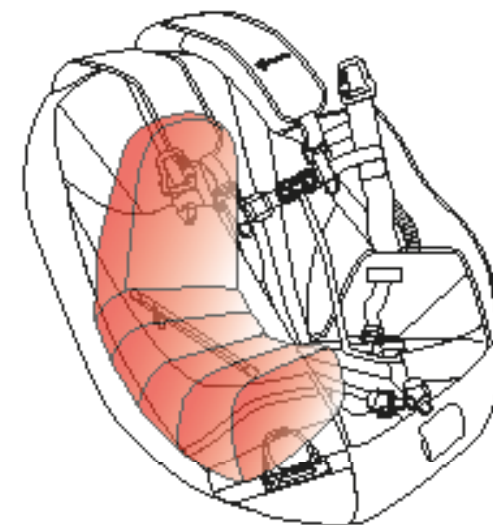
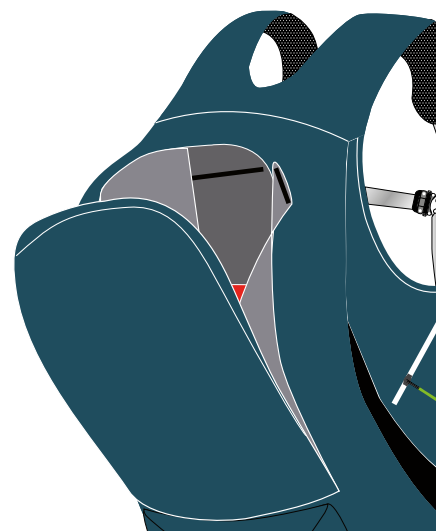
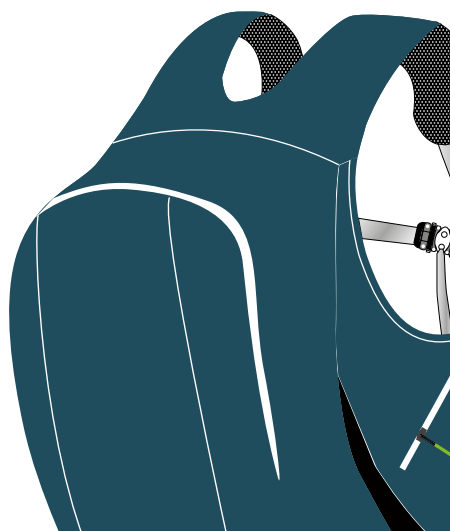
Rear

Front



## BUMPAIR

- 1 «Accessing the Bumpair dorsal protector pocket:  
Open the rear storage pocket  
Unfasten the vertical Velcro®»
- 2 «Insert the Bumpair with the thickest section first  
Push it to the bottom of the pocket and check that it is properly installed by passing your hand between the inner wall and the Bumpair.»
- 3 Fold down the Bumpair top holding pocket located at the upper section of the backrest, then close the flap and fasten the Velcro®



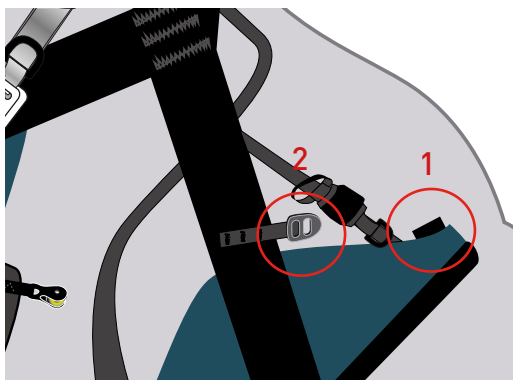
The Bumpair only need to be installed once. There is no need to take it out of the harness except in the event of a high intensity impact and/or water landing : it would then be necessary to check for possible damage, tearing of the fabric, broken seams, etc...

Inspect the integrity of the Bumpair every two years or after each substantial impact

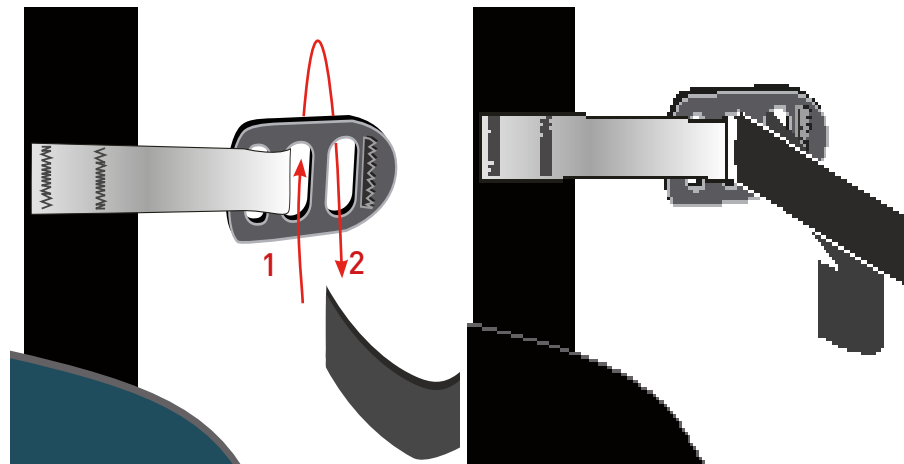
We recommend changing the Bumpair after two (2) strong impacts or every five (5) years of service

## Foot-rest

For each side, move the foot-rest strap inside the strap buckles located to the front and side of the seat, then through the adjustment buckles as seen in the following diagram :

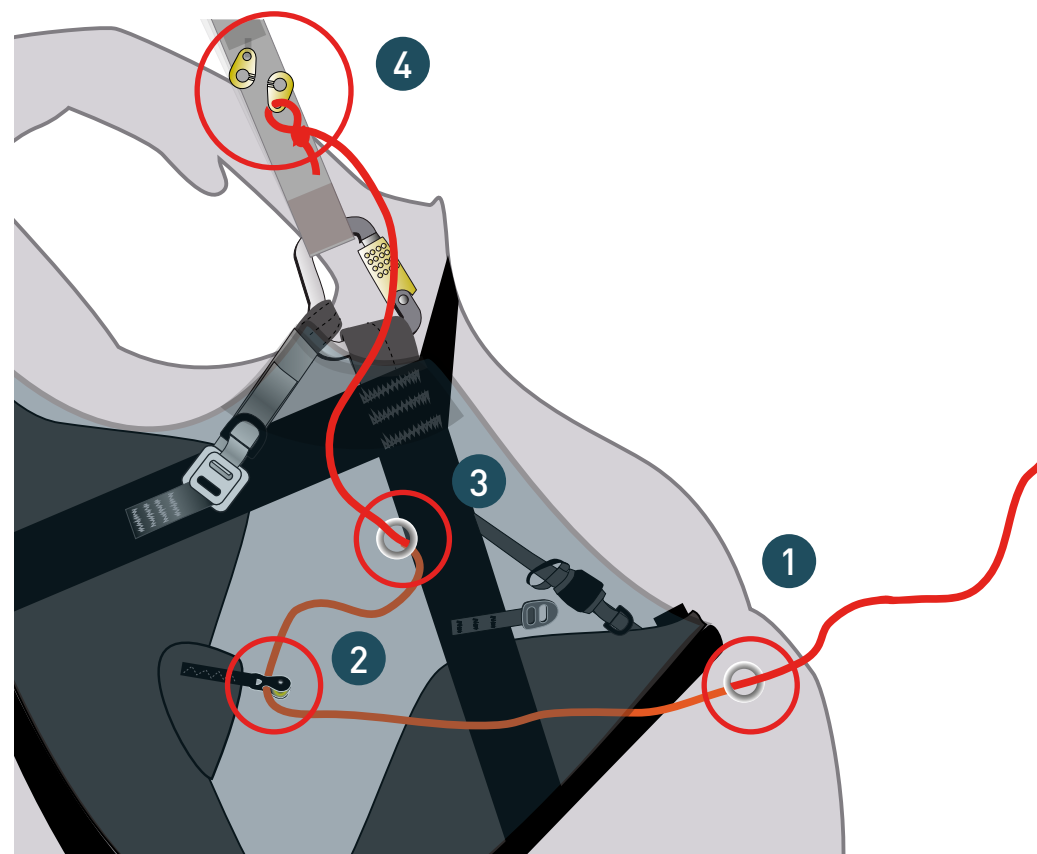


## Accessories assembly



## Speed-bar system

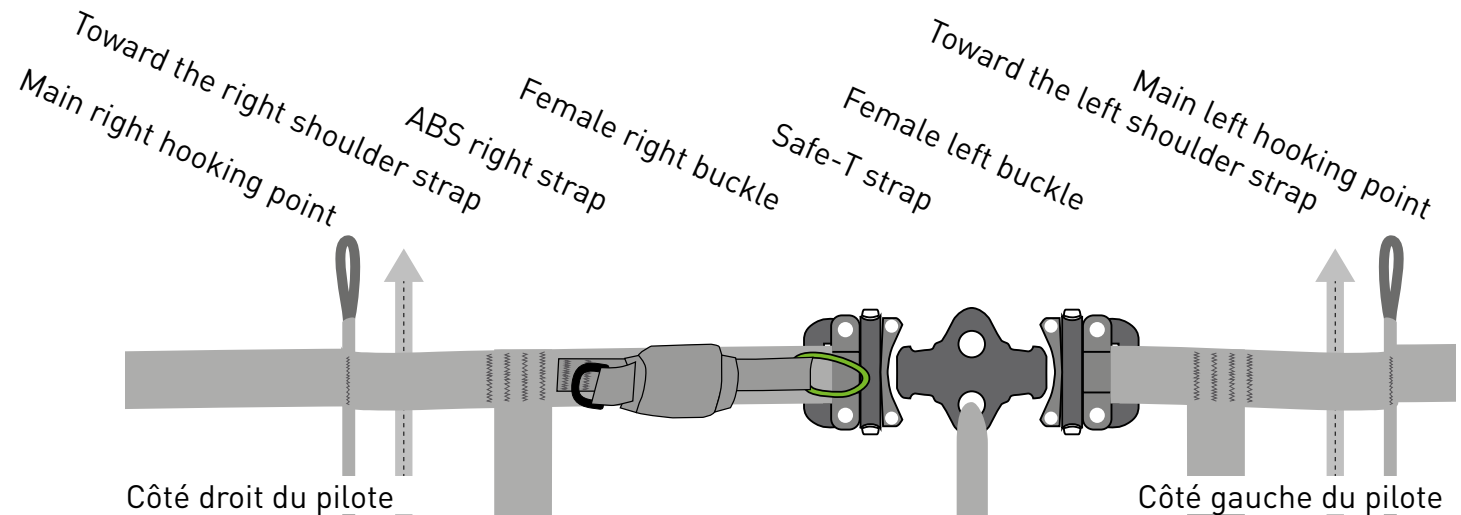
- 1 Push the accelerator cord through the grommet located to the front, and right side of the seat. The cord rides through inside the harness between the bridles and the outer skirt.
- 2 Push the accelerator cord through pulley 2.
- 3 Pull the cord out through the grommet located beneath the main connection location.
- 4 Finally, hook the crimped clip to the cord and make the connection to the paraglider.



## Front/ventral protection

### Protection kit.

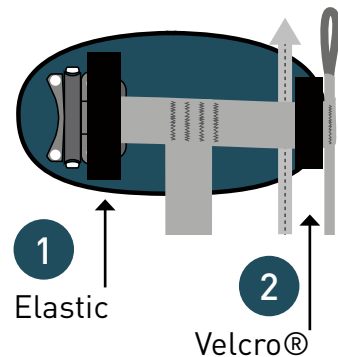
For better explanations in the following schematic, the protections were colored in blue.



### Installing part « A »

Part « A » is attached to the chest strap, and left side of the pilot.

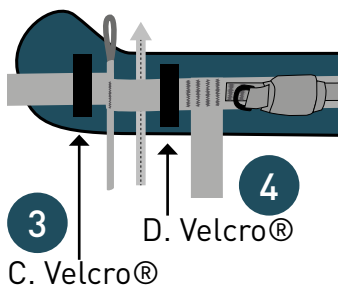
- 1 Push the female buckle through the elasticated loop.
- 2 Wrap and close the Velcro® around the horizontal strap between the main left attachment location and the shoulder strap.



### Installing part « B »

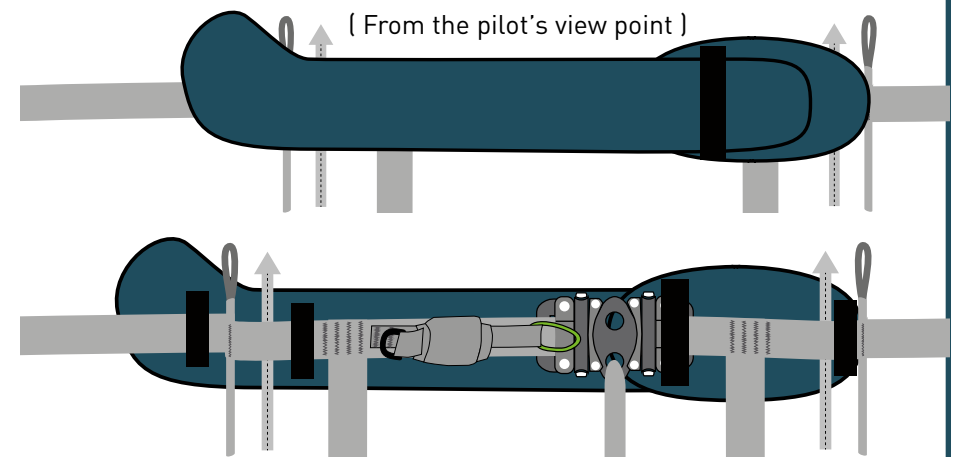
Part « B » is attached to the chest strap, and right side of the pilot.

- 3 Wrap and close the Velcro® around the horizontal strap on the pilot's right side, behind the main attachment location.
- 4 Wrap and close the Velcro® around the horizontal strap between the right shoulder strap and the ABS strap.



### Closing the ventral ( chest strap ) strap

- Closing the buckles.
- Slide the part «B» excess in the elasticated loop found behind part «A» to tidy everything up. As such, the protection will adapt itself to the chest strap.



# Installing the reserve parachutes



Thank you for reading carefully ! We recommend for the initial rescue parachute assembly and installation to be made by a qualified professional.

Folding and installation of the reserve parachute inside the harness must conform to the specific line guide found in this manual.

## Warning before starting the installation procedure

- The handle found to the pilot's right side, extracts the parachute located beneath the seat.
- The handle found to the pilot's left side, extracts the dorsal ( rear ) reserve parachute.

### - If only one reserve parachute is installed :

- Right handed pilots : use the pocket beneath the seat.
- Left handed pilots : use the dorsal pocket.

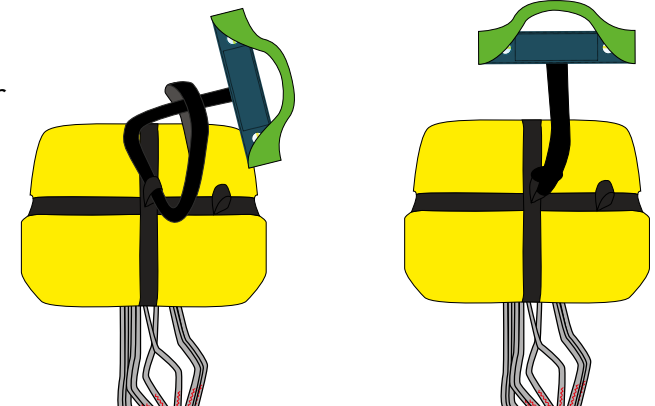
### If you install two reserve parachutes :

- Right handed pilots : install the dorsal reserve parachute first, then the other inside the container beneath the seat.
- Left handed pilots : install the reserve parachute beneath the seat first, then the other inside the dorsal reserve parachute container.

## Handle - POD connection

Use the handle ref. : A4S to install the reserve parachute beneath the seat. And the handle ref. : A4B for a dorsal reserve parachute installation.

- 1 The handle must be connected to one of the POD buckles. For a dorsal parachute pocket installation : use the central loop-strap. For an installation beneath the seat : you can use either one ( the central loop-strap is mostly used ).
- 2 Push the handle through the central loop-strap, and make a « loop to loop » connection with the handle.
- 3 Tighten securely the “loop to loop” connection.



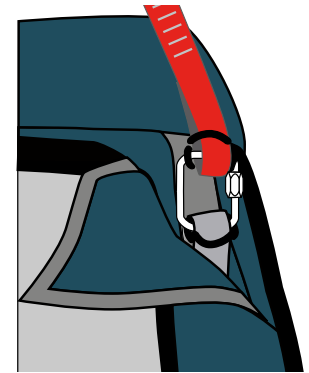
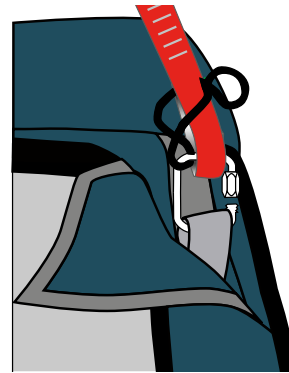
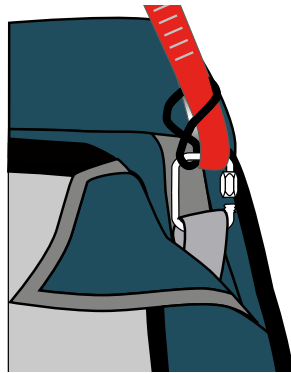
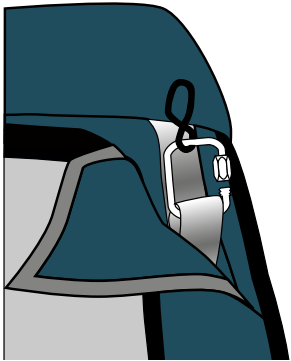


# Installing the reserve parachutes

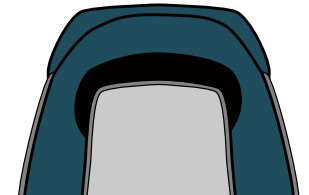
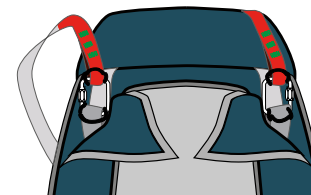
## Reserve parachute - Harness connection

### If you install only one reserve parachute:

- 1 Place the Maillon Rapide® ( locking gate toward the top, facing outward ) and push it through the bridle loop under the flap. Place the O ring in the Maillon and twist it in a figure 8 configuration.
- 2 Push the riser through the upper free «8» shaped toric ring and connect it to the Maillon Rapide®.
- 3 Create a new twisted loop with the O ring before inserting it into the Maillon Rapide®.
- 4 Repeat procedures 1,2,3 with an additional O ring for the connection to the harness. Tighten the Maillon Rapide® locking gate securely, with pliers if necessarily.



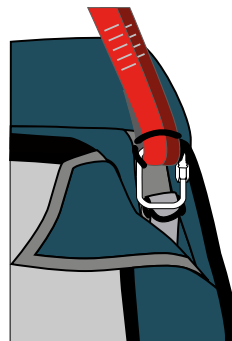
- 5 Tuck away the risers excess under the flaps.



### If you install two reserves parachutes:



Regarding the second reserve parachute : complete the installation of the first rescue in its pocket. Repeat the procedure with a new set of Maillons Rapides®, by overlapping the second riser set on the initial arrangement. Install first the reserve parachute to which the handle is found opposed to your predilection side.

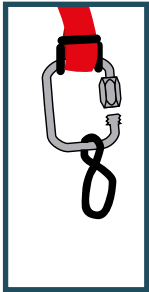


# Installing the reserve parachutes

## Reserve parachute - Risers connection

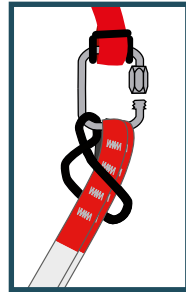
One maillon Rapide® 7mm and two toric flexible rings are needed

1



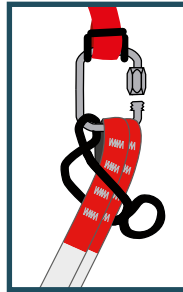
- Open the 7mm square
- Maillon Rapide®
- Connect the bridle's loop to the Maillon Rapide®
- Push the maillon through the plastic ring
- Twist

2



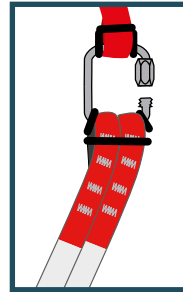
- Push the end risers through the toric ring
- Push the maillon through the risers buckles

3

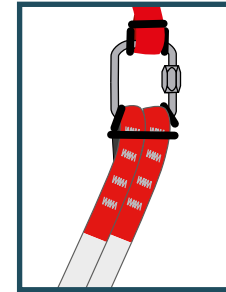


- Give a second twist to the plastic ring
- Push the buckle through the maillon

4



5



- Tidy up the assembly
- Be certain for the riser end loops to be securely fastened
- Close the Maillon Rapides® by hand first
- Tighten it using pliers by making a clockwise 1/4 turn

# Installing the reserve parachute beneath the seat



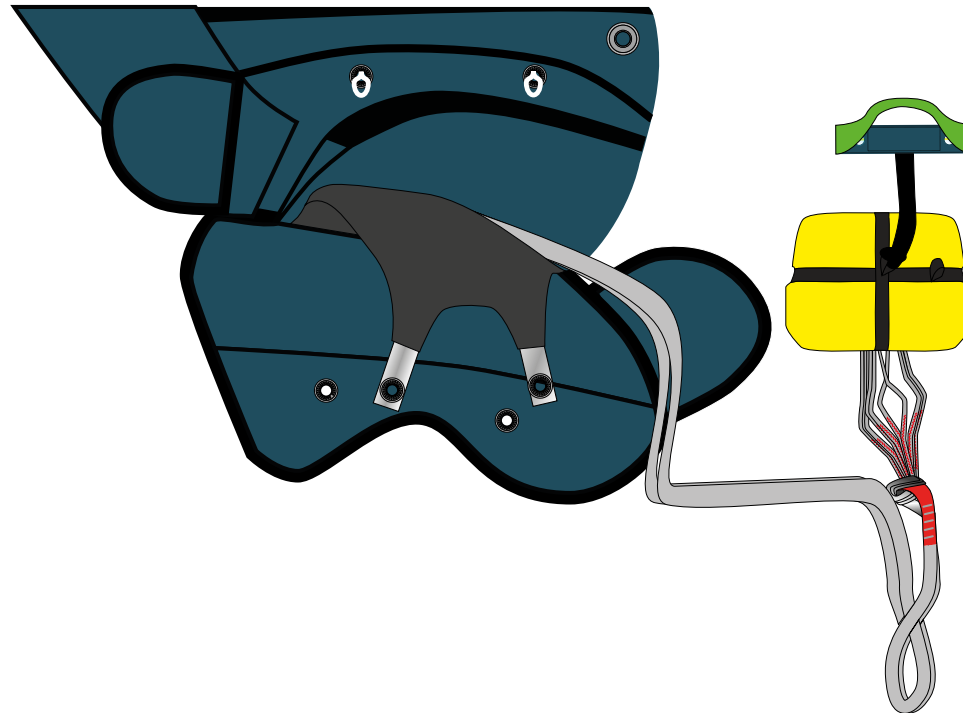
Thank you for reading carefully ! We recommend for the initial rescue parachute assembly and installation to be made by a qualified professional.

Folding and installation of the reserve parachute inside the harness must conform to the specific line guide found in this manual.

## Specifics for the parachute pocket located beneath the seat :



- Container closed by flaps
- Locked via a double cable system.
- Right sided handle and opening.
- 7 liter volume capacity.
- Compatible with the SUPAIR rescue parachutes and other solo rescue parachutes.



# Installing the reserve parachute beneath the seat

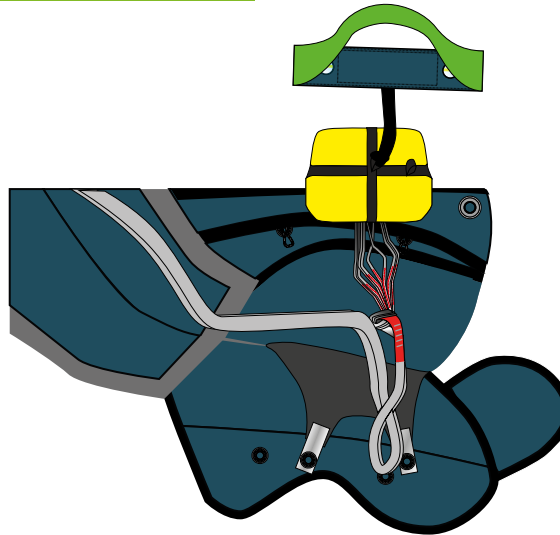
## Rescue parachute assembly

- 1 Place the excess lines and then the reserve parachute in the reserve parachute container

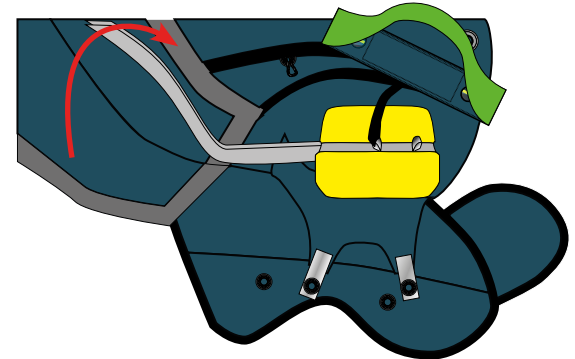
**WARNING !**

The pod must be positioned with the handle exiting at the top

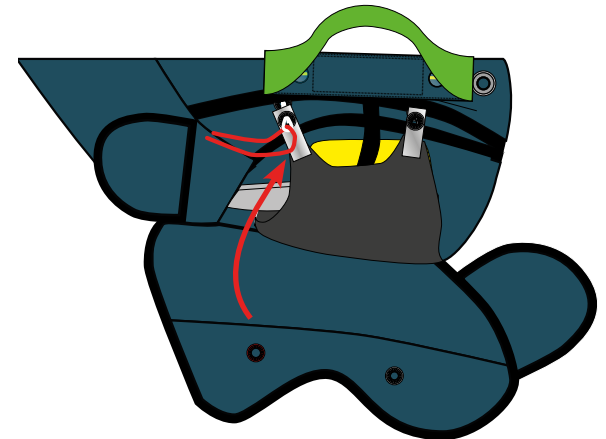
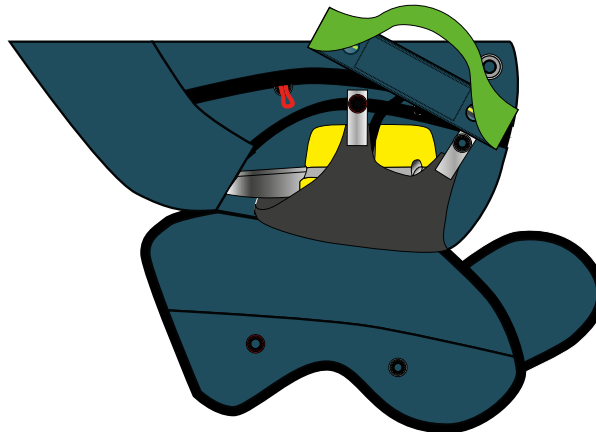
Push the reserve parachute to the end of the reserve parachute pocket.



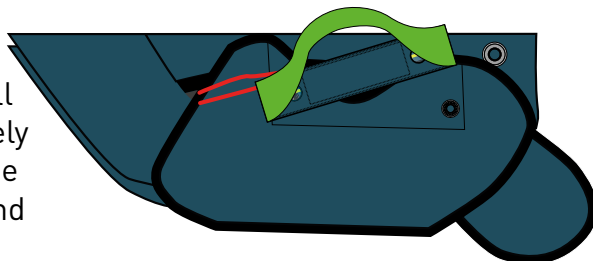
- 2 Close the risers sleeve and fold the inner flexible flap, keeping the handle on the outside



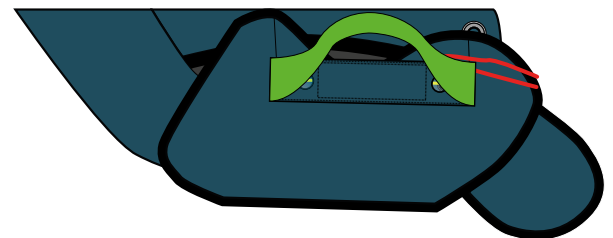
- 3 Using a small cord, push the left white loop through the left grommet of the flexible left flap, then through the left grommet of the large flexible flap



- 4 Push the handle's right yellow flexible pin through the small white loop to securely fasten it. Remove the small cord gently and slowly.

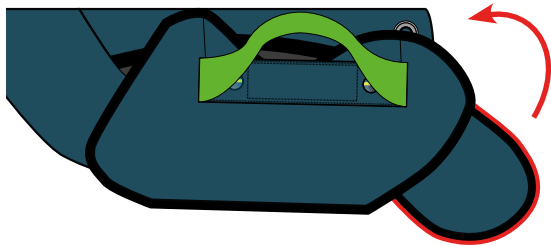


- 5 Duplicate steps 3 and 4 with the small cord and the right grommets

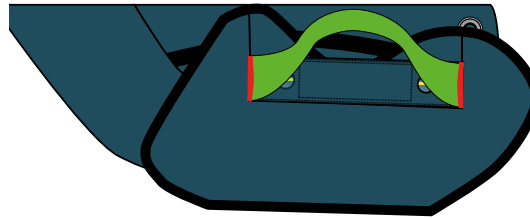


# Installing the reserve parachute beneath the seat

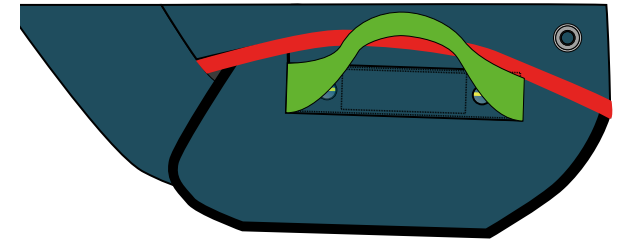
- 6 Close the small right flap forward and slide it between the outer wall of the harness and the inner wall of the reserve parachute pocket



- 7 Connect the Velcro® side of the handle to the Velcro® side of the large flexible flap. Tuck away the two handle ends in their respective left and right slots.



- 6 Tuck away the upper curved sections of the large flexible flaps in their respective slots.



## Mandatory extraction test procedure

**Check the completed installation during a Hang-test.**



Have the installation checked by a professional outfit.  
Conduct an extraction test every six ( 6 ) months to assure proper system functionality.

Note :  
Conducting an extraction test does not imply deploying the reserve parachute which will stay inside its POD.



# Installing the dorsal reserve

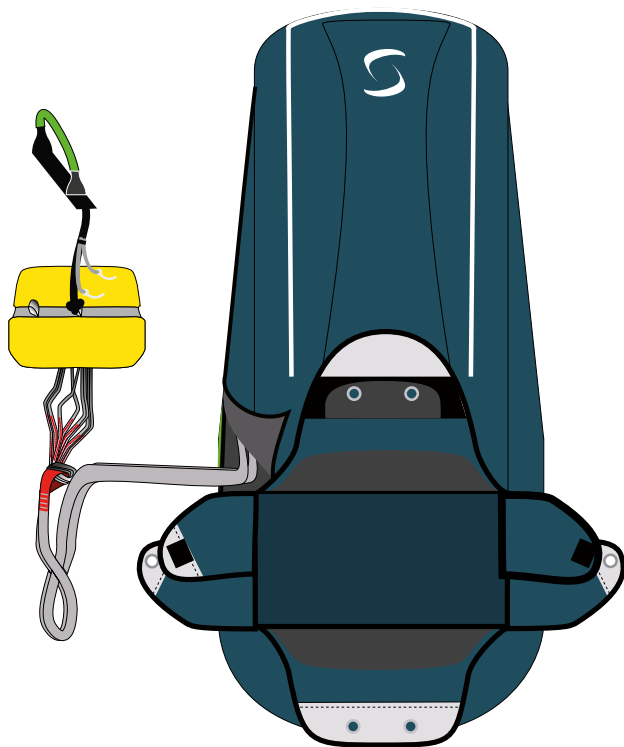


Thank you for reading carefully ! We recommend for the initial rescue parachute assembly and installation to be made by a qualified professional.

Folding and installation of the reserve parachute inside the harness must conform to the specific line guide found in this manual.

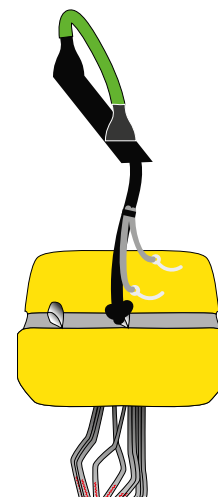
## Dorsal reserve pocket's main features

- 6 flap dorsal reserve pocket.
- Locked mode via safety pins.
- Left handed reserve parachute handle ref. : A4B).
- Volume : 3 to 5 liters.
- SUP'AIR, or other round Apex type reserve parachutes only ( no Rogallo in this pocket ! ).



## Connecting the reserve parachute

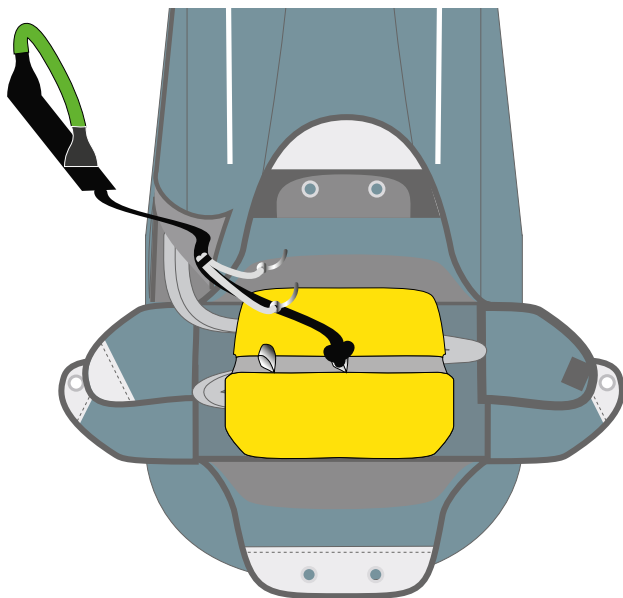
- 1 Connect the reserve parachute pod to the handle with a lark's head knot.
- 2 Connect the reserve parachute to the harness following the instructions found on page 14.
- 3 Connect the reserve parachute to the risers following the instruction found on page 15.



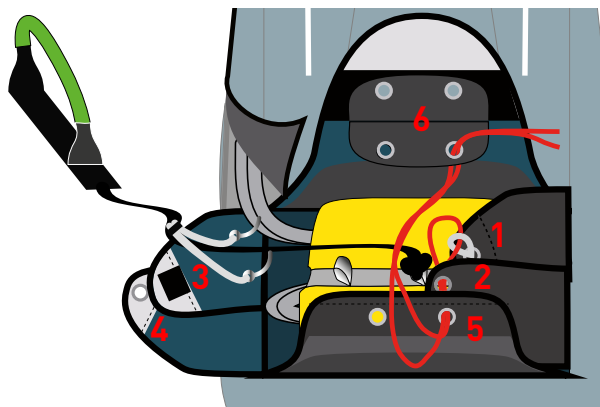
# Installing the dorsal reserve

## Installing the reserve parachute inside the dorsale pocket

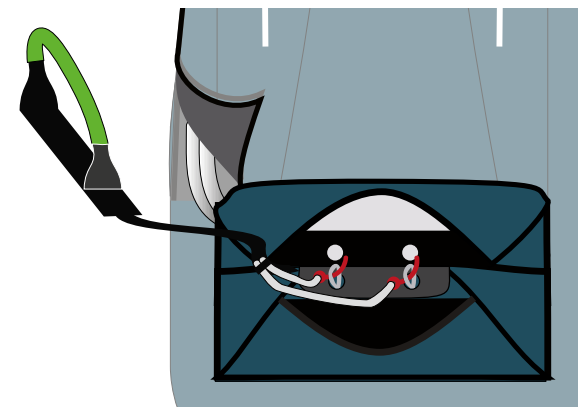
- 1 Place the risers in the left harness sleeve. Then place them over the left flaps and tuck away the risers and lines length excess at the bottom of the reserve parachute pocket. Finally, position the reserve parachute atop the risers and lines excess.



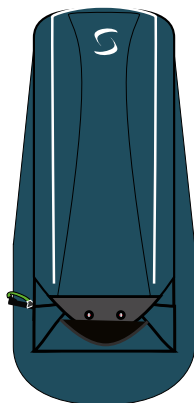
- 2 Keep the handle outside the pocket. Using a small cord pull loop #1 through grommet #2, then 5 and 6. Repeat the operation with loop #3 through grommet #4, then 5 and 6.



- 3 Close the assembly by sliding the safety pins through the small white loops, then tuck away the handle strap between the two left flaps, and secure it by using the sewn strap at the top of the lower flap.



- 4 Tuck away the upper flap inside its neoprene housing located on the lower flap to properly close and fasten the pocket. Last, connect the reserve parachute handle to the Velcro® located on the left side of the harness.



## Mandatory extraction test procedure

**Check the completed installation during a Hang-test.**



Have the installation checked by a professional outfit. Conduct an extraction test every six ( 6 ) months to assure proper system functionality.

Note :  
Conducting and extraction test does not imply deploying the reserve parachute which will stay inside its POD.

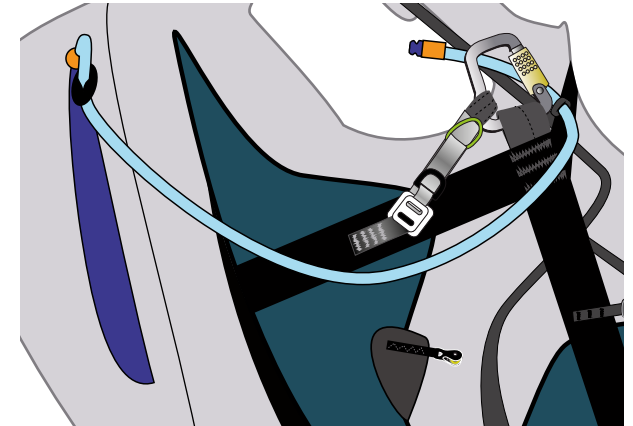
## Packing and Tips

4 Back storage pocket

3 Smoke flare connection (Velcro®)



1 Hydration tube opening.



2 Small storage pocket



## Call for help after an accident

“Emergency call numbers”



EUROPE / INDIA	112		
USA / CANADA	911	IRAN	112
CHINA / JAPAN	119	AUSTRALIA	000
NEPAL	101	NEW ZEALAND	111

Help needed?



YES



NO

SOS



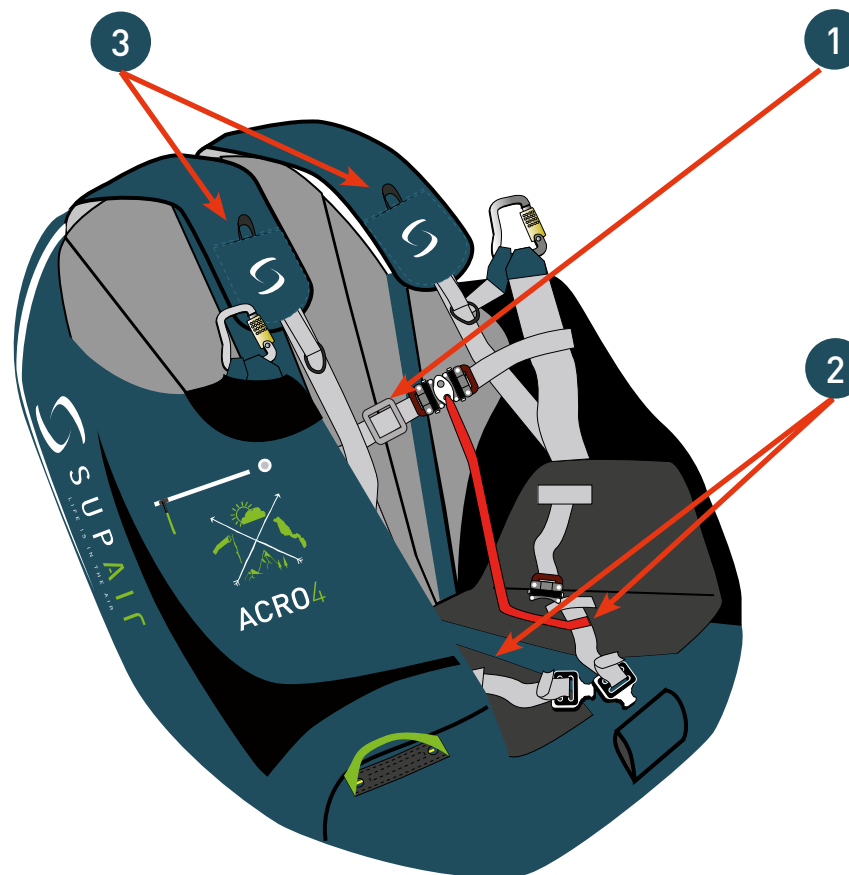
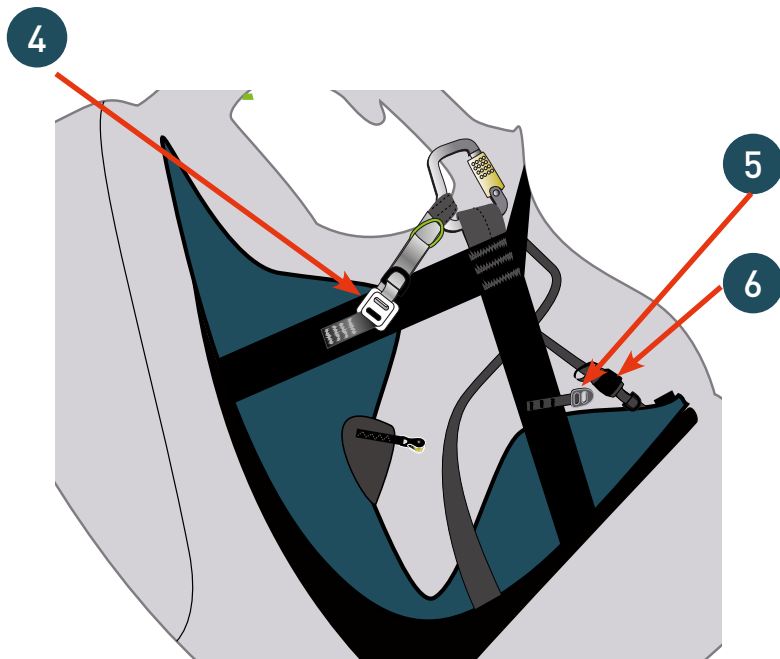


Adjusting the harness prior each takeoff is vital.

# Adjusting the harness


## The various adjustments

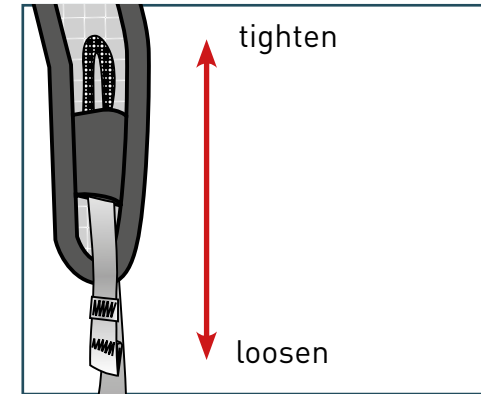
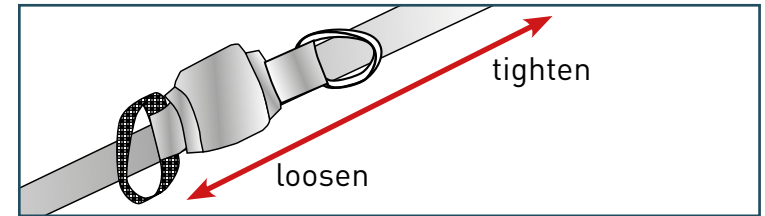
- 1 Adjusting the chest strap.
- 2 Leg straps adjustment.
- 3 Adjusting the shoulder straps.
- 4 Adjusting the backrest.
- 5 Seat-plate level adjustment.
- 6 Foot-rest adjustment.



# Harness adjustments

## Adjusting the harness

- 1 Sit in the harness connected to a hang-test device. Fasten the self-locking buckles.
  - 2 Adjust the shoulder straps using the shoulders adjustment buckles.
  - 3 Adjust the backrest using the two lateral buckles relative to your piloting posture.
-  Tension on the shoulder straps helps with comfort, and must be precisely adjusted.
- 5 The internal lateral adjustment enables the lower backrest section to be fine tuned and reduce the empty space commonly found on the lower part of the spine while seating.





# Connecting the wing to the harness

## wing - harness connection

Without twisting the risers, connect them to the harness attachment loops using the self-locking carabiners.

Check for the risers to be properly positioned and untwisted. The «A» risers must be located at the front and facing the flight direction (see diagram).

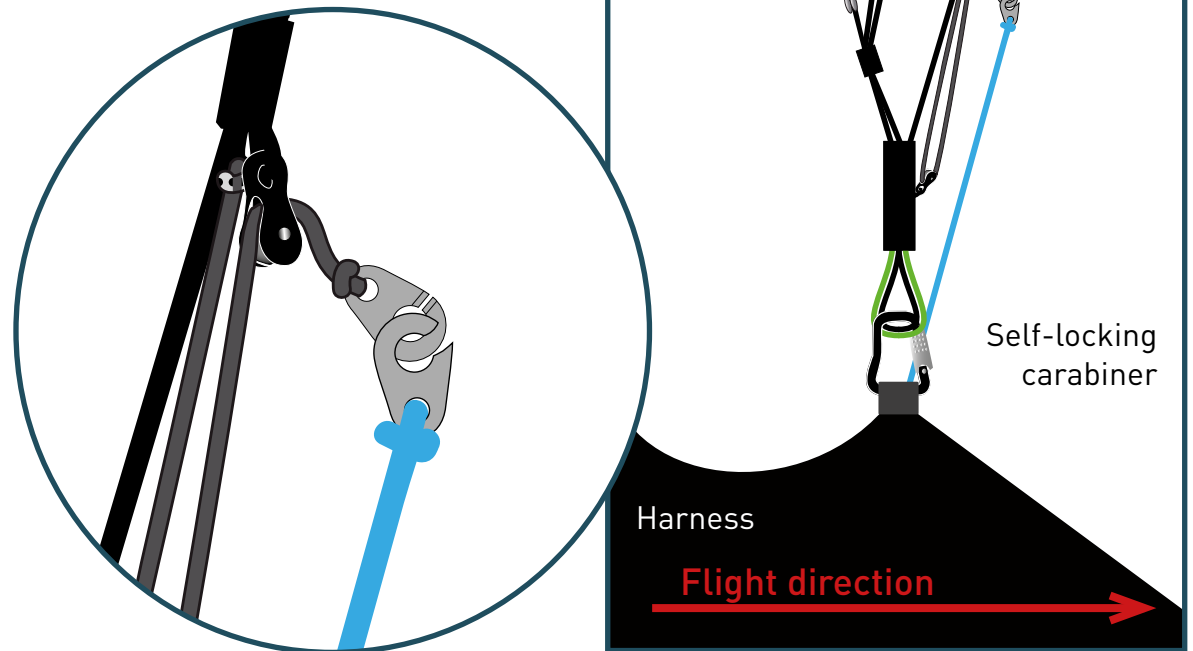
Lastly, check for the main self-locking carabiners to be fully closed and locked in place.

## speedbar connection

Install the accelerator by following the instructions found on page 13.

Connect it to the wing using the split hooks.

Once the accelerator/speedbar is connected, adjust its length according to your measurements. For correct use, there must not be any tension at the split-hook level when the accelerator/speedbar line is fully relaxed.



# Flight behavior

The ACRO4 was designed for advanced aerobatic flights. Its behavior is rather stable and precise, in-line with the use of a compatible high performant agile wing.

## Pre-Flight control



- Check that the harness and the carabiners are not damaged..
- Make sure that the reserve parachute safety cables to ride through the closing tabs keeping the reserve rescue pocket flaps closed.
- Check that your personal settings haven't changed.
- Check that all zippers and buckles are closed.
- Check that the speedbar is correctly connected and set up.
- Check that none of the glider lines or any object come into contact with the reserve parachute handle(s).
- Make sure that the self-locking carabiners are locked and connected to the paraglider.

## Take-off

After a thorough weather conditions analysis, when the decision to fly has been taken, put your harness on and follow the next steps



- Fully close the self-locking chest strap buckles
- Fully close the self-locking leg strap buckles

During takeoff, maintain a standing posture and grab the Speedbag with one of your heels once far enough from the ridge. Using the foot-rest, push yourself inside the harness. With help of the foot-rest, push yourself back into the harness. The Speedbag closes and the Cockpit positions itself automatically.



Do not release your hands from the brakes when you are close to terrain.

## In flight



Please set the distance between the two carabiners according to aerology and to the wing manufacturer's recommendations.

## Speedbar use



We recommend a cautious speed-bar use due to the increased risk of major partial or full frontal collapses. Use the speed-bar/accelerator ( transitions ) only when far away from the ridge and in calm weather conditions as the wing becomes more sensitive to turbulence when accelerated. If you feel a loss of tension in the speed-bar/accelerator, stop pushing it and apply a light brake pressure on the toggles to prevent the glider from experiencing a potential frontal collapse.



**Warning ! Do not apply pressure on the speed-bar with your feet to push yourself inside the harness (it is not a foot-rest) : risk of a full frontal collapse !!!**

To use the speed-bar, maintain one foot on the footrest then with the other, place your foot onto the centering space and push the first bar.

## Landing



Straighten yourself in your harness and adopt a running posture to dissipate the horizontal speed. Always be certain to have enough altitude to make a landing approach corresponding to the weather conditions of the moment and terrain. During the landing approach, never make hasty maneuvers. Always land upwind in a standing posture and be ready to run upon touchdown if necessary.

During your final approach, use as much airspeed as possible based on the weather conditions of the moment, then gradually reduce the glider air speed by pushing the toggles all the way down until contact with the ground is made. Beware not to brake too soon and too rapidly and too deep which could lead to a stall and a dangerous landing.

During high wind speed landings, turnaround and face the wing as soon as ground contact is made and move toward the wing while braking symmetrically to deflate it.

**Do not land in a seated position as it is dangerous.**

# Using the reserve parachute

## Throwing the reserve parachute



We strongly advise you to check frequently the location of the reserve parachute handle location. To do this, we recommend that you lower your right hand following the risers. This movement should be done without looking. By doing so, you will maximize your chances of a rapid extraction if something went wrong and throwing the reserve parachute was called for.

Estimate your AGL ( Altitude Above Ground Level ), which if high enough may make it worth trying to bring your wing back to a normal flying configuration. If in doubt, quickly deploy your emergency parachute.



Deploying a rescue parachute should be done only in an emergency.

With a strong, lateral and then vertical tug, pull the handle towards you and then throw the parachute away from you ( including the container and its handle ) toward a clear unobstructed area of the sky. As soon as the parachute deploys, bring as much of the glider as possible toward you by pulling as symmetrically as possible on the "C" or "D" risers or on the toggles/brakes.

Be prepared to land by adopting an upright position, with knees together and legs slightly bent. Prepare to roll down with pivoting shoulders in a paragliding fall (PLF).

## Towing

To takeoff under tow, you must be equipped with a quick release specially designed for the task. Connect the tow bridle to the wing riser loops with a Dyneema adaptor with a resistance greater or equal to 300kg. The tow bridle will then be fastened by using a lark's head knot or an adapted metal link. To complete the installation, follow the tow bridle manufacturer's recommendations. Before towing, you should consult with a competent towing outfit about safety recommendations.

## Mandatory controls

### Mandatory biannual inspection



- Ascertain parachute deployment functionality by pulling the handle to activate a clean POD extraction sequence :
- Inspect the harness for wear and tear.

### Annual check



- An annual deployment and repacking of the reserves parachutes must be conducted by competent and certified personnel.



## Harness cleaning and maintenance

It is a good idea to clean your harness from time to time. We recommend using a brush and soft solvents only ( soap or mild cleaning agents ). Rinse thoroughly. Never use aggressive chemicals such as strong solvents which could be harmful to the harness's fabric, webbings, stitching and weaken its integrity.

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

If you regularly use your harness in a dusty environment ( dirt, sand, etc... ), we advise you to regularly check and maintain your carabiners and buckles : clean them with a mild detergent, then blow dry them fully but **DO NOT LUBRICATE !**

Prior to using them, conduct a thorough carabiners and buckles checkup to insure their full functionality.

If you use your harness in a marine/sandy/salty environment, pay particular attention to your gear and follow a rigorous care/maintenance routine.

If your dorsal foam protector is more than 5 years old or has been subjected to 2 significant shocks, replace it by a new identical model.

## Storage and transport

When not in use, your harness should be stored inside your paragliding backpack, in a dry, cool and clean place, protected from UV exposure. If your harness is wet, please dry it thoroughly before storing.

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

## Life span



Once every two (2) years, a thorough harness inspection must be conducted :

- Webbing wear and tear (no excessive wear, no rip beginning, no unwanted folds)
- Buckles and carabiners ( functionality, wear and tear ).
- BUMPAIR dorsal protector damage after substantial impact(s). It must be replaced by a new one after three (3) substantial impacts or three (3) years of use ( whichever comes first ).



The threads and fabric used for the manufacturing of the ACRO4 were specifically selected for their quality and resilience levels. However, in particular instances such as long term UV exposure, abrasion, contact with damaging chemicals, general wear and tear, the harness will need to be inspected at a professional certified repair facility. Safety comes first!

The self-locking carabiners are NEVER to be used for any activities other than paragliding.



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

Independently of the pre-flight check-out, you have to open and unfold your rescue parachute once every year.

## Repair

In spite of using the highest quality products to manufacture the ACRO4 , it is possible for your harness to deteriorate through general use. If showing any sign of wear and tear, it should be sent for inspection and/or repairs at a professional certified facility.



SUPAIR now offers an extended warranty period reaching beyond the product standard protection plan against manufacturing defects. Please contact us either by telephone or by E-mail [sav@supair.com](mailto:sav@supair.com) in order to receive a quotation.

## Hardware & Parts

- Self-locking Inox 45mm carabiners ( Reference: MAILMOUSAC).
- BUMPAIR 17 ( Reference : PROBUMP17).
- Accelerator/speedbar Split-hooks ( Reference : MPPM050 ).
- Seat plate ACRO BOIS (reference : MPPL001 size S, or MPPL002 for size M, or MPPL003 for size L)
- Handle for the reserve parachute beneath the seat
- Dorsal reserve parachute handle

## Materials

### Fabrics

N/210D 3line Honey Comb

### Webbings

Polyamid 20 mm (500 daN)  
Polyester 25 mm (1250 daN)

## Recycling

We have minimized our manufacturing footprint by carefully selecting environmentally friendly materials.

If you estimate that your ACRO4 has reached the end of its life span, you can separate plastics from metals and recycle them according to your community rules in effect. As for the fabric itself, contact your local authorities to find out how to proceed to discard it.

## Warranty

SUPAIR takes the greatest care in its products design and manufacturing and hence offers a five (5) year limited warranty from the date of purchase against manufacturing defects or flaws occurring during normal use. Any damage or degradation resulting from incorrect or abusive use, abnormal exposure to aggressive factors, including, but not limited to; high temperature, intense sun exposure, high humidity etc, will invalidate this warranty.

The provided safety protections in the SUPAIR harnesses are guaranteed for use in medium temperature (between -10°C and 35°C).

The protections lifespan is 5 years or limited to 2 consequent shocks. If an airbag is used instead of foam, check that it is correctly installed.

## Disclaimer



Paragliding is an activity requiring specific skills and sound judgement. Learn how to fly within the environment of a certified paragliding school. Carry an insurance policy with you in addition to your pilot certification. Always mind and gauge your personal skills relative to the elements you want to be flying in. Better be safe than sorry ! SUPAIR can not be held responsible for your paragliding decisions or activities.



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



It is essential for you to wear a suitable head protection ( certified paragliding helmet ), boots and right clothing for the activity. Moreover, carrying a reserve parachute connected to your harness in flight is highly recommend.

## Pilot's gear

## BUMPAIR Shock Absorber

The harness you have just purchased has a AIRBAG type shock absorber.

This protection is intended to protect you against potential impacts. It complies with EU Regulations 2016/425 relating to personal protective equipment (PPE) and certified by expert following protocol SP-002 12/2016.

The shock absorber UE conformity of your harness is certified by the following laboratory: ALIENOR CERTIFICATION n ° 2754, Z.A. du Sanital, 21 Rue Albert Einstein, 86100 Chatellerault, FRANCE

The storage, transport and maintenance of the AIRBAG is the same as it is for the harness. The inspection of the protector is the same as it would be for the harness.



Please note that no shock absorber can guarantee total protection against injury. The back protector does not prevent potential injuries to the spine and/or pelvis. In addition, only the parts of the body covered by the shock absorber are likely to benefit from adequate protection against possible impacts.



Please note that the performance of the equipment can be dangerously affected by any modification made or improper use of the shock absorber, and negatively affect the proper functionality of the protector which must be whole and properly installed. You must check that all is in order prior each flight:

- 1 / The correct shape and inflation of the AIRBAG/shock absorber.
- 2 / The AIRBAG seams and overall condition of the fabrics - look for holes, tears, snags ....



The protection can have a five (5) year lifespan under normal use conditions.  
Warning! Following a major hard landing would justify the protector to be discarded.

Label meaning:

Conform to the EPI requirements.



If your AIRBAG is damaged, have it inspected and repaired at a professional qualified facility or contact us at [sav@supair.com](mailto:sav@supair.com)

The test results and the EU declaration of conformity can be found at: [www.supair.com](http://www.supair.com)

This page will help you keep record of your ACRO4 scheduled maintenance.

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

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

<input type="checkbox"/> Entretien	
<input type="checkbox"/> Revente	
Date	
Nom de l'atelier/de l'acheteur	

<input type="checkbox"/> Entretien	
<input type="checkbox"/> Revente	
Date	
Nom de l'atelier/de l'acheteur	

<input type="checkbox"/> Entretien	
<input type="checkbox"/> Revente	
Date	
Nom de l'atelier/de l'acheteur	

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