



ADVANCE EASINESS<sup>2</sup>



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# Thank you for flying ADVANCE

Congratulations on your choice of an EASINESS 2 - a quality product from ADVANCE. We hope that you will spend many rewarding hours in the air with it.

This user manual is an important part of the harness. Here you will find instructions and important information about safety, care and maintenance, and that's why we recommend that you read this document carefully before your first flight

Register your EASINESS 2 online on [www.advance.ch/warranty](http://www.advance.ch/warranty); you will then receive product updates or safety-related bulletins about the EASINESS 2 direct from us. This information will also be available to download from our website at [www.advance.ch](http://www.advance.ch), as will the latest version of this manual and further updated information.

If you have any further questions or problems please contact your dealer or get in touch directly with ADVANCE.

Now we wish you a lot of enjoyment with your EASINESS 2 , and always «happy landings».

Team ADVANCE

# About ADVANCE

ADVANCE, based in Switzerland, is one of the world's leading paraglider manufacturers. Since it was founded in 1988, the company has consistently pursued its own directions and concepts, both in development and production. The results are quality products with distinctive characteristics.

Behind the ADVANCE brand name is a team of specialists who share the passion and trust in the company's products. At home in the air themselves, they contribute their valuable personal experience and dedication to the working processes.

Total control of the production process and supervision of the working practices at the ADVANCE factory in Vietnam ensure a high standard of workmanship. Long term relationships with fabric and line manufacturers means that ADVANCE knowledge and expertise also finds its way directly into the development of new materials.

ADVANCE attaches great importance to after-sales customer support, and has built up a worldwide service network for this purpose. An on-going interaction with its customers brings in a steady flow of new knowledge that finds its way into ADVANCE products, thus completing the «Circle of Service».

# The EASINESS 2

## **Hike & Fly Fascination**

Very straightforward, double the comfort – and light. The EASINESS 2 no-seatboard light reversible harness sparkles with many new features. A choice of two sizes will suit every individual; wider shoulder straps and longer legpads provide even more comfort and a detachable airbag with built-in reserve ensures maximum safety. As a rucksack it is also not only supercomfortable to carry, but serves as an effective mountain backpack, equipped with removable waist strap, helmet net, as well as pole and ice axe holders.

## **Outstanding features of the EASINESS 2**

### **Highly enjoyable: On the back and in the air.**

The EASINESS 2 fits the body perfectly in the air, courtesy of the customary ADVANCE 3-D methods of harness development, longer legpads and, of course, no seatboard. Pilots sit as comfortably as in a good traditional harness. The wide padded shoulder straps give plenty of hold and a feeling of security. This light reversible harness also leaves nothing to be desired as a rucksack. Its ergonomically-shaped back blends perfectly with that of the wearer, and the adjustable shoulder straps rest comfortably on the shoulders.

### **A harness for many kinds of flying**

It's not just the airbag, with its built-in reserve – the whole harness is multi-functional. Whether for Hike & Fly, travelling, bivouac flying or leisure enjoyment, the modular system allows you to decide your flying mode and with it the weight you wish to carry. You choose between Ultralight, Comfort or Security – maximum flexibility.

### **Two sizes for a great variety of pilots**

The EASINESS 2 is available in two sizes - S/M and L – and fits pilots from 155 to 202 cm in height. The rucksack of either 49, or 57 litres easily has room for a normal wing. The EASINESS 2 is not only the perfect solution for Hike & Fly pilots and bivouacers, but also for those leisure pilots and travellers who would rather take to the road with a smaller paraglider rucksack.

## **Safety information**

Like all commercially available reserve parachutes, paraglider harnesses are never suitable for free fall parachuting because their design and construction details do not allow such a thing. Neither the reserve parachute nor its attachments to the harness can withstand the loadings involved in an abrupt opening.

EASINESS 2 certification is restricted exclusively to paraglider sport.

All harness adjustments should be made before the harness is flown. Correct adjustment of the EASINESS 2 greatly contributes to safety, correct function and comfort in flight.

## **General recommendations about paragliding**

Taking part in paragliding sport requires appropriate training and a comprehensive knowledge of the equipment, as well as the necessary insurance and licences. A pilot must be able to correctly assess the weather conditions at the chosen site before taking off. His abilities must be sufficient for the demands of the selected paraglider.

The wearing of an adequate helmet, suitable footwear and clothing, and the carriage of a reserve parachute are all essential. Before every flight all items of equipment must be checked for damage and airworthiness. A pre-takeoff check must always be carried out.

While engaged in paragliding every pilot bears sole responsibility for all risks, including those resulting in injury and death. Neither the manufacturer nor the seller of a paraglider can guarantee the safety of a pilot, or be held responsible for it.

# Preparing the product

## Delivery

Before delivery every ADVANCE product has to be checked by the dealer for delivery package contents and correct initial settings. A completed warranty form makes sure that deficiencies of the product, attributable to the manufacturer, are covered by the ADVANCE warranty (see under “Warranty” in the section “Service”).

We ask you to complete this form on the ADVANCE website under “Warranty”, within 10 days of purchase.

## Delivery package

Delivery of an EASINESS 2 harness contains:

- Reversible harness
- 2 AustriaAlpin alu carabiners
- Front pocket
- 3 reserve connection sections (for connecting the reserve to the harness shoulder supports).
- «EASINESS 2 Getting started» Booklet

## Available as options:

- A LTF-approved airbag-protector with integrated reserve compartment, and inner container with reserve handle.
- A reserve front container with its reserve handle and a Y connection. The special feature here is that the reserve can be either connected to the main carabiners or the shoulder mounted support points.
- A Velcro tube for stowing the handles of a steerable reserve.

## Adjusting the harness

The EASINESS 2 primarily conforms itself to the pilot’s body shape, and is therefore very easy to adjust.

All EASINESS 2 adjustments can be satisfactorily made in the air as well as on the ground. ADVANCE recommend that you make yourself thoroughly familiar with the adjustment possibilities before your first test flight with the harnesses, and always choose quiet conditions for this.



**Info:** for realistic adjustment the harness back pack should be packed as for flight, and the reserve mounted as well. These preparations will provide a good simulation of an in-flight situation.



Put the harness on, close the Getup-System and hang the EASINESS 2 in a harness hanger by both carabiners. It is important that you start with all adjusters in their fully open position.

- 1. Adjusting the upper body recline angle ①**  
The upper body angle is set by the adjustable back straps. Pull these in until you are sitting comfortably upright, and the position feels right. The back straps are fitted relatively high, to give good back support; this avoids unnecessary load on the shoulders.
- 2. Setting the shoulder straps ②**  
Pull the shoulder straps in, but only until they sit loosely on the shoulders, providing light support. They should not press on the shoulders.
- 3. Adjusting the mini chest strap**  
This strap ③ stops the shoulder straps slipping off the shoulders, and also holds the removable chest pocket. When fitted this pocket forms part of the mini chest strap. If the pocket is not fitted the mini chest strap should only be pulled in as far as the red stop mark, otherwise it could be excessively shortened which would cause undesired pressure from the shoulder straps. When the chest pocket is fitted the red mark serves no purpose and becomes part of the excess mini chest strap length. This extra free length can be stowed with the Velcro.



## Fitting the speedbar

You can use the speedbar that came with your glider, or get an ADVANCE speed system for your Easiness 2.

First lead the speed lines through the metal guides **1**, between the harness and the airbag – inside the front airbag toggles. Then lead them through the ball bearing pulleys **2**, and connect them to the paraglider risers with Brummel hooks.



**Caution:** The speedbar is correctly adjusted when the whole travel of the paraglider speed system can be used. Make sure that the speedbar lines are not set too short, so that they would permanently accelerate the wing in flight.



**Tip:** So that it does not get in the way when walking you can stow the speed bar or loop with the Velcro between the leg flaps.

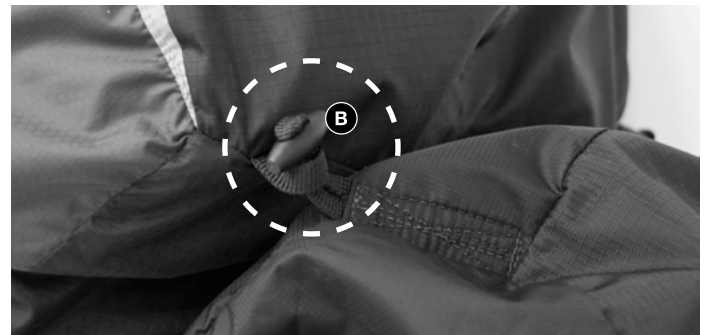


## Fitting the optional airbag protector

The LTF-approved airbag and its integrated reserve compartment attaches under the harness by a zip fastener and toggle system **L**. One side of the zip is under the EASINESS 2, the other on the airbag. The end of the zip fastener is secured by a ball and loop system.

After closing the zip and securing its end fix the airbag to the harness with the six toggles which go through the six loops on the harness. («Bullet Toggles») **B**.

The airbag functions normally when a reserve is not carried in the airbag reserve compartment. To close the empty compartment a double-ended yellow plastic closure pin blank is provided. When not in use it is stowed in a sleeve and pocket system just inside the reserve compartment.



## Fitting the reserve - general

The EASINESS 2 can carry a reserve in the airbag compartment, or in a front container.

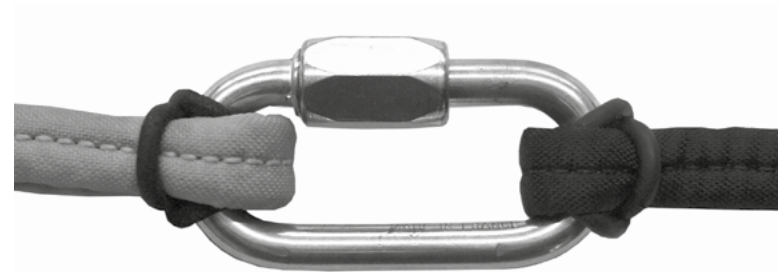
Bear in mind that every reserve/harness combination has its own peculiarities. To ensure a reliable function it is essential that pilot and packer are familiar with the system before the reserve is installed. We strongly recommend that the reserve is installed by a qualified person or your ADVANCE dealer.

**!** **Caution:** If in doubt always carry out a compatibility test to make sure that the particular combination of reserve and harness container will work.

## Connecting the reserve with the harness

Connect the supplied EASINESS 2 connection and the reserve bridle with a Maillon Rapide of 2400 daN minimum safe load. Stabilise both webbings on the maillon – for example with O-rings or neoprene bands – to prevent the webbing loops slipping round the maillon and side loading it during a reserve opening. Direct loop to loop connection may only be done by the harness manufacturer or a trained and qualified person. If this connection were to be incorrectly made there is a risk that the webbing loops would slip on each other during a reserve opening, causing heating, melting and failure of the connection.

A front reserve can be attached to the EASINESS 2 shoulder mountings via the harness V-connection and its side channel, or you can connect it to the main carabiners. The shoulder method has the advantage that the pilot is supported in an upright position, ensuring a feet-first landing. This makes it easier to do the correct parachute landing.



## Fitting the reserve in the airbag compartment

### General

The reserve handle on the four flap container is designed so that an extraction force acts over the whole width of the inner container. This effect promotes ideal throwing behaviour by keeping the container straight as it is ejected; it minimises the risk of the inner container turning and jamming, or getting caught up in the reserve lines. The reserve handle and four flap container, as supplied, is a part of the harness and conforms to the latest LTF certification requirements. Only this handle/inner container combination may be used.

### Suitable reserves

Older type, relatively bulky reserves, are more difficult to deploy from modern and more compact harnesses, especially under high g loadings. The certified reserve volume for the EASINESS 2 depends on harness sizes. S/M size: 2.5–5 litres, L size: 2.5–6 litres.

Info: For a general approximation of a reserve volume, its weight in kilos x 2.7 gives a volume in litres. But, depending on packing style and skill, it can still be that a reserve that conforms to the maximum certified volume for a container, using the weight formula above, cannot be released without problem.

### Steerable reserves

The EASINESS 2 can also be used with steerable reserves. For this the reserve system is connected directly to the supports on the shoulder straps **1** by means of two screw carabiners with a total minimum working load of 2400 daN. Finally the reserve risers run up and to the side in the Velcro-attached tube **2** to **4**, as far as the side-mounted V-connection channel where they are neatly stowed and led into the reserve compartment (see next page).



**Caution:** The zip fastener slider must lie on the overlapping ends. **3**.



**Info:** The tube has to be ordered as an option.



### **Packing a reserve in the inner container**

Fold your reserve to the shape and dimensions of the inner container; the EASINESS 2 inner container requires a relatively long and narrow folded reserve shape. Position the reserve lines at the opposite end from the handle.



When the lines are stowed leave 90 cm to the bridle. Close the container flap in the order indicated (1-3). Secure the final container flap (3) with a 5 to 6 cm line loop (ca. 3 finger widths). Now check the tension of the bungee loop and adjust if necessary. --> lift the package by the lines - the weight of the reserve should release the line loop



### Closing the inner container

Now close the outer container flap (red border) with two similar line loops (5 to 6 cm). These two line loops are secured in the two attached rubber bands through their eyelets on the outer flap.



### Fitting the inner container in the airbag

First put the connecting lines in the reserve compartment followed by the inner container. It is essential that the inner container closure flaps face the underside of the harness (towards the ground in flight). The reserve handle connection must be flat - not twisted. Spot faces spot to show that installation is correct.



**Caution:** If a reserve comes out of its inner container it must be refolded to match the shape of the inner container before the next stowing attempt.

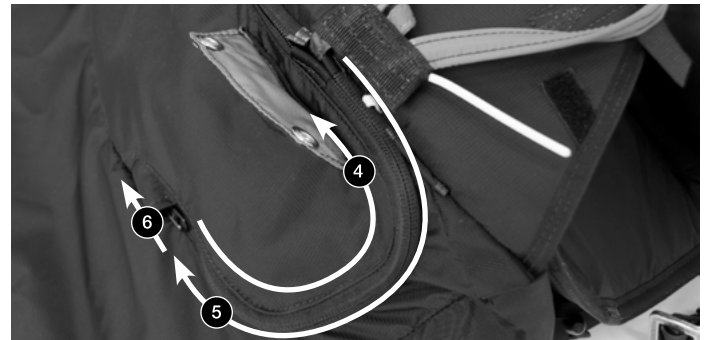
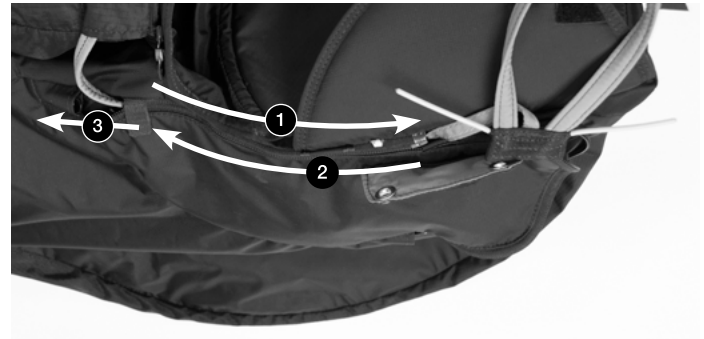




### Closing the reserve compartment

First run the rear zip all the way to its start to open it (1). Then close it by pulling the zip puller to the end of its run at the top of the harness (2). To make sure the V-connection (or steerable risers) can correctly deploy when the reserve is thrown it is essential that the zip puller is properly stowed in its garage. The zip puller is secured by a Velcro garage door (3).

Now open the second zip by first pulling it round to its start (4), then back to close it (5). Stow this puller in its garage (6).



### **Fixing the reserve handle**

The opening ends of the two zips are secured by yellow plastic cables. First lead the rear (aft) closure loop through its eyelet, secure it with its yellow cable, and stow the cable end in its channel. Repeat for the forward loop. Fix the reserve handle in its neoprene pocket and stick the handle to the airbag with the Velcro. Stow any remaining handle connection line in the space provided.



## Fitting a reserve front container

The EASINESS 2 can also be used with a front container. To fit the optional ADVANCE front container please read the following:

### Fitting the ADVANCE front container on the EASINESS 2

The supplied reserve handle should be connected to the loop on your reserve inner container. The two side loops provide left and right connections to the leg straps (B). These prevent the container sliding to the side.

Note: The lines from the Y-connection loops (R) are not used for the EASINESS 2.



### Connecting the front reserve to the EASINESS 2

There are two ways to connect a front reserve to the EASINESS 2 harness. You can either use the shoulder support points, running the V-connection down the side channel (version (a)). Or you can hang the front container Y-connection directly in the main carabiners (version (b), following page. ADVANCE recommend version (a).

a) Connect the Y-connection to the shoulder-mounted harness  
V-connection: this runs from the shoulders through the side channel to the front container. Fix the connections with two small Velcro loops (K) on the harness (back and leg straps), to prevent slipping (already mounted at delivery).

A reserve in a front container should be connected to the harness using a Maillon Rapide or a direct loop to loop connection.

The advantage of method a) is that the pilot lands upright - on the feet.



For version (b) you should remove the harness Y-connection from the shoulder supports.

Before each flight you have to put the ends of the front container Y-connection in the main carabiners, and make sure that they do not interfere with the carabiner gates. The disadvantage of this version is that the pilot naturally remains in a sitting position under the reserve. This makes it more difficult to carry out an upright.

**!** **Caution:** Put the ends of the Y-connection in the carabiners first – then the paraglider risers. Then the reserve connections will not get in the way of the carabiner gates.



## Compatibility check

Correct installation of a reserve must always be tested by a test release. To do this sit in the harness, straps fastened with packed back pocket, hanging by its carabiners from a harness hanger. Then pull the reserve out by its handle. It is not sufficient to pull the reserve out when not sitting in the harness as for flight. The release procedure must take place in the flying position, without hindrance, and in accordance with the requirements of this manual. The force required to release the reserve must not be less than 4 daN and not more than 7 daN. If in doubt you should contact a qualified person or your ADVANCE dealer.

The correct throwing technique has to be used – a pull to the side for the EASINESS 2 airbag reserve. Anything else can make deployment more difficult.

The following factors can make successful reserve opening more difficult, or prevent it – especially if any apply together:

- Reserve too big – too much volume for the compartment or inner container.
- Reserve not folded to the long shape of the inner container.
- Incorrect throwing technique. A pull to the side is required (Caution: don't pull the reserve handle straight upwards).
- The reserve volume was suitable for the harness when first fitted in

the new harness, but after a repack it is too big.

- Pilot arm length is a factor: short pilots with short arms can sometimes not pull out the reserve.
- Deployment under high g (more than 3g, for example in a spiral dive).



**Info:** A successful compatibility test can reinforce the tester's confidence in the reserve system.



**Caution:** Before every flight check that the reserve handle is in its correct position, and that the yellow cables are correctly sited.



**Tip:** We recommend a brief check of the reserve handle during every flight. This helps to memorise its position. We also advise you to mentally rehearse the sideways pulling and throwing action.

# Use in practice

## **Harness technical features**

With two sizes and many modules the EASINESS 2 is very adaptable and versatile. In addition, many technical features and carefully thought out details make the light reversible harness easy to use in flight.

## **Drink system**

The EASINESS 2 has a drink system. A water bottle or bag goes in the backpack and the drinking tube is led out through the opening at the left shoulder strap. The end of the drink tube is then held by an elastic band on the front of left shoulder strap. Here it is secure and easy to reach.



### **Front pocket**

A small front pocket attached to the chest strap provides extra EASINESS 2 storage during flight. This can be removed as required by releasing the squeeze buckles. When the pocket is not required the chest strap must be loosened until the red marking on the strap projects. This strap must not be pulled in tighter than the red marks, or undesired tension on the straps will result.



### **Velcro loop**

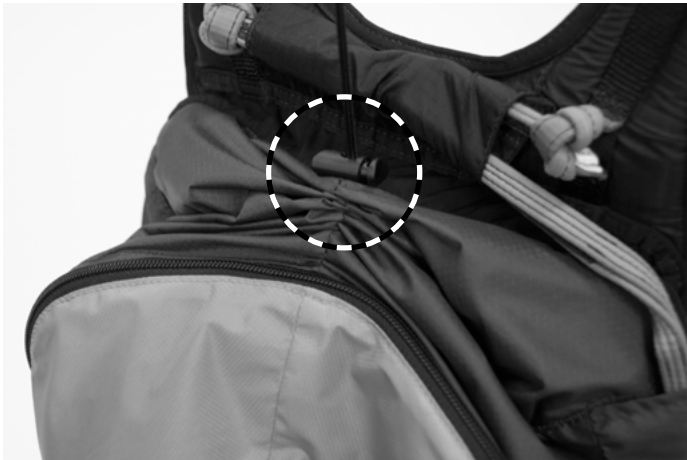
When using the integrated front pocket the extra ends of the mini chest strap can be conveniently stowed with the Velcro.





### Lanyard

A lanyard with stopper at the top of the EASINESS 2 harness can be used to modify the volume of the harness backpack, at the pilot's discretion.



### Tube for steerable reserve risers

The EASINESS 2 can be used with a steerable reserve (see page 13). To stow the reserve brake handles neatly with the reserve risers the EASINESS 2 has a Velcro-fastened tube, above the V-connection side channel.



## Rucksack technical features

Reversible harnesses often lack the comfort and facilities of a dedicated mountain rucksack. This comment, however, does not apply to the EASINESS 2 with its well planned and thought out detailing and features. Descriptions follow.

## Ergonomically shaped back support

The back of the EASINESS 2 rucksack is made of breathable mesh and ergonomically shaped. This makes for impressive carrying comfort when hiking.



### **Detachable waist strap**

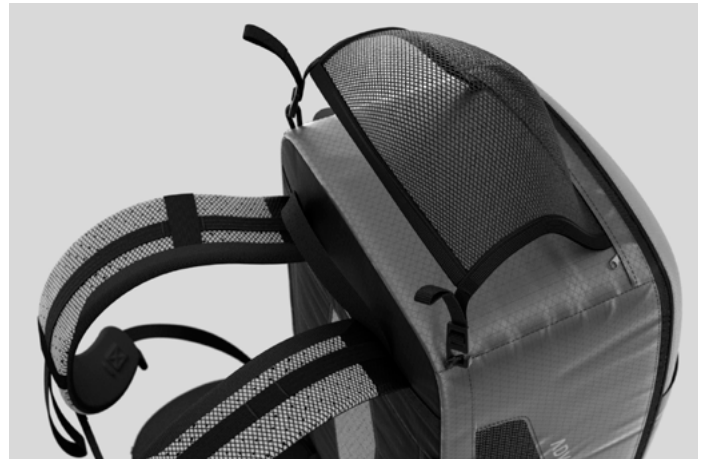
Some swear by it, others would rather do without: the EASINESS 2 waist strap and its small pocket are removable. Weight can be saved here.



### **Net pocket and adjustable helmet net**

A useful net pocket on the front of the rucksack provides additional storage.

The helmet net on the top is adjustable to suit an individual's helmet.





## Adjusting the rucksack

The size and volume of the EASINESS 2 rucksack have been refined to ideally carry a PI 2 or other light wing, as well as reserve, helmet and item of clothing.

The rucksack should be fully packed when adjusting it for your own body shape.

### Adjusting the removable waist strap ❶

A fastened rucksack waist strap should sit centrally on the tops of your hip bones. Pull in the strap at this position, but only so far as feels good. When correctly set most of the rucksack weight will be carried on the hips by this strap, without excessive pressure.

### Shoulder strap adjustment ❷

The low mounted shoulder straps suit a wide range of personal heights. Pull the straps gently in, until you can just feel them, but without putting pressure on the shoulders. When correctly adjusted they lie on the shoulders, but do not carry much weight (most of which is carried on the hips).

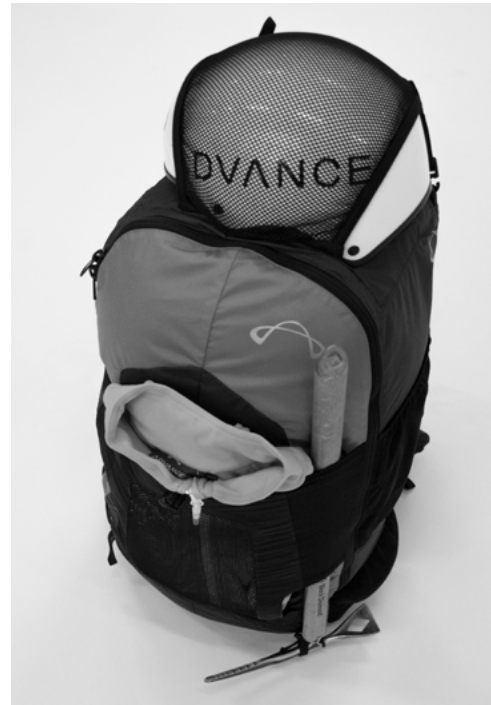


## Packing the rucksack

### Without airbag

Put the EASINESS 2 seat surface inside and fold the outsides around. Fold your paraglider to the rucksack width and lie it, in its inner bag, on the back padding of the rucksack. Compress the pack with your weight, so that you can fold the rucksack top over and easily close the zips.

There's room left in the EASINESS 2 for your clothes, reserve and instruments. The helmet can go outside under its adjustable netting holder. Hiking poles or an ice axe have their own fixings on the outside of the rucksack.



### Packing with the airbag fitted

Careful packing can lengthen the life of the airbag. Turn the harness into a rucksack, fold the leg pads in and lay the airbag flat on top. Take care that the Nylon rods in the airbag do not get kinked, but stay in their natural shape. ❶

❷ Then push the end of the airbag gently underneath and pull



the rucksack cover over. Finally lay the glider on top and close the rucksack.





**Caution:** Never drag the EASINESS 2 over the ground. Only close the zips when they run easily – never make them struggle against tension. Do not pack pointed or sharp objects in the back pack, nor in the outside pocket of the rucksack. They can damage the fabric.

## Packing the harness back pack

Careful packing of the back pack can greatly improve your flying comfort. Oddly shaped and hard objects can be felt through the back of the harness. This feeling stays with you for the whole flight.

First pack your glider inner bag at the bottom of the back pack. Then fill the rest of the space with thought and logic. Put hiking poles points upwards, food and clothing carefully around – without over-tensioning the compartment. It should not be filled to bursting point.

 **Tip:** ADVANCE recommend rubber tips for hiking poles. These not only protect your ears, and those of others, from incessant clattering on the road, but protect the back pack fabric.

 **Tip:** Stowage space in the back pack is limited. To save room, you can carry drinks in plastic bottles and food in bar or packaged form – not in hard plastic containers. The food itself takes up no stowage after being eaten. A Camelbak goes in the back pack with the tube led out through the opening at the left shoulder.

## Clipping in with the EASY CONNECT SYSTEM

The EASY CONNECT coloured markings on the carabiner support loops make it especially easy to clip in an ADVANCE paraglider to the EASINESS 2. The pilot only has to make sure that the red and blue markings on the paraglider risers join the equivalent red and blue lines on the EASINESS 2 harness carabiner loops. The EASY CONNECT SYSTEM contributes to greater safety before takeoff.

## Takeoff preparation and check

Before every takeoff you should check the following:

1. Harness and helmet clipped up, reserve OK?
- 2./3. Lines and canopy clear?
4. Wind direction and strength assessed?
5. Airspace and field of view clear?



## **Training**

The EASINESS 2 can be used by students.

## **Winching**

ADVANCE harnesses are suitable for towing by winch. For the EASINESS 2 the towline link must only be directly attached to the main carabiners by a suitable quicklink. If in doubt you must always consult the winch driver, or someone authorised by the manufacturer.

## **Acro flying**

The EASINESS 2 is not suitable for acro because of its light materials.

## **Tandem flying**

The EASINESS 2 can be used by tandem passengers. The EASINESS 2 does not have provision for a tandem reserve parachute, so is not suitable for a tandem pilot.

## **Other brand paragliders**

The harness can be flown with every paraglider. There is no restriction.

## **Landing in water**

In general, caution is advised when flying over water, whether it be crossing a lake during a cross country, or during SIV safety training. In particular a pilot can land in the water during SIV, intentionally or otherwise. As with all harnesses you should consider that the protector floats initially and can turn the pilot face down, head under water. Wearing a lifejacket is essential during SIV training.

### **Landing in water without a lifejacket**

If an unintentional water landing takes place, outside the protection of the SIV environment, the harness buckles must be unfastened immediately and the EASINESS 2 taken off. Otherwise the risk of drowning is very high. As general advice ADVANCE recommend that the EASINESS 2 is not flown over water.

### **Landing in water with a lifejacket**

Even when landing in the water during SIV, with a lifejacket, it is recommended that the EASINESS 2 buckles are unfastened and the harness taken off before getting into the boat. When full of water the harness gets very heavy and makes it very difficult for the pilot to board the rescue boat. Additionally, the EASINESS 2 is a lightweight harness and could be damaged if the pilot is lifted in the waterlogged harness.


### **Care after a water landing**

After getting wet the EASINESS 2 and reserve inner container should be laid out carefully to dry in a shaded place outside, or in a dry room: or, even better, hung up by its carabiners and gently wafted to and fro. The reserve should be taken off, dried separately and repacked in due course.

# Maintenance, repairs and care

## Care and maintenance

When choosing materials special attention was given to saving weight. The harness was still designed for high loading, but not for extreme physical demands. The life of the harness depends, to a great extent, on the way it's looked after by its users, and we recommend that the harness is routinely inspected for signs of wear, damaged seams and webbing, and that damaged parts are replaced. It is especially important to note that any suspected damage should be immediately taken to an authorised workshop for repair.

 **Caution:** Do not modify your harness, and never fly with a harness that has any kind of damage to its webbing.

It is recommended that the harness is completely checked at least once a year: this must include the condition of the seams and webbing parts, and the operation of the buckles. Don't forget the regular airing and repacking of your reserve parachute. If your reserve has been thrown in an emergency your harness should also be checked by the manufacturer or an authorised service centre..

Ultraviolet light, temperatures below -20°C and above +60°C, humidity, salt water, aggressive cleaning agents, unsuitable storage as well as physical abuse (dragging over the ground) speed up the ageing process.

The life of your harness can be greatly extended if you observe the following points:

- Allow a wet or damp harness to dry completely at room temperature, or outside in the shade. Always repack your reserve.
- If your harness gets wet with sea water rinse it thoroughly in fresh water. Always repack your reserve.
- Only clean your harness with fresh water, and a little neutral soap if necessary. Never use solvents.
- Check the harness connection and reserve bridle after every reserve deployment.
- A qualified person must check the harness after any very high loading (e.g. heavy crash).
- Regularly inspect the harness for damaged seams and webbing. In particular check the harness/reserve connection and the seams near the main carabiners.
- Don't subject the harness to extremes of temperature and make

sure it gets adequate ventilation, to prevent condensation forming.

- Do not leave the harness in the sun (UV radiation) before and after flying.

Most reserve parachute manufacturers recommend an inspection and repacking every six months, so as to guarantee a fast and routine opening every time. If the reserve gets wet, damp or overheated it must definitely be repacked. We strongly recommend that you let a qualified person pack your reserve. In addition, ADVANCE also strongly recommend that you regularly check the front container to see that the yellow cables run through their loops properly. Then you can be sure they will easily release the reserve when required.

## Airbag maintenance

If the EASINESS 2 airbag has to go to a qualified Service Centre for maintenance work, it has an internal zip fastener to be opened. This is so that kinked or damaged rods can be replaced, for example. Please note that this zip fastener should only be opened by a qualified Service Centre or ADVANCE – it is quite tricky to deal with correctly!

## Check

The complete set of equipment has to have a check at an official ADVANCE checking organisation after every 24 months, or 100 flights, or 100 flying hours – whichever comes first. At a check all components are evaluated according to strict guidelines and with great care. Finally the overall condition of the paraglider is assessed and recorded on the test record.

You can find more information about the check in this manual in section «Service», or on [www.advance.ch](http://www.advance.ch).

## Repairs

As a general rule you should not attempt to repair a harness yourself. The various seams are made with great precision, and, for this reason, only the manufacturer or an authorised service centre may make repairs using original materials.

## Disposal

impact assessments. When your harness reaches the end of its useful life in a number of years' time, please remove all metal

parts and dispose of the rest of the harness in a waste incineration plant.



# Technical Data

## Technical Data

<b>EASINESS 2</b>		<b>S/M</b>	<b>L</b>
Pilot height	cm	155-185	175-202
Harness weight	kg	1.47	1.54
Weight reserve container with reserve handle	kg	0.085	0.085
Protector weight	kg	0.40	0.43
Chest strap width	cm	43	45
Carabiner height	cm	ca. 45*	ca. 47*
Harness certification		DIN EN 1651, 120kg	
Airbag certification		LTF 91/09	
Rucksack volume	l	49	57
Colours		Fire red	

\* Not Applicable. The harness seat shell automatically conforms to the pilot's body shape.

The seat surface width and the carabiner height find their own values. Chest and leg strap lengths cannot be adjusted, so carabiner distance is fixed.

## Material description

Description	Name & Dimension	Manufacturer	Breaking load
Leg strap	Dyneema 10mm	Techni Sangle	2'320kg
Bäck strap	70337 - 15mm - Polyamid	Güth & Wolf	1'000kg
Shoulder strap	70337 - 15mm - Polyamid	Güth & Wolf	1'000kg
Two buckle closure system	FC05A - FC06A	Austrialpin	
Cloth seat	Nylon Oxford 210d, PU3	Seung Hee	
Cloth backpack	Nylon 240T Dia RS, PU2 Nylon Ripstop 70D, PU3 Stripes: Nylon Robic 100D, PU2	Seung Hee	
Cloth airbag	Nylon Robic 100D, PU2	Seung Hee	
Carabiner	Stratus Alloy	Austrialpin	1'800kg
V-line Emergency	Dyneema 10mm	Techni Sangle	2'320kg

# Service

## ADVANCE Service Centres

ADVANCE operates two company-owned Service Centres that carry out checks and repairs of all types. The workshops based in Switzerland and France are official maintenance operations, certified by the German Hanggliding and Paragliding Federation (DHV), which has many years' experience and in-depth product-specific expertise. The ADVANCE worldwide service network includes other authorised service centres which provide the same services. All service facilities use original ADVANCE materials exclusively. You can find all the information about checks and repairs, and the relevant addresses at [www.advance.ch](http://www.advance.ch).

## The ADVANCE website

At [www.advance.ch](http://www.advance.ch) you will find detailed information about ADVANCE and its products, as well as useful addresses which you can contact if you have any questions.

Among the things you will be able to do on the website are:

- complete the warranty card online up to 10 days after purchasing the glider, enabling you to enjoy the full benefits of the ADVANCE warranty.

- find out about new safety-related knowledge and advice concerning ADVANCE products
- download an application form in PDF format which you can use when sending your glider in for a check at ADVANCE.
- find an answer to a burning question among the FAQs (Frequently Asked Questions)
- subscribe to the ADVANCE Newsletter so that you will be regularly informed by e-mail about news and products.

It is well worth visiting the ADVANCE website regularly because the range of services offered is continuously being expanded.

## Warranty

In order to enjoy the full benefits of the ADVANCE warranty, you are requested to complete the relevant form on the website in the «Warranty» section within 10 days of purchase.

As part of the ADVANCE warranty, we undertake to rectify any defects in our products that are attributable to manufacturing faults. In order for a warranty claim to be made, ADVANCE must be notified immediately on discovery of a defect, and the defective product sent in for inspection. The manufacturer will then decide how a possible manufacturing fault is to be rectified (repair, replacement of parts or replacement



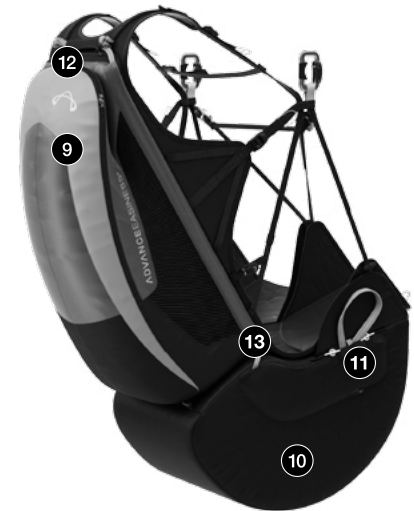
of the product). This warranty is valid for three years from the date of purchase of the product. Warranty and Service Intervals begin from the date of the glider's first flight, recorded on the identification plate. If no date is evident the applicable date is that on which the glider was transferred from ADVANCE to the ADVANCE dealer. The ADVANCE warranty does not cover any other claim. Claims in respect of damage resulting from careless or incorrect use of the product (e.g. inadequate maintenance, unsuitable storage, overloading, exposure to extreme temperatures, etc.) are expressly excluded. The same applies to damage attributable to an accident or normal wear and tear.



# Parts

## Harness

1. Main supports – AustriAlpin Carabiner
2. EASY CONNECT SYSTEM
3. Leg straps
4. Shoulder straps
5. Small chest strap, with or without front pocket
6. Back straps
7. Attachment for optional reserve front container
8. 2-buckle closure system
9. Back pocket
10. LTF approved Airbag
11. Reserve compartment
12. lanyard to vary the volume of the back pack
13. Reserve shoulder suspension with side channel for the V-connection!



## Rucksack

1. Shoulder strap
2. Detachable waist strap
3. Small chest strap
4. Side pocket
5. Helmet stowage, adjustable
6. Netting pocket
7. Hiking pole and ice axe holders
8. Drink tube opening and fixture on the shoulder straps





Halbes  
Hartbergalm 2,5 km  
Merkel 2,5 km  
Klingel 2,5 km  
Klingel 2,5 km  
Klingel 2,5 km

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